



# The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

October 2003

## From the President 20th Street Bikeway Entrance is a Showpiece

By Lea Brooks

While weeding, mulching and picking up trash along the 20<sup>th</sup> Street Bikeway with fellow SABA members during the annual Great American River Clean Up on Sept. 20, I thought about the long road it has taken to reach this point.

The bikeway, which is accessed at 20<sup>th</sup> and C streets in downtown Sacramento near the Blue Diamond Almond complex, looks terrific from the entrance to the Union Pacific Railroad overcrossing. This short stretch is landscaped with native plants planted by SABA members and colorful flowers courtesy of a neighbor. SABA members should be very proud of their efforts to make this major access to the American River Parkway bike trail into an attractive and welcoming showpiece.

While the entrance is quite an accomplishment, much work remains to be done. For example, SABA Executive Director Walt Seifert is seeking funding and designs for an appropriate sign at the entrance. And the trail between the railroad overcrossing and the intersection with the Parkway bike trail at Del Paso Boulevard remains weed-infested and the site of illegal



Folsom South Canal trail  
Photo by Aimee Hagen, SACOG

## Folsom South Canal Ride Shows Potential for Bicyclists

By Tony Powers

If you're like most people in the Sacramento metropolitan area and missed last month's *Squeaky Wheel*, you probably know as much about the Folsom South Canal (FSC) as the average Sacramento area public official did.

That changed Oct. 3, when a diverse group of public officials, representatives of the development community and cyclists got together at the California State University, Sacramento, Aquatic Center for lunch and a bike ride along the FSC Recreational Trail. For many of the 40 or so participants, this was their first exposure to the diamond-in-

## South Light Rail Line Debuts

By Walt Seifert

Sacramento Regional Transit's new light rail South Line opened Sep. 28. The \$222 million line runs from downtown to Meadowview Road and includes 6.3 miles of track and seven new stations.

How well does the South Line accommodate cyclists? Not too badly, really, but as always there is room for improvement. SABA will be recommending some simple changes during the shakedown period.

**Station access.** The three southernmost stations, Meadowview, Florin and 47<sup>th</sup> Avenue, are mostly surrounded by parking (spaces for nearly 2,200 cars) and vacant lots. The City College station is great for access to the college, but cut off from the neighborhood to the east by the Union Pacific tracks and yet-to-be-developed railyards. There needs to be a cooperative effort between RT and the city and county to improve bike access to the stations.

**Bike parking.** None of the stations have bike lockers, probably because use of

lockers at other light rail stations is so low. There are good bike racks at the Meadowview Station — but it is likely that only a few people will be willing to leave their bike at a station all day — though there is a flower-box-bedecked guard tower nearby (primarily to protect the cars in the parking lot).

## SABA Mission

*SABA represents bicyclists. Our aim is more and safer trips by bike.*

## SABA Vision

*Bicycling for everyday transportation is common because it is safe, convenient and desirable.*

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6 p.m. For more information, call us at (916) 444-6600 or e-mail us at [saba@sacbike.org](mailto:saba@sacbike.org).

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7 p.m. the third Thursday of the month. For more information, call Chapter Chair Tony Powers at (916) 353-1745 or e-mail them at [faba@tomatoweb.com](mailto:faba@tomatoweb.com).

## The Squeaky Wheel

This newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or an article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River 95670, via e-mail at [lea2skip@aol.com](mailto:lea2skip@aol.com), or call evenings at (916) 635-9332 by the third Thursday of each month.

## SABA Pizza Party — Pizza, Soda and Doin' Stuff

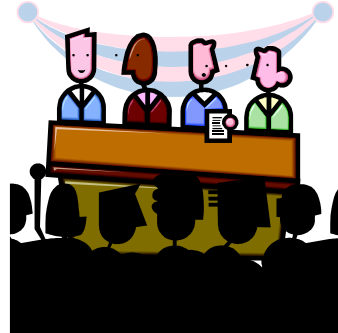
The monthly SABA Volunteer Work and Pizza Party will be Thursday, Nov. 13, from 5:30 to 7:30 p.m. at SABA Western District HQ, 909 12<sup>th</sup> Street. Come on down! We've got plenty to do to further the cause! You can help by writing letters to prospective members, stuffing envelopes, talking about bike stuff and eating free pizza.



