



The Squeaky Wheel

Issue No. 22

Newsletter of the Sacramento Area Bicycle Advocates

January 2005

From the President Your Comments on Parkway's Future are Crucial

Public Tour Jan. 29

By Lea Brooks

Should an urban use like the proposed California Indian Cultural Center and Museum be located within the American River Parkway? Should the Parkway adjacent to the Richards Boulevard industrial area slated for redevelopment with high-density projects that face the American River be transformed into an urban riverfront similar to what is happening along the Sacramento River in downtown Sacramento? Should Sacramento Regional Transit build a station in Discovery Park as part of its proposed light rail line that will cross the American River to connect downtown to Sacramento International Airport?

Should recreational uses on the Parkway be expanded to include off-road bicycling and off-leash dog parks? Should the natural areas of the Parkway be developed into a series of soccer fields?

These and other highly emotional issues are being considered by the Citizens Advisory Committee appointed by the Sacramento County Board of Supervisors a year ago to update the American River Parkway Plan adopted in 1985. The plan, which covers the 23-mile stretch of the Parkway from Discovery Park to Hazel Avenue, has been a valuable tool in protecting the Parkway from development and other incompatible uses. The Parkway from Hazel Avenue to Beals

President, page 3

2004 in Review

By Walt Seifert

For bike advocates, there can almost never be enough accomplished, but a lot of good things did happen for cyclists in 2004.

In March, the trail undercrossing opened at the west end of the H Street Bridge over the American River. The undercrossing provides a safe link between the River Park neighborhood and California State University, Sacramento, and the American River



*Trail under west end of H Street Bridge
Photo by Walt Seifert*

Parkway. This project would not have happened without SABA's efforts.

The South Midtown Area Revitalization and Transportation (SMART) plan started construction. L and N streets were reduced from three lanes to two and bike lanes added on both sides of the one-way streets. P and Q streets will be reduced from three to two lanes in 2005. Numerous traffic calming devices were added, although the design of some appear questionable from a cyclist's safety standpoint.

Sacramento County added bike lanes to a large number of streets, including:

2004, page 6

Share the Road

By Jack McFarren

Sacramento County will be applying for a state Bicycle Transportation Account (BTA) grant for signs and promotion as a first step in SABA's Share the Road Program.

The goal of the Share the Road Program is for motorists and bicyclists to safely and courteously share Sacramento-area roadways, according to Walt Seifert, SABA executive director.

"Survey and focus group information shows that Sacramento-area respondents believe bicycling is the least safe form of transportation, especially commuting," Walt said. "The biggest deterrent to cycling is fear. People are afraid they will be hit by a car. Whether or not this is reality, it reflects the reduced appeal of bicycling as a transportation mode."

The county's BTA application is the first step in a multi-year program involving awareness, education and enforcement. The first year will focus on awareness through Share the Road signs and promotion, Walt said. Additional funding through other

grants will be sought for long-term promotion, education and enforcement.

The county's BTA application will include a request for \$100,000 for signs and an additional \$100,000 for promotion over a three-year period. Approximately 200 signs will go up at about 100 locations in the city and county, according to Bob Ireland, county Alternative Modes Coordinator. The grant will be submitted in February, and a decision as to whether or not to fund the program should come by fall, he said.

Criteria for placement of the signs would include roadways with high bicyclist-motor-

Share, page 7

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'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 you may e-mail FABA at faba@tomatoweb.com.

The Squeaky Wheel

The Squeaky Wheel is published monthly by the Sacramento Area Bicycle Advocates, 909 12th Street, Suite 110, Sacramento, CA 95814. POSTMASTER: Send address changes to SABA, P.O. Box 1295, Sacramento CA 95812-1295.

SABA Board Members and Officers

Lea Brooks, President
Aron Livingston, Treasurer
John Whelan, Secretary
Skip Amerine
Tony Powers

SABA Staff

Executive Director: Walt Seifert (saba@sacbike.org)
Volunteer Coordinator: Larry Robinson
(volunteer@sacbike.org)

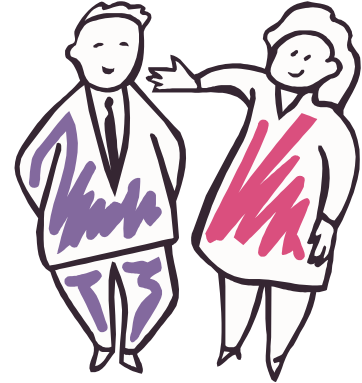
Contacting SABA

Phone: (916) 444-6600
E-mail: saba@sacbike.org
Web site: <http://www.sacbike.org>

Welcome new members!

