



The Squeaky Wheel

Issue No. 24

Newsletter of the Sacramento Area Bicycle Advocates

March 2005

From the President Parkway Plan Update Focuses on Key Issues

By Lea Brooks

On April 12, 1896, an estimated 500 cyclists rode the first permanent section of a bike path built by the Capital City Wheelmen along the American River from 31st and J streets in Sacramento to the then hamlet of Brighton that was situated about where California State University, Sacramento, now stands.

That tidbit from "A History of the Lower American River" by the American River Natural History Association (ARNHA) illustrates that cyclists were early stakeholders in what someday would become the American River Parkway bike trail from Sacramento to Folsom.

Official efforts to create the American River Parkway that we know today weren't launched until 1959 when the Sacramento County Board of Supervisors created a Department of Parks and Recreation. By 1960, a master plan was developed that included a 23-mile American River Parkway from Nimbus Dam to the river's confluence with the Sacramento River.

According to the history book, a variety of developed facilities were proposed, but decision-makers opted to retain the scenic river edge in its natural state for future generations. This was to be a parkway for people, not cars.

That original vision has been the guide for the Parkway, which today is a continuous open space greenbelt that provides a respite from urban development. The history of the Parkway and its current state were discussed Feb. 26 at a Parkway Summit sponsored by ARNHA, Save the American River Association. *President, page 3*

Urban green space linked to walking, cycling levels; San Francisco leads, Atlanta lags

From the Center for the Advancement
of Health

The degree to which city people walk or ride bicycles for their daily transportation needs depends largely on how much



green space there is, says a new study that examines the role of urban design in physical fitness.

"Because engaging in moderate physical activity such as walking or bicycling can improve health outcomes, understanding *Green Space, page 6*

SABA Member Survey

By Walt Seifert

We're still receiving results and analyzing data, but there are some discernable trends apparent and some conclusions that can be drawn from the 144 responses submitted so far by members.

What are SABA members like? They are remarkably well-educated and consider themselves healthy. About half have master's degrees or doctorates. Another 40 percent have bachelor's degrees. All who responded had some college. More than 96 percent thought their health was excellent or good.

SABA is graying at least as fast as the rest of America. Only 17 percent of members are less than 40 years of age. Sixty percent are between 40-60 and another 20 percent over 60 years old.

Members spend a lot of time riding, with half spending more than five hours a week on a bike. Another 30 percent spend between three and five hours riding.

What have their crash experiences been? Within the last year, the percent of responding members that have had a crash involving the following are:

Animal	3.0%
Bike	5.3%
Debris	20.4%
Moving car	5.2%
Parked car	1.5%
Pedestrian	4.4%
Post/bollard	1.5%

The numbers that stick out here are the number of crashes with pedestrians; even more prominent is the fact that one in five members had a crash caused by debris. These are much higher numbers than I've seen in other statistics. In fact, in most lists of bike crash causes, debris is not even mentioned.

Seventy percent of members are very satisfied. *Survey, page 6*

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
Tony Powers, Vice-President
Skip Amerine

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!

Doug Grandy
Karen House
Sid Lunday
Chuck Noller
Robert A. Williams



New County Coordinator

Ron Vicari is the new Sacramento County alternate modes coordinator. Ron replaces Bob Ireland who retired this month after serving in the position for six years. Look for a more in-depth story about Ron in a future issue of The Squeaky Wheel.

Ron can be reached at 874-5164 or vicarir@saccounty.net

SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative Environmental Group and Plenary
- Sacramento Transportation Authority Board
- Department of Health Services and CalEPA bike initiatives
- Bike Commute Week planning
- American River Parkway Summit
- American River Parkway Plan Update Citizens Advisory Committee
- American River Parkway Safety Coalition

Letters

SABA sent letters to:

- Sacramento County and cities in Sacramento County on the Share the Road Campaign
- City of Sacramento on Jefferson Lofts project
- State Senator Tom Torlakson supporting SB 523 (see story on Page 5)
- State Senator Deborah Ortiz and Assembly Member Dave Jones supporting Environmental Enhancement and Mitigation Program

Other

- E-mail to radio station KSTE (see story on Page 4)

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, April 14 from 5:30 to 7:30 p.m. at SABA Flatland HQ, 909 12th St.