## SABA General Membership Meeting

Tuesday, Oct. 28, 6 p.m., American Lung Association conference room, 909 12<sup>th</sup> Street, Sacramento.

- 6:00 p.m. I. Potluck and Introductions (Skip Amerine).
- 6:30 p.m. II. Executive Director's Report (Walt Seifert).
- 6:45 p.m. III. Brainstorming session on bike projects (Walt and Skip).
- 8:00 p.m. IV. Adjourn.



## SABActions

### Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative plenary and "common understandings" sessions
- Caltrans Highway 50 HOV Lane Corridor Advisory Committee
- Mobility Strategies for County Corridors Technical Advisory Committee

### Other

- Participated with WalkSacramento in an assessment of walking and biking conditions on Howe Avenue
- Made joint presentations with WalkSacramento to the city of Sacramento Planning Commission and Elk Grove Planning Commission on making communities bicycle and pedestrian friendly
- Participated in assessment of Folsom South Canal trail

## SABA Incorporation Update

SABA moved forward on its incorporation as a public benefit nonprofit by adopting bylaws and establishing its initial board of directors and appointing officers.

Board members are Lea Brooks, Skip Amerine, Aron Livingston, Ken Murray, John Whelan, Beverly Taylor and Tony Powers. Officers are:

- President — Lea Brooks
- Vice-president — Beverly Taylor
- Secretary — John Whelan
- Chief Financial Officer — Aron Livingston

The next steps are applying for and getting approval of tax exempt status from the Franchise Tax Board and IRS. ☼

*President, from page 1*

campsites that generate tons of trash.

In addition, the bridge over the American River, known as the pipe bridge, continues to attract transients who often intimidate bicyclists and other trail users with their behavior and dogs. The vicinity around the bridge has been the site of several murders and other violent acts, which have unfortunately resulted in under-utilization of the 20<sup>th</sup> Street Bikeway.

SABA commends the Sacramento County Department of Parks, Recreation and Open Space and city of Sacramento for their continued crackdown on illegal camping along the American River. Based on experience, the number of illegal camps would balloon overnight without the constant vigilance of county rangers and city police officers.

Despite the physical improvements and law enforcement efforts, many bicyclists and other trail users are afraid to use the 20<sup>th</sup> Street Bikeway because of loitering transients and publicity from the violence. I am optimistic that this bikeway will someday be as teeming with cyclists, runners and other users as other stretches of the bike trail as additional residential growth in the area puts more pressure on law enforcement to deal with problems associated with illegal camping.

For the benefit of SABA's new members, I am using this column to provide some background on the 20<sup>th</sup> Street Bikeway to show our commitment to making this bikeway a safe, convenient and pleasant access to the Parkway.

The bikeway was officially dedicated on Jan. 7, 2000, as a replacement for the 14<sup>th</sup> Street Bicycle-Pedestrian Tunnel. The tunnel was closed in November 1993 by the Sacramento City Council after residents of surrounding neighborhoods complained about the behavior of transients and drug dealers who loitered there.

SABA openly challenged the city to prevent the new bikeway from becoming another magnet for transients and drug dealers. SABA's position was that the tunnel itself was not the problem, but that the city allowed it to become a filthy and dangerous hangout for transients and criminals by choosing not to enforce the law.

To their credit, city officials have stood firm against intense pressure to allow illegal camping. The City Attorney's Office is regularly prosecuting illegal campers cited by county rangers.

SABA officially adopted the 20<sup>th</sup> Street Bikeway between C Street and the railroad overcrossing in late 2002, although we picked up trash for years both there and in the 14<sup>th</sup> Street Tunnel before it was closed. The official adoption meant a commitment to regular maintenance, including weeding, mulching, planting and watering, for three years.