Paul Baker
Kathy Douglas
Frank Fryman
Dave Jones
Ken Magnuson
Steven Polach
Walter Kopp & Toni Rey

Welcome back
Tracy & Jory Twist
Linda A. Bell



Topic of Jan. 26 Potluck is Traffic Calming Devices

The main topic of discussion at SABA's quarterly general membership meeting on Jan. 26 is traffic calming devices. We want to know your opinion of traffic circles and other controls that are showing up in city streets.

The meeting begins at 6 p.m. in the American Lung Association's large conference room at 909 12th St. 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.

Please note that the day of the week for SABA's general membership quarterly meetings in 2005 have changed from the fourth Tuesday to the fourth Wednesday of the month due to the availability of the conference room. The other quarterly meetings this year will be held April 27, July 27 and Oct. 26.

Agenda

- | | |
|-----------|---|
| 6 p.m. | Potluck and introductions (Lea Brooks) |
| 6:30 p.m. | Executive Director's Report (Walt Seifert) |
| 6:45 p.m. | Discussion on traffic calming controls and their impact on bicyclists |
| 7:45 p.m. | Other business |
| 8 p.m. | Adjourn |

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Feb. 10, from 5:30 to 7:30 p.m. at SABA Pacific HQ, 909 12th Street. Make good on your New Year's resolution to come on down at least every couple of months. You'll find good folks, you'll be helping the cause, and you'll be eating pizza to top it off. We look forward to seeing you there!



SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative Plenary, Environmental Group and bicycle "focus" group
- J-K-L Streets Workshop
- SACOG Regional Planning Partnership
- American River Parkway Plan Update Committee Citizens Advisory Committee

Letters

SABA sent letters to:

- Sacramento Bee on green waste
- Sacramento Business Journal on transportation planning

Other

- Bike Talk Radio (KDRT 101.5 in Davis) interview
- Mile 8 Clean up, American River Parkway

President, from page 1

Point State Park is under jurisdiction of the California Department of Parks and Recreation.

Due to limited resources, the county has directed the committee to focus its efforts on the lower six miles of the Parkway from Discovery Park to Cal Expo. This area includes Discovery Park, Woodlake and Cal Expo on the north side of the American River and Tiscornia Park on the south side of the river at its confluence with the Sacramento River.

The public will have several opportunities to comment on the future of the Parkway, including a bus tour of the lower Parkway area on Saturday, Jan. 29. Logistical details of the tour were not available when this newsletter went to press, but it will start and end at Cal Expo. Additional details will be provided via the SABA e-mail list or you can check for information on the Parkway Plan Update's web site at www.saccounty.net/planning.

As SABA's representative on the committee, I strongly encourage members to participate on the tour. It will provide you with an opportunity to see areas of the Parkway that you have probably never seen before and to hear descriptions from experts about various habitat restoration projects under way for the Valley Elderberry Longhorn Beetle, flood control efforts and other proposals.

SABA is among a number of Parkway stakeholders that supported updating the plan to address resource management and flood control, access and connectivity to other trails, potential new recreational uses and facilities, and funding. The update process is an opportunity to strengthen protection for the Parkway, but also opens the door to proposals like the Indian Museum and recreational uses that currently are not allowed.

As a frequent user of the American River Parkway bike trail, the region's premiere bicycle "freeway," I cherish the Parkway's open space and wildlife. It's an oasis bordered by urban sprawl, a refuge from the noise, stench and stress of crowded roadways and daily life.

It's a place where you can observe a Red-tailed Hawk hunt for its prey, a Great Horned Owl swoop across the bike trail at dawn or dusk, a Great Blue Heron stalk its next meal in the American River, a flock of California Quail scamper through a field. Bicyclists have a front-row seat to an amazing display of birds, deer and other wildlife while pedaling to work or for pleasure.

The community activists who created the Parkway years ago were true visionaries for preserving a natural area for their children and future generations to enjoy. The Parkway reflects a delicate balance between protecting wildlife and the natural environment and providing recreational activities for the region's growing human population.

In the coming months, you will have an opportunity to let me, other committee members and decision-makers know how you feel about future uses on the Parkway. There are a number of "hot" issues to consider, including the city of Sacramento's efforts to locate the Indian Museum in an area of the Parkway known as the Urrutia property.