Yes, Spring is upon us, a wonderful time to get riding again. Get acquainted or reacquainted with the wonderful folks in the organization who help keep the Sacramento area such a wonderful place to be a bicyclist.



President, from page 1

tion (SARA) and the American River Parkway Foundation.

More than 150 people attended the summit, including several SABA members, to hear about the state of the Parkway, status of the 1985 Parkway Plan update, and challenges and opportunities facing the Parkway.

As previously reported in *The Squeaky Wheel*, due to limited resources the update is focusing on six miles of the lower Parkway from Discovery Park to Cal Expo. This is the stretch of Parkway that will be most affected by major residential development proposed in the city of Sacramento, including the Richards Boulevard area.

This part of the Parkway is underutilized by the public because of a perception that illegal camping activity makes it unsafe. In addition, bicycle access to the lower Parkway is limited and difficult to reach, especially in Old Sacramento.

SABA's primary issues regarding the Plan Update include preserving and maintaining the paved bike trail as the region's premiere bicycle freeway for commuters and recreational cyclists. We want safe, convenient and better access. We want all users, including cyclists, to feel safe. We want more river crossings for bicyclists and pedestrians. We want courtesy rules that are well understood by all users and routinely enforced to avoid conflicts. As more and more people use the Parkway, trail courtesy will become even more important to ensure the safety of all users.

SABA is also concerned about other issues being addressed by the Parkway Plan Update Citizens Advisory Committee, of which I am a member, that could adversely affect the intrinsic value of open space and Parkway character.

For example, the city of Sacramento is advocating development of the California Indian Heritage Center in the Parkway adjacent to the Highway 160 bridge over the river. This privately-owned site is now home to the Riverdale Resort and Mobile Home Park and the Urrutia property that includes a sand and gravel mine that is nearing the end of its commercial value. Under the requirements of the state Mining and Reclamation Act, the mine owners are required to develop and implement a reclamation plan.

The mobile home park and mine existed prior to the establishment of the Parkway and are considered non-conforming uses. Parkway advocates have long wanted to purchase the property and restore it to natural habitat. This area is within the floodplain. It's not a matter of if the area will flood; it's a matter of when it will flood.

City officials believe that the museum will attract more people to the lower Parkway and reduce illegal activities like camping. Mayor Heather Fargo is also advocating establishment of an off-leash dog park in the area.

Frank Cirill, president emeritus of SARA and longtime Parkway advocate, was passionate during the summit as he discussed "challenges and opportunities" in the Parkway. He emphasized that the Parkway's open space and natural resources are finite. In addition to the proposed conversion of open space for the yet-to-be designed museum complex and parking lot, he noted that development pressure is intense adjacent to the Parkway. He cited a proliferation of proposals to dramatically increase the size of existing homes overlooking the river. These so-called

McMansions are a visual intrusion to Parkway users.

In response to the proposed museum, off-leash dog park and a proposal to allow bicyclists to ride off the paved bike trail, Frank expressed concern about overuse of the Parkway. "The Parkway cannot support all requests for new uses," he said.

Frank said that illegal off-road bicyclists on the Parkway have completely denuded natural vegetation in some areas. He asked how the already stretched-thin ranger staff could enforce the behavior of renegade off-road cyclists.

Off-road cycling proponents have said they will self-police the activity. They also believe that if off-road cycling in the Parkway is approved, the renegade behavior may subside.

The number of "hot" issues that the update committee will be addressing in the coming months is daunting. The existing plan prohibits uses that can be accommodated elsewhere. Should it be revised to allow uses at the expense of natural vegetation and wildlife?