This stretch of the bikeway was initially landscaped by SABA members in November 2002 through the assistance of the Sacramento Tree Foundation and a grant from the Sierra Club. SABA members have volunteered on Saturday mornings several times a year to plant, weed and mulch. ☼

## Thanks, SABA Volunteers!

Many, many thanks to the following SABA members who participated in the Great American River Clean Up on Sept. 20:

**At the 20<sup>th</sup> Street Bikeway:** Dwight Oda, Marie Schelling, Dennis King, Bill and Marguerite Dean, Kevin Sander, Walt Seifert, Anita Clevenger and Lea Brooks.

**At SABA's adopted Mile 8:** Chad Mullenburg and John Whelen.



*Clean up crew, from left, Marguerite Dean, Bill Dean, Walt Seifert, Dennis King, Marie Schelling, Dwight Oda  
Photo by Lea Brooks*



*Lea Brooks models new headgear at clean up  
Photo by Marie Schelling*

## Brainstorm for Bikes

### We want your ideas!

*By Walt Seifert*

Here's a chance to exercise the gray matter, be creative and make a difference in the future of our community. Come to the SABA Oct. 28 evening potluck, enjoy dinner and camaraderie, and engage in some California dreamin'.

You can suggest a visionary project in your neighborhood or in the region. While details aren't yet final for the meeting, we'll probably set up categories for the following kinds of bike projects — with a separate list for programs:

- Bike lanes
- Bike trails
- Bridges/crossings
- Rail trails
- Bike boulevards
- Shortcuts/neighborhood projects
- Safe routes to school
- Safe routes to transit

There might be some overlap in the categories, but that's OK. We're flexible. We can handle it.

If you have an idea or two and can't attend, send an e-mail with your project description to [saba@sacbike.org](mailto:saba@sacbike.org). Please include project starting and ending points and enough information to make it clear what the project is. Specific, definable projects are needed.

The meeting begins at 6 p.m. in the American Lung Association's large conference room at 909 12<sup>th</sup> Street. Guests are welcome and bikes are allowed in the conference room. Please bring a main dish, salad or dessert to share. SABA will supply plates, napkins and utensils. ☼

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## SACOG Rolls out Draft Bike Plan

*By Walt Seifert*

The Sacramento Area Council of Governments (SACOG) has drafted a Regional Bicycle, Trails and Pedestrian Master Plan. The plan includes sections on goals, existing conditions, bike safety, a regional bikeway and pedestrian network, metrics and finances.

SABA participated in development of the draft, but as yet has not made formal comments on the plan. Our hopes are the final plan will include a visionary trail network easily accessible to most residents of the region, best practices that can be shared by local jurisdictions and guidelines on setting priorities for bike projects.

If you want to take a look, and maybe make some comments, the plan should be available on the SACOG Web site at [www.sacog.org](http://www.sacog.org). ☼



## SABA/Community Calendar

### October

#### Wednesday, October 22

Mobility Strategies for County Corridors-Public Workshops  
Watt Avenue-I-80 to Elverta Road  
Watt Avenue-Fair Oaks Boulevard to I-80  
Howe Avenue-US 50 to Auburn Boulevard  
Meet at the Arden Dimick Library, 891 Watt Avenue, 5-7 p.m.

#### Thursday, October 23

Mobility Strategies for County Corridors-Public Workshops  
Greenback Lane-I-80 to Sunrise Boulevard  
Madison Avenue-I-80 to Sunrise Boulevard  
Meet at the San Juan High School, 7551 Greenback Lane, 5-7 p.m.

#### Monday, October 27

County-level Blueprint workshop, Yolo County  
Veterans Memorial Center, 203 East 14th Street, Davis, 5:15 p.m.- 9 p.m.

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>

#### Tuesday, October 28

SABA General Membership Meeting  
American Lung Association conference room, 909 12<sup>th</sup> Street

#### Thursday, October 30

Mobility Strategies for County Corridors-Public Workshops  
Florin Road-I-5 to Power Inn Road  
Elk Grove Florin Road/South Watt Avenue-Calvin Road to Fair Oaks Boulevard  
Meet at the Luther Burbank High School, 3500 Florin Road, 5-7 p.m.

### November

#### Saturday, November 15

County-level Blueprint workshop, Sacramento County East  
Vision Service Plan, 3333 Quality Drive, Rancho Cordova, 8:30 a.m. - 1 p.m.