This 120-acre site upriver from Discovery Park is currently privately owned and contains a sand and gravel mine that is nearing the end of its commercial use. Is the best use of this

site a museum that will attract vehicular traffic, lighting and other urban uses and put priceless artifacts at risk in the floodway? If a museum is allowed, what other development would follow?

Concern has been raised at committee meetings that city officials and their representatives on the committee consider urban development like the museum a solution to illegal camping on the Parkway.

Yes, illegal camping and transients who intimidate Parkway users and damage the environment are a problem. They are also a problem on the K Street Mall, Cesar Chavez Park and other urban sites. The question is: Should limited open space and wildlife habitat on the Parkway be converted to a museum that could be located anywhere? Once natural habitat is gone, it's gone and the wild creatures it supported are as well.

So please put on your visionary caps and imagine what you would like the Parkway to be like in 100 years, 200 years and beyond. Your opinion matters. ☼

Thank You, Members!

Many sincere thanks to SABA members who contributed to SABA's year-end appeal or during the year. SABA received a number of extraordinary gifts from individuals and major contributions from the Sacramento Bike Hikers, Davis Bike Club and The Hoyt Co.

Your support is vital and very much appreciated. We couldn't do it without you. ☼



Bike Hardware

It's a little late for Christmas, but you might keep the following web sites in mind as sources of gifts for any fanatical bike friends you have.

Modern furniture (maybe you can find an un-lazy boy chair) made from a variety of bicycle parts, mostly wheels - www.bikefurniture.com

Lots of interesting items made from bicycle and other recycled materials - www.resourcerevival.com

Deer Creek Hills Workshops

The Sacramento Valley Conservancy will hold public workshops in February to determine strategies to save our area's oak woodlands and working ranches and identify future uses at Sacramento's newest nature preserve, Deer Creek Hills. The workshops will collect public feedback for the drafting of a master plan for the 4,060 acres at Deer Creek Hills. The master plan will include opportunities for habitat restoration and public access compatible with the traditional ranching operation.



*Touring Deer Creek Hills
Photo courtesy of Sacramento Valley Conservancy*

“Without a master plan, the Conservancy cannot move forward on habitat projects to care for the creeks, oaks and wildlife on the site, and public access would remain limited to our docent-led tours,” said Aimee Rutledge, executive director of the Conservancy.

The evening workshops will be held from 6–9 p.m. Feb. 1 in Rancho Murieta, Feb. 9 in El Dorado Hills, Feb. 16 in Folsom and Feb. 22 in South Natomas at the Sierra Health Foundation. Attendees should call 313-4611 to register.

“Foothill oaks and grasslands and the working ranches that depend on these important resources are disappearing at a fast rate in the Sacramento area,” said rancher Tim Curran, board member of the Sacramento Valley Conservancy and president of the Sacramento, El Dorado and Amador Cattlemen’s Association. “It’s vital that we gain public input on how to support ranchers and save these unique natural and agricultural resources in balance with our rapid pace of development.”

The Law Officer’s Guide to Bicycle Safety

In 2002, the National Highway Traffic Safety Administration (NHTSA) awarded a grant to the Massachusetts Bicycle Coalition (MassBike) to develop a national program to educate police departments about laws relating to bicyclists. The program is intended to be taught by law enforcement officers to law enforcement officers as a stand-alone resource. The major objective of the program is to give law enforcement officers of all backgrounds the tools they need to properly enforce the laws that affect bicyclists. The program focuses on all police officers, including those who may not be interested in bicycling or who are not able to attend in-depth trainings. The program will also be useful to police departments who wish to do outreach to the bicycle community or other organizations.

NHTSA is currently restructuring the program so that police can receive continuing education credit for completing it. The materials MassBike developed are available for free downloading by interested citizens, officers, and advocacy groups at <http://www.massbike.org/police/>.

Here’s what a few police officers have to say about the program:

“Just taking the class will increase my awareness of bicycles on the roadways. I believe I will be more inclined to take enforcement actions now than I was in the past.” – police officer, Homewood, Illinois.

“The course will be helpful in increasing public safety because it helps train officers how to effectively ride, handle and use the bike to patrol the community they work in.” – police officer, University of Illinois.

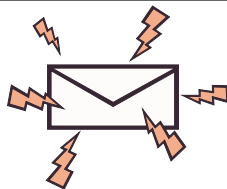
“I will make an effort to do more enforcement toward bikers who disregard traffic devices and toward motorists who exhibit dangerous behavior toward bikers.” – police officer, Ann Arbor, Michigan.