As old industrial areas adjacent to the Parkway in the Richards Boulevard area are converted to residential development, will the new residents pressure law enforcement to more effectively enforce illegal camping? Will these new residents truly need to be entertained with special "activities" on the lower Parkway or will they prefer passive, unstructured activities that minimize the impact on the environment?

The next opportunity for the public to weigh in on these issues will be Thursday, March 31 from 6-9 p.m., location yet to be determined. A reminder of the public meeting and the location will be provided via the SABA e-mail list or please check for information on the Parkway Plan Update's Web site at <http://americanriverparkwayupdate.org>. ☼

Walk And Roll California

From the League of American Bicyclists BikeLeague News

Walk and Roll California 2005 (September 14-16 in Ventura) will feature informational sessions, workshops and mobile tours on a wide range of topics. Whether your interest is engineering or planning, public health, research, livable communities, safety, law, transportation reform, or marketing walking or bicycling, Walk and Roll California 2005 is an essential event. March 24 is the deadline for the call for presentations.

For more information go to: <http://www.walkbikecalifornia.net/> ☼

SABA Supports SB 523

SABA wrote a letter of support for Senate Bill 523. This bill, sponsored by the California Bicycle Coalition and authored by Senator Tom Torlakson, would maintain or increase the funding for the Bicycle Transportation Account — the main California state funding source for bike projects. Without the legislation, the amount of funding going to the Bicycle Transportation Account is scheduled to decrease July 1, 2006. We'll keep you posted on additional developments for this bill. ☼

Will Kempton Speaks to ITE - Discusses Routine Accommodation and East Span Bikeway

By Robert Raburn

On Feb. 17 while seated in the audience awaiting the start of the Institute of Transportation Engineers program, I was surprised by the keynote speaker: Caltrans Director Will Kempton approached with an outstretched hand and greeted me by name. "I just signed a no-bid contract for Bike to Work Day and look forward to riding on May 19," stated Kempton, a svelte 57-year-old who has posted respectable times in 10K runs. He noted his bike is "not the latest technology" and I assured him that he will fit right in with many other novice bike commuters.

As the recently appointed director of an organization with 22,000 employees and a \$9 billion annual budget, Kempton certainly has his hands full. He intends to emphasize partnerships, including community outreach, and make Caltrans into an efficient "mobility company." Regarding the Prop 42 transfers from transportation to the general fund, he commented that the "suspensions are not take-aways" and that \$5 billion in revenue will return to local coffers beginning in 2007.

He identified another strategy for success: promote Secretary Sunne Wright McPeak's goals to link land-use decisions with transportation. Her brainchild, "Go California," is a 10-year plan that Kempton notes will soon be announced by Gov. Schwarzenegger. According to Kempton, the new program includes "bicycling and pedestrian needs to create walkable, livable communities." I asked, "Will Go California routinely accommodate bicycles and pedestrians in all projects?" Kempton responded, "Yes, the department already has policies [i.e., DD-64] promoting access. The Bay Bridge [East Span] is an example."

Kempton's comments offer welcome acknowledgment that Caltrans is taking its own policies seriously, plus he reaffirmed that the East Span bike path is not in jeopardy from within Caltrans. ☉

Robert Raburn is Executive Director of the East Bay Bicycle Coalition

Editor's note: Will Kempton is former Folsom assistant city manager.

Clear Channel at it Again—Now in Sacramento

By Walt Seifert

Radio hosts Mark Williams and Jay Alan, filling in for KSTE-AM 650 regulars Armstrong and Getty on February 24, made light of driving at cyclists with a motor vehicle.

During a 6:34 a.m. news segment by reporter Jamie Coffee on new "lane following" features available in Nissan and other cars, Williams asked (and this is not an exact quote), "How can I swerve at bicyclists?" When Coffee responded that using a turn signal would override the system, Williams said he didn't want to alert cyclists he was going to swerve.

KSTE is owned by Clear Channel Communications, whose stations have a history of inflammatory language regarding cyclists. In 2003, a number of Clear Channel radio personalities made comments that suggested endangering or harming cyclists.