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>

#### Saturday, November 22

County-level Blueprint workshop, Sacramento County South  
Cosumnes River College, 8401 Center Parkway, 8:30 a.m. - 1 p.m.

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>

### January

#### Saturday, January 10

County-level Blueprint workshop, Sacramento County  
Central/North  
CSUS Alumni Center, 6000 J Street, 8:30 a.m. - 1 p.m.

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>

#### Saturday, January 31

County-level Blueprint workshop, Placer County  
Maidu Community Center, 1550 Maidu Drive, Roseville, 8:30 a.m. - 1 p.m.

For details and to register go to:

<http://www.sacregionblueprint.org/sacregionblueprint/>

*Canal, from page 1*

the-rough that is the 26-mile FSC extending from Nimbus Dam to approximately Rancho Seco, including 14 miles of paved bike path/service road extending from Hazel Avenue to Sloughhouse Road.

The event, sponsored by the 50 Corridor Transportation Management Association (TMA), started with a box lunch provided by the Sunridge Owner's Group and a brief presentation about the FSC's purpose and history by Tom Aiken, area manager of the U.S. Bureau of Reclamation's Central California Area Office. Aiken, along with Michael Petrinovich, also with the bureau, discussed the bureau's desire to pass on management of the recreational facilities to a local partner or combination of local partners, as their mission does not generally include operation of recreational facilities. They did, however, re-iterate the bureau's willingness to cost-share up to a 50-50 match in the planning, construction and operation of the FSC recreational facilities. Finally, they passed out brochures on the FSC Recreational Trail dating from 1976.

Other participants in the ride included representatives from the Sacramento County Public Works and Parks, Recreation and Open Space departments, El Dorado County Department of Transportation, cities of Rancho Cordova and Folsom, California Department of Transportation, SABA and FAB. Recognizing that one of the greatest hurdles to greater use of the FSC trail is safety at major street crossings such as Sunrise Boulevard and White Rock Road, the Sacramento County Sheriff's Department provided several bicycle patrol officers for escort and California Highway Patrol cars for traffic control at these crossings.

The ride proceeded from the Aquatic Center to the trail access off of Tributary Drive near the Fish Hatchery and then along the trail to the undercrossing at Douglas Boulevard, with several stops along the way to discuss the possibilities and challenges to be encountered in making the FSC trail an attractive, safe and enjoyable transportation and recreation alternative south of Highway 50. Discussion at the stops focused primarily on two issues: physical improvements required; and establishing partnerships and funding to make those improvements and maintain the improved facilities.

Following is a short list of potential physical improvement ideas that came up:

- Additional access points throughout the length of the trail.
- A paved connection to the east side of the canal just north of Highway 50 to provide access to the office developments between the canal and Hazel Avenue.
- A connection to Folsom Boulevard near the 400-foot tunnel under Highway 50.
- A connection to and from the Regional Transit Sunrise light rail station currently under construction and scheduled for completion next year.
- Additional crossings of the canal between the major street intersections.
- Grade-separated crossings of the major streets.
- Signage identifying access points, street crossings and distances.
- Complete centerline striping.
- A route from Folsom Boulevard (southbound) using an existing roadway (Mercantile Drive) and a railroad right-of-

way with a bridge over the canal paralleling Sunrise Boulevard which becomes Sinclair Road south to White Rock and then onto Luyung Drive to Mechanical Drive, which takes you almost to Douglas Boulevard.

- Landscaping and, most importantly, shade trees.
- Improved lighting of the tunnel under Highway 50, Folsom Boulevard and the light rail tracks (or, ideally, a new, larger tunnel).
- A better way to allow access for bikes (including those with trailers) at all access points while preventing use by motorized vehicles.

Both Sacramento County and the city of Rancho Cordova (in which much of the paved trail is situated) expressed interest in partnering with the bureau for planning, physical improvements and long-term maintenance. There also appears to be interest from the development community, which has a vested interest in better alternative transportation and recreational facilities in the vicinity of their vast new developments along the south Sunrise corridor. With the momentum carried from the 40-plus riders on the tour, it may not be long before this great Sacramento cycling secret becomes almost as well known and loved as the American River Parkway. The water in the canal may be stagnant, but the FSC trail is starting to smell sweeter by the day. ☼

*Light Rail, from page 1*

**Boarding.** There is nothing on the outside of the light rail cars to indicate where passengers with bikes should board. Bike decals by the front and rear doors would be helpful. A decal showing a bike with a slash through it by the middle door would communicate a cyclist was in the wrong place.