“With this knowledge, I will be more inclined to confront the problem and do my part to reduce injuries and deaths.” – police officer, Wheeling, West Virginia. ☸

The Conservancy jointly owns Deer Creek Hills with Sacramento County and the California Department of Parks and Recreation. The Conservancy manages Deer Creek Hills in cooperation with a local rancher.

The Conservancy finished a two-year campaign and acquired the Deer Creek Hills cattle ranch and blue oak woodland area in October 2003. Deer Creek Hills drew almost 700 visitors on docent-led hikes held by the Conservancy in 2004. As a working ranch, it provides winter forage for 500 head of cattle. The Conservancy hosts docent-led tours of Deer Creek Hills on fourth Saturdays, January through May, and hosts special tours on request. You may call 731-8798 or visit www.sacramentovalleyconservancy.org for a current schedule and to register for the tours. ☸

Letters to the Editor



We want to hear from you!

Preferably e-mail your letter to: saba@sacbike.org

or mail it to: **SABA**

P.O. Box 1295

Sacramento, CA 95812-1295

Letters may be edited for length or clarity.

Editor,

In her "look at the bright side" letter of condolence to SABA regarding Measure A (December Squeaky Wheel), Marilyn Bryant, director of the Sacramento Transportation Management Association (TMA), points out the Measure A we got was bought for us by developer/land-speculator money. There would not have been such money to support the Measure A SABA wanted.

Of course, this is the reality of our political system. As Kevin Phillips, the smart Republican political analyst, emphasizes so aptly in his book "Wealth and Democracy," we are not a democracy. Government ruled by money is defined by Webster as "plutocracy." As we know, if we're minimally aware, all our political offices, from city, county and state government, all the way to the top at the national level, are filled by people bought for us by big money.

So the TMA director admonishes us correctly — be happy with the Measure A we got. It's the best that money can buy!


Merick Chaffee

Thunderhead Alliance Publishes Complete Streets Report

From the League of American Bicyclists E-Newsletter, December 23, 2004

The Thunderhead Alliance has published the first nationwide analysis of policies designed to create complete streets that routinely accommodate bicycle and pedestrian travel. The Complete Streets Report inventories and analyzes complete streets policies around the country in preparation for the Thunderhead Complete the Streets Campaign Model to help state and local advocacy organizations spread complete streets to more communities.

"Ensuring streets work for all users has always been a high priority for Thunderhead organizations," said Thunderhead Executive Director Sue Knaup. "This report gives advocates the latest information as they pursue this vision." Most of the 25 state and local policies in the report have been enacted since 2001, suggesting a building momentum for policies that require the safe accommodation of bicyclists and pedestrians in all trans-



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.

portation projects. Visit the Thunderhead web site at www.thunderheadalliance.org for the full report (which includes mention of the Sacramento's Measure A).

Thunderhead will offer training sessions March 14-15 in Washington, DC, in conjunction with the National Bike Summit®, on effective bicycle-pedestrian campaigns and organizational development. See the Thunderhead web site training pages for more information. ☼

2004, from page 1

- Folsom Boulevard between Sunrise and Hazel (half done, will be finished in 2005),
 - Garfield Avenue from Madison Avenue to Greenback Lane,
 - Antelope Road from Mountain Oak Way to Walerga Road,
 - Roseville Road from Madison Avenue to Oakhollow Drive,
 - Don Julio Boulevard from Perth Glen Drive to the Placer County line,
 - 47th Avenue from Franklin Boulevard to the Union Pacific Railroad tracks,
 - Manlove Road from Folsom Boulevard to Montoya Street,
 - Alta Arden Expressway from Fulton Avenue to Howe Avenue,
 - 65th Street Expressway from 53rd Avenue to the Sacramento city limits,
 - Illinois Avenue/Hickory Avenue from Madison Avenue to Oak Avenue, and
 - East Stockton Boulevard from Power Inn Road to Elsie Avenue.
- Sacramento County started a Neighborhood Traffic Management Program.

The Sacramento City Council approved restoration of Freeport Boulevard and 21st Street to two-way traffic from W Street to their intersection. In a major coup for cyclists, the council directed, against its staff recommendation but as SABA urged, that 21st Street be one lane in each direction with bike lanes and that Freeport be a bike route.

The city of Sacramento approved new street standards. SABA was influential in the standards' content, as more new streets will have planting strips and bike lanes.