In a settlement reached with the League of American Bicyclists (LAB), John Hogan, president and chief executive officer (CEO) of Clear Channel Radio, said, "The comments made by Clear Channel Radio stations in Cleveland, Houston and Raleigh were inappropriate and intolerable . . . As CEO of Clear Channel Radio, I do not support or condone the anti-cyclists messages and have taken steps to insure they do not occur again." The comments were in a letter written following a Nov. 5, 2003, meeting between LAB Executive Director Elisaa Margolin and Hogan at the company's headquarters in San Antonio, Texas.

In other settlement actions, Clear Channel suspended some employees who made the egregious comments, ran "share the road" public service announcements and donated \$10,000 to an advocacy group in Cleveland.

If you object to the notion that it is funny to scare cyclists by threatening their lives over the public's airwaves, please contact KSTE at kfbknews@clearchannel.com. You can also contact CEO Hogan at JohnHogan@clearchannel.com.

SABA has written the station and asked that KSTE apologize and work with us to counteract the effects of these remarks. At press time, there has been no response. SABA has notified the League of American Bicyclists of the issue and alerted area recreational bike clubs. ☉

Bottle bill for bikes?

Assemblywoman Bette Karnette, D-Long Beach, has introduced legislation to encourage recycling of bikes. Her AB 1103 would add \$7 to the costs of new bikes. Consumers would receive a \$3 "deposit" back when they turned bikes in at "reCycle" centers that would be established throughout the state. The other \$4 would go to program administration costs.

Humboldt County's Arcata Library Bikes, is the sponsor of the legislation.

SABA Executive Director Walt Seifert notes SABA has not yet taken a position on the bill. But that doesn't mean he doesn't have some strong personal opinions about it. "This is a solution without a problem," he says. "Bikes aren't littering the

streets. Most good bikes are already recycled in one way or another. And \$3 isn't much of an inducement for getting people to cart bikes to a recycling center.

On a list of our 100 top priorities, I'd say this would rank at about 999. It would have been nice if Karnette had asked bike advocates for advice before introducing the bill."

More information and opinions about the legislation are in a Sacramento Bee article that ran February 28. You may also be able to find the article online (with site registration) at <http://www.sacbee.com/content/politics/ca/story/12482639p-13338482c.html>. ☉

Measure A+, New Transportation Funding Considered

By Walt Seifert

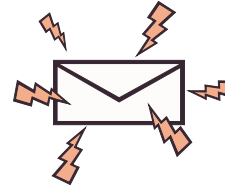
On Feb. 10, the Sacramento Transportation Authority (STA) Board heard a staff proposal for a "supplemental transportation planning initiative." The initiative might be placed before voters in 2008. Unlike the Measure A sales tax, "Measure A+" could be regionwide instead of limited to Sacramento County.

During the run up to the Measure A balloting in November 2004, many observers suggested that a 1/2 cent sales tax (which polls indicated was the most voters were willing to pay) would not raise enough revenue to meet all the transportation needs. As described in the STA staff report, "...some Board members emphasized that an objective of a potential supplemental funding measure should be to facilitate incremental increases in transit mode share."

Testifying for SABA, I suggested that:

- The purposes and sources for any supplemental funding be consistent with emerging Transportation and Air Quality Collaborative recommendations.
- Something other than a non-transportation-related (and regressive) sales tax be considered as a source.
- Cycling and pedestrian needs should receive as much emphasis as transit.

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.

I noted Blueprint modeling results for 2050 showed four times as many trips (12.9 percent vs. 3.2 percent) being made by bicyclists/pedestrians as by transit — with far less funding and without assuming in the model that already developed areas would be retrofitted with bike lanes and trails. Others at the STA meeting testified that the Sacramento Area Council of Governments' Blueprint land use plan should influence the Measure A+ planning process.