Physically carrying a bike, especially a loaded commuter bike, onto a light rail car remains a challenge. It's a struggle for anyone, and especially difficult for smaller folks. The stairs are steep and high, and loaded bikes can be heavy.

**Light rail cars.** The new light rail cars have two hooks at each end of the car for securing bikes. The design is for bikes to hang vertically with a strap securing the rear wheel. Next to the hook, there is a decal with a drawing of a bike in a vertical position, but no further instructions.

Ideally, there would be additional verbal or non-verbal instructions on how to use the hook (indicating, for instance, that the seat below should be folded up) and that the area should be reserved for cyclists when other seats are available.

The greatest potential for light rail use by cyclists probably doesn't come from cyclists taking their bikes on board with them, but from cyclists leaving their bikes at stations in their home neighborhoods. This is the successful European and Asian model. However, this success requires two things that don't necessarily exist today in Sacramento.

The first is a transit system that takes you relatively quickly very close to your final destination — so you don't need your bike on the other end of your trip. The second is a neighborhood station that is very easy to get to by bike and is a safe place to leave a bike for extended periods, up to all day, while you are at work. Until these conditions exist, it seems to me, most transit users will be individuals with no other transportation choices or those seeking to avoid paying for parking downtown. ☼

## Cycling in Citrus Heights

By Roberta MacGlashan

Citrus Heights is not generally known as a destination for bicycle activity in the region. Since becoming a city in 1997, however, the City Council has taken a number of actions designed to make our city a bicycle-friendly community. These include the following:

- Our General Plan includes several goals and policies designed to improve bicycle transportation. We require new development to provide access to bicycle, pedestrian and transit connections. We consider the needs of bicyclists when planning new roadways. Stock Ranch, our last large-scale development site, will include Class II bike lanes along Stock Ranch Road, crossing Arcade Creek and connecting to Auburn Boulevard (the bridge over Arcade Creek is for bicycles, pedestrians and emergency vehicles only). Auburn Boulevard will include a Class II bike lane along the frontage of the commercial area. The portion of Arcade Creek running through Stock Ranch will include a Class I bike path. This starts to create the backbone of a network, which will result in bicycle facilities all along Auburn Boulevard and Arcade Creek.
- To implement our General Plan goals, we have prepared a draft Bicycle Master Plan (BMP) that provides a blueprint for developing a bikeway system that includes both on-street and off-street facilities throughout the city. The goal is to develop a bikeway system that enhances safety and convenience of bicycling to and from work and school. Our city staff is meeting with various neighborhood groups, with an anticipated adoption date in spring 2004. The BMP will be used to provide guidance for the design of bicycle facilities, as well as to seek funding for their development. The Draft Plan includes 54.5 miles of new bikeways (18 miles of Class I, 29.7 miles of Class II and 6.8 miles of Class III).
- We intend to seek as much funding as possible to implement the BMP. We look forward to coordinating our efforts with the Sunrise Recreation and Park District and the San Juan Unified School District. The BMP also includes a safety education component, to inform all residents and visitors about how to use bikeway facilities safely.

It is more challenging to "retrofit" bicycle facilities in a community that is already 95 percent developed than to include these facilities in newly developing areas. Adoption of a BMP shows our city's commitment to constructing new bikeways, maintaining new and existing facilities, providing linkages where feasible, and enhancing regional and multi-modal connections.

We welcome comments from SABA on our draft Bicycle Master Plan. We also welcome you to cycle in and through our city and provide us with feedback on our facilities. For more information, contact City Engineer Diane Nakano at (916)727-4770 or [dnakano@ci.citrus-heights.ca.us](mailto:dnakano@ci.citrus-heights.ca.us).

*Roberta MacGlashan is a Citrus Heights City Council member.*



## Environmentalist of the Year Award

On Nov. 21, the Environmental Council of Sacramento (ECOS) will be holding its 2003 Environmentalist of the Year Awards honoring outstanding contributions to the Sacramento environmental community. The awards will feature the music of Mumbo Gumbo, dancing and a reception. Hors d'ouevres will be served and there will be a no-host bar with wine and beer for those 21 and over.

This event will be held at the Sacramento Masonic Temple, 1123 J Street, from 7 p.m. to midnight.

The cost is: environmental benefactor, \$55 in advance, \$65 at the door; and grassroots giver, \$25 in advance, \$30 at the door. Ticket price includes complimentary one-year ECOS membership for non-members. For more information, contact Amanda at 443-1033, ext.17.

## Green Valley Road Update

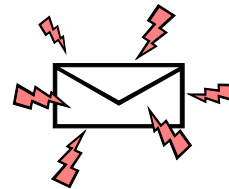
Reports received are that (at press time) the corrective paving of Green Valley Road in El Dorado Hills is about 75 percent complete and should be done by the time you read this. Our understanding is that El Dorado County used county crews to pave to the outside edge of the shoulder.

SABA complained to the county because the original repaving work left uneven pavement. There was a drop off of an inch or more from the new surface level to the old and as a result, several cyclists crashed and suffered injuries. The original work was not done according to California Highway Design Manual standards.

## Thank you Davis Bike Club

Organized road cyclists in the area continue to show their recognition of SABA's efforts and results. The Davis Bike Club has generously donated \$800 to SABA. Their support and membership of SABA as a club and individually is highly appreciated.

## Letters to the Editor



We want to hear from *you*! Letters may be edited for length or clarity.

Preferably e-mail it to:

[saba@sacbike.org](mailto:saba@sacbike.org)

or put it in an envelope to:

SABA

P.O. Box 1295

Sacramento, CA 95812-1295

# Highway 50 HOV Lanes

By Walt Seifert

SABA has been a member of a Caltrans Highway 50 High Occupancy Vehicle (HOV) lane Corridor Advisory Committee. The committee is charged with suggesting alternatives to the HOV project currently proposed by Caltrans. The alternatives would be considered during the planned environmental impact report. Because of the state budget, environmental work isn't expected to begin until July 2004.

The committee has also been asked to identify "enhancements" to the surrounding community that would become part of the HOV lane project. The enhancements would not necessarily be to mitigate the effects of the HOV lanes.

The project would construct new HOV lanes in each direction (plus auxiliary lanes) on Highway 50 from Sunrise Boulevard to downtown. As a result, Highway 50 would be 12 lanes wide in places, with an additional four lane-widths of paved shoulders. It is likely, but not yet determined, that HOV lane rules will require two or more occupants per vehicle during morning and afternoon peak hours. The rest of the time, the lanes would be "mixed flow," or open to all users.

In the downtown area, there are several alternatives as to where new on and off ramps dedicated to HOV use would ascend or descend. On ramps might be at 10th Street or 21st Street. Off ramps might be at 21st Street, 16th Street or Riverside Boulevard. Due to lack of space in the median, one of the proposed eastbound HOV lanes would be carried on a flyover more than 30 feet (three stories) above the existing Highway 50 profile. In addition, there are a couple of variations in which there are no new HOV-only on and off ramps — the HOV lanes end in the Midtown area or just east of Alhambra Boulevard.

SABA has opposed adding HOV lanes for the following reasons: it encourages long distance commutes and sprawl, creates additional traffic at interchanges and in the downtown area, uses scarce transportation funds for a motor vehicle project and there is little evidence HOV lanes actually encourage formation of new carpools or help improve air quality. SABA is joined in its opposition by neighborhood groups, the Environmental Council of Sacramento and the Sacramento City Council. SABA has not opposed converting an existing lane to HOV use.

However, the Highway 50 advisory committee was not charged with considering whether HOV lanes are a good idea or not. The committee's role was only to suggest alternatives and enhancements to the project.

The list below is SABA's suggestions to date. If you have other suggestions, please send them to *saba@sacbike.org* by the end of the month.