The city of Sacramento approved a major amendment to the Sacramento City/County 2010 Bikeway Master Plan, adding many bikeways, especially in the Natomas and south city areas.

The city of Elk Grove approved its initial Bicycle and Pedestrian Master Plan, with input from SABA.

SABA played a major role in shaping and submitting project ideas for the Sacramento Area Council of Government's (SACOG) Regional Bicycle, Pedestrian and Trails Master Plan approved in November.

SACOG also adopted the Blueprint preferred scenario land-use plan. See related article on page 7.

SABA continues to receive awards. In May, SABA President Lea Brooks received the American Lung Association's Clean Air Award for her work with SABA.

Progress was elusive in 2004 on a number of major downtown Sacramento bike projects. In 2005, we hope to see tangible results on the delayed Sacramento River Trail, R Street Bridge and Tower Bridge projects. As a result of SABA's comments on the planned Tower Bridge modifications, space for bikes on the bridge deck will be provided when the deck is resurfaced and restriped this year.

Measure A

While overall the passage by voters of Measure A in November was disappointing, SABA succeeded in getting "routine accommodation" language in the measure. This important

Tip of the Month Be Resolved!

By David Takemoto-Weerts

I'm no better than the average person at keeping New Year's resolutions, but I'll bet at least a few of you are. If you're looking for something worthwhile to resolve to do in 2005, consider these pedal-promoting suggestions:

Volunteer to help SABA or any other advocacy group looking for assistance: help with newsletter production, staff a table at an event, be a valet bike parking volunteer, clean up a trail.

Write a letter to your local newspaper when the opportunity arises to respond to an article that has a bicycle angle. Our Executive Director is good at alerting us to Sacramento Bee articles that cry out for cyclists' responses.

Buy locally. Next time you're tempted to order a bike item off the Internet or from a catalog, consider spending that money at your neighborhood bike shop. Price isn't the only factor to consider – think about convenience, instant gratification, and imagine how your world will be diminished if that shop goes out of business.

Got an old bike collecting dust in the garage? Find a charity and donate it – but clean it up and get it in good running condition first.

Alternatively, rescue and recycle a bike from your local thrift store. Fix it up and start using it for local commutes, trips to the store, etc. You may be amazed at the amazing treasures and bargains awaiting you at the Goodwill or Salvation Army outlet.

Attend the next city, county or regional meeting where agenda items that affect your cycling environment are being discussed. Get informed about the issues and make a written or verbal contribution to the discussion.

Your usual riding routine getting a bit stale? Try something different. Take a different route, try a different kind of bike (fixed gear, recumbent, etc.), take a ride with a different club or take your bike to a location where you've never pedaled before.

Invite a friend, neighbor or co-worker who's not a regular cyclist to join you on a low-key bike outing. Offer to help make sure their bike is in safe operating condition or loan them one of yours.

And, of course, resolve to eliminate just one motorized trip a week. It will do you and your community a world of good. Happy New Year! ☸

David Takemoto-Weerts is the University of California, Davis, bike coordinator and a League of American Bicyclists' cycling instructor.

policy will assure all new projects funded by the measure accommodate cyclists and pedestrians.

SABA, along with its coalition partners, including the Sierra Club, ECOS, WalkSacramento and the Sacramento County Taxpayers League, fought hard to oppose the inadequate funding for cycling and the sprawl-inducing projects in Measure A. However, the development community put together a \$1.5 million treasure chest to support the measure. ☸

Blueprint Adopted

By Walt Seifert

The Sacramento Area Council of Governments (SACOG) Board voted unanimously Dec. 16 to adopt the “preferred scenario” developed through the Blueprint land-use planning process. Speakers representing groups ranging from the Building Industry Association to the Sierra Club praised not only the product — a map of land uses 50 years hence — but the inclusive process that reached out to a host of stakeholders and thousands of members of the public.



The link between land use and transportation is inextricable. Although SACOG does not have land-use authority, its work with the Blueprint process gives the public and decision-makers much more information on the consequences of regional land-use decisions. It's much easier to make good decisions when good information is available.

For cyclists, adoption of the Blueprint preferred scenario almost certainly is good news. For years, because of sprawl, trips have been getting longer and “vehicle miles traveled” per household have been increasing. The preferred scenario means, on average, that more destinations will be within convenient cycling and walking distance — trips will likely get shorter in the future instead of longer. Shorter trips are trips easier to make by bike or foot.