The STA Board seemed to prefer having a regional (rather than Sacramento County only) initiative that takes into account the Blueprint plan. They deferred any action on a supplemental funding measure for several months to allow time for community outreach by staff and board members. ☸



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.

Green Space, from page 1

strategies that increase these behaviors has become a public health priority,” says Amy Zlot, an epidemiologist with the Oregon Department of Human Services, writing in the current *American Journal of Health Promotion*.

Using government databases with results from surveys of more than half a million respondents, the researchers compared levels of fitness with parkland acreage in 34 metropolitan areas.

They found that San Francisco had the highest percentage of people who walked or bicycled for recreation and the highest percentage of parkland. New York City had the highest percentage that walked or bicycled for basic transportation, such as commuting to work or running errands, and the third highest amount of parkland.

Atlanta had the lowest percentage for recreational walking or bicycling and the second lowest percentage of parkland, and Memphis had the lowest proportion of people who walked or rode for transportation purposes and the sixth lowest percentage of open space. San Jose had the lowest percentage of parkland.

The parkland acreage was measured as a percentage of total city size, and the figures for walking or bicycling were derived from those who listed those as their two most frequent forms of physical activity.

“In this set of observations, walking and bicycling for transportation was positively associated with parkland acreage,” said Zlot and co-author Tom Schmid, who did the research while employed at the Centers for Disease Control and Prevention. The data did not show a significant relationship between the level of walking or cycling for pleasure and the percentage of urban parks.

The significance of the study, say the authors, is that “the number of route choices a community provides — and mix — the relative percentage of housing, retail, work and recreational opportunities in a community — appear to be important, independent predictors of walking and bicycling.”

Zlot and Schmid suggest that studies like theirs might help in the planning of “livable communities” by multidisciplinary teams of urban planners, architects, transportation experts, developers, policy makers, park administrators and environmentalists.

A study of Atlanta area residents published in early February found that city dwellers were more physically active than suburbanites because they walk more often for shopping, dining or doing errands.

Government data suggest that only 45 percent of Americans meet recommendations for physical activity and of the remaining 55 percent, about half are sedentary.

The top 10 cities for recreational walking and bicycling: San Francisco, Milwaukee, Oakland, San Diego, San Jose, Pittsburgh, Sacramento, Los Angeles/Tampa (tied) and Denver.

The bottom 10 cities for recreational walking and bicycling: Atlanta, Cincinnati, New York, Chicago, Houston, Phoenix-Mesa, Cleveland, Miami, Las Vegas and Virginia Beach.

The top 10 cities for “utilitarian” walking and bicycling: New York, Philadelphia, Baltimore, Minneapolis-St. Paul, Boston, San Francisco, Chicago, Portland, Cincinnati and Oakland.

Survey, from page 1

ified with SABA as a bike advocacy organization and another 22 percent are somewhat satisfied. Some of the nice things people said are “Considering the \$, SABA is going great.” “SABA is doing a great job!” “You guys are awesome.” “SABA is just tops — my favorite local advocacy organization.” “I would improve SABA by participating more.”

What do members want? By far, the top desires are more bike lanes and trails. But members also want better-behaved drivers, less debris in the streets (maybe this is related to the crash numbers!) and more/safer bike parking.

What do members like about cycling in Sacramento? They love the American River Parkway Bike Trail, the flatness and the weather — except the heat. They appreciate what bike lanes there are, the shade and the fact that they can get to places where it isn’t flat

What don’t they like? Poor cycling conditions in downtown Sacramento were frequently cited. Also mentioned were lack of bike lanes, bike lanes that disappear, obnoxious drivers, speeding traffic, air pollution, freeway interchanges, signals that don’t respond to bikes, specific roads without enough space for cyclists (like White Rock, Freeport Boulevard, Sutterville, Folsom Boulevard from 65th to Alhambra, Stockton Boulevard, Arden-Expo-Howe area, and H Street between Elvas and California State University, Sacramento), and lack of a good north/south route in Sacramento.

Thank you to all who took the time to express your views and let us know about yourself and your experiences. We take your praise — and criticism — to heart. Complete survey results are available on the SABA Web site, sacbike.org. It’s a good read. ☼



The bottom 10 cities for “utilitarian” walking and bicycling: Memphis, Columbus, Cleveland, Virginia Beach, Milwaukee, St. Louis/Atlanta (tied), San Jose, San Diego and Sacramento.

The top 10 cities for parkland as a percentage of city acreage: San Francisco, Washington, New York, San Diego, Boston, Minneapolis-St. Paul, Portland, Cincinnati, Philadelphia and Phoenix-Mesa.

The bottom 10 cities for parkland as a percentage of city acreage: San Jose, Atlanta, New Orleans, Tampa, Miami, Houston, Cleveland, Memphis/Sacramento (tie) and Columbus.

For more information on the study, visit the American Journal of Health Promotion at <http://www.healthpromotionjournal.com/> ☼

Tip of the Month Brain Matters

By David Takemoto-Weerts

One topic guaranteed to ignite flame wars among certain groups of cyclists is the helmet law issue. You can put away your Nomex/lycra shorts, though. I don't intend to stoke those fires in this column.

However, an excellent source of information about helmets comes from an admittedly very strong advocate of mandatory helmet laws. It's the Bicycle Helmet Safety Institute and its content-rich Web site, www.bhsi.org.

Whenever I have a question about helmets, BHSI is where I first turn for answers. BHSI's founder, Randy Swart, is, of course, very opinionated about helmet laws. But he also has some provocative views about helmet design and function, stemming from more than 15 years experience examining helmet evolution.

For example, in his latest newsletter, Randy summarizes his big article on new helmets for 2005. The complete text, looking at 115 helmets, is found on the Web site. Randy eschews the trendy and flashy in favor of safety and thrift. Not surprisingly, BHSI wants to get as many helmets on as many kids and adults as possible, and Randy realizes that most cyclists are not interested in spending \$100 or more when decent products are available for a lot less.



Because most available helmets meet federal Consumer Product Safety Commission standards, they all provide reasonable head protection. But in addition to checking for that "seal of approval," Randy suggests shopping for a helmet that fits you well, has a rounded, smooth exterior with no "snag" points and has no more vents than are really needed. Proper fit is, of course, a personal matter dependent on the shape of your noggin.

The other two factors are not often considered by shoppers, who may be thinking primarily of trying to look like Lance. However, Randy makes some good points about the "snag" factor. He writes, "Round shells reduce to a minimum any tendency for a helmet to "stick" to the surface when you hit, with the possibility of increasing impact intensity, contributing to rotational brain injury or jerking the rider's neck. They also eliminate the aero tail that can snag, or in a backward impact can shove the helmet aside as you hit, exposing your bare head." The "hyper-ventilated" helmets result in more angular designs that stray from the "rounder, smoother, safer" philosophy touted by BHSI.

Give Randy's site a look. No matter how you feel about helmet laws, you'll find a lot to stimulate your gray matter, whether it's encased in expanded polystyrene or "bone alone." ☼

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

Volunteer Profile: Beverly Taylor

By Rachel Showstack

For SABA volunteer Beverly Taylor, riding a bicycle is not just a way to have fun and get exercise; it's also an important part of her spiritual practice as a Buddhist.

One of the basic teachings of Buddhism, Beverly explained, is that all things are interconnected and independent. "Your own well-being is infinitely connected with the well-being of the planet," she said. "The use of fossil fuels damages the planet and therefore damages your well-being."

Until she became a parent in January, Beverly commuted by bicycle to work at the California Department of Transportation (Caltrans) and regularly took an indirect route that allowed her to ride on the American River Parkway bike trail between Old Sacramento and the 20th Street Bikeway. "In good weather, there is really nothing quite like riding along and enjoying the natural beauty and quiet of the bike trail," she said.

Beverly pointed out that people of all sizes, ages