### HOV Alternatives

- High Occupancy Toll (HOT) lanes
- HOV — convert existing lanes to HOV use instead of adding new lanes

### Enhancements/Mitigation

- Connections
- Non-interchange freeway crossings — bike/pedestrian only or all modes, neighborhood scale such as 48th Street and 51st Street over Highway 50, at reasonable intervals.



## Sacramento Area Bicycle Advocates Membership Application

Please fill out, include your check payable to "SABA", and mail to:

SABA  
P. O. Box 1295  
Sacramento, CA 95812-1295

I want to be a part of an organization that is doing things for cyclists and the community.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone (home): (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Phone (work): (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

E-mail address: \_\_\_\_\_

Membership level:

\$325 Life\* (individuals only)

\$100 Century\*

\$75 Business/Group

\$50 Sustaining\*

\$35 Sponsoring

\$25 Family

\$20 Individual

\* Free T-shirt – indicate size below

Money's not enough! Contact me about volunteering.

I must have a SABA T-shirt! Shirts are \$12 each.

Size:  S  M  L  XL

Members, please share with a friend or acquaintance.

Interchange improvements to make them more bike/pedestrian safe and accessible.

- Signal detection and timing for cyclists and pedestrians
- Bicycle boulevards (Berkeley, Palo Alto and Vancouver have them) to help compensate for increased traffic on surface streets
- Additional reversion of one-way streets to two-way
- Improve bicycle access and parking at light rail stations ☸

## Rancho Planning Commission

The new city of Rancho Cordova is forming a planning commission and is seeking applicants. Application forms are available at City Hall, 3121 Gold Canal Drive, Rancho Cordova. The form is also available on the city's Web site: [www.cityofranhocordova.org](http://www.cityofranhocordova.org).

Wouldn't it be nice if knowledgeable cyclists were represented on all planning commissions? ☺

## Sacramento River Trail Closed

Due to construction work by the Sacramento Area Flood Control Agency (SAFCA), the bike trail along the Sacramento River from the Captain's Table area to Sutterville Road will be closed until December. Trucks will be accessing the levee top trail from Captain's Table Road. Truck access will probably shift to Sutterville Road at a later date.

The Riverside Boulevard bike lanes provide a detour route for cyclists. ☺

### SABA

P.O. Box 1295  
Sacramento, CA 95812-1295

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### SABA Business and Organization Members

Business members with an \* offer SABA members a discount.

- Air Resources Board
- American Lung Association
- American River Bicycle\* (Folsom Blvd.)
- American River Bicycle\* (Marconi Ave.)
- American River Bicycle\* (Riverside Blvd.)
- American Warp Drive
- The Bicycle Business
- Bicycles Plus\*
- Bob's Cycle Center
- Body Concepts
- Chaney Chiropractic
- City Bicycle Works\*
- Davis Bike Club
- Downtown Sacramento Partnership
- Elk Grove Community Services District
- Fehr & Peers Associates
- 50 Corridor TMA
- Franchise Tax Board
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- Inside Publications
- Ken's Bike & Ski
- Kuzins & Kumpany
- Law Offices of K. Greg Petersen
- LambertWebWorks.com\*
- Natomas Bike Shop\*
- North Natomas TMA
- Power Inn BTA
- Regional Transit
- REI
- The Rest Stop\*
- Rex Cycles
- Sacramento Air Quality Management District
- Sacramento Area Council of Governments
- Sacramento Bike Hikers
- Sacramento Natural Foods Co-op
- Sacramento TMA
- Sacramento Wheelmen
- Savoyard Bed & Breakfast\*
- Sierra Engineering
- SMUD
- South Natomas TMA
- Sports Rack
- UC Davis Transportation & Parking Services

## Welcome new members!

Michael Bledsoe  
Wai M. Chong  
Bob Dahlquist  
Laurisa Elbai  
Candido Gomez  
Ed Hensley

Jack Hiber & Cara Morgan  
Karen Knieriem  
Nancy Kuhl  
Joanne Leffler  
Ray McAfee  
Sarah McFarland



Diane McIntire  
Miki Miyashiro  
Gayle Pitman  
Ralph Propper  
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Gerald Snow  
Terry Snyder  
Mary Yamada  
Bob Zarriello