Under the preferred scenario, bicycle and pedestrian trips are expected to account for 13 percent of all trips in the entire six-county SACOG region — so cycling and walking rates will be even higher in urbanized areas. Without following the Blueprint principles and continuing to grow as the region has been, bicycle and pedestrian trips were expected to decrease slightly from current levels to 5.5 percent of all trips.

By way of comparison, just over 3 percent of all trips are projected to be made by transit in 2050, despite special emphasis and billions of dollars being spent over past and future decades for buses, light rail and bus rapid transit. At an October summit, elected officials asked SACOG staff to modify the Blueprint-associated transportation plan to increase the transit mode share. No similar request was made to boost the bike/pedestrian mode share.

SACOG's projections demonstrate that cycling for transportation, even without extra attention, can be a meaningful and significant part of the total transportation mix. If bike-friendly retrofits of already-developed areas were aggressively pursued at the same time and more attention given to bicycle facilities and programs, the numbers of trips made by bike would undoubtedly rise higher yet.

The Blueprint process has won a number of state and national awards. The preferred scenario was embraced by the public as well as by elected officials. As with any plan, implementation will be vitally important. Local jurisdictions have land-

Share, from page 1

ist collision rates, lanes with narrow or no shoulders where motorists and bicyclists share the roadway, plus areas where bicyclists perceive the need, Walt said.

SABA recently received an e-mail from a cyclist reporting such a perceived need. The cyclist was riding on Franklin Boulevard. Because of glass in the bike lane, he had to move into the traffic lane, a move permitted by law. A woman motorist yelled at him to get back in the bike lane where he belonged. “I believe that if we can get more Share the Road signs ... that would educate the public that we are allowed on the roads,” the cyclist said.

Bob said that the \$100,000 for promotions would provide part of the salary for a media coordinator and promotion of the Share the Road program over a three-year period. SABA would oversee or at least support the media coordinator, according to Walt. Promotion would include radio and television public service announcements, print media and billboards.

Walt said although a decision on the county's grant application will not come until fall, sign locations will be decided this spring. A kickoff ceremony could be held during the May Bike to Work Week with the placement of the first sign. ☼



use authority and many certainly would be reluctant to entertain the notion of giving up that authority. So how well and how quickly individual jurisdictions in the SACOG region accept and follow the Blueprint and its smart growth principles will be critical to its ultimate success.

Mike McKeever, who as program manager guided the Blueprint process through more than two years of efforts, was appointed executive director of SACOG in December. McKeever replaces the outgoing Martin Tuttle. ☼

SABA

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

Address Service Requested

<p>Nonprofit Organization U.S. Postage Paid Sacramento, CA Permit No. 1424</p>

SABA Business and Organization Members

Please consider patronizing the following businesses who support SABA's cause.

Business members with an * offer SABA members a discount.

- | | | |
|--|---|--|
| • Air Resources Board | • Leslie T. Fong, DDS | • REI |
| • American Lung Association of
Sacramento-Emigrant Trails | • Franchise Tax Board | • The Rest Stop* |
| • American River Bicycle* (Marconi Ave.) | • Gary Brustin, LLP | • Rex Cycles |
| • American River Bicycle* (Florin Rd.) | • Gregorini & Associates | • Sacramento Air Quality Management District |
| • American Warp Drive | • Hannan Specialties | • Sacramento Area Council of Governments |
| • The Bicycle Business | • Henry B. Starkes, MD | • Sacramento Bike Hikers |
| • Bicycles Plus* | • The Hoyt Co. | • Sacramento Natural Foods Co-op |
| • Bob's Cycle Center | • Hull & Honeycutt Marketing and Design | • Sacramento TMA |
| • Body Concepts | • Inside Publications | • Sacramento Wheelmen |
| • Chaney Chiropractic | • Ken's Bike & Ski | • Sierra Engineering |
| • City Bicycle Works* | • Kuzins & Kumpany | • SMUD |
| • Cycle California! magazine | • LambertWebWorks.com* | • South Natomas TMA |
| • Davis Bike Club | • Law Offices of K. Greg Petersen | • Sports Rack |
| • Fehr & Peers Associates | • Natomas Bike Shop* | • Sun City Roseville Cycling Club |
| • 50 Corridor TMA | • Norcal AIDS Challenge | • Two Rivers Cider Company |
| | • North Natomas TMA | • UC Davis Transportation & Parking Services |
| | • Pacific Bicycle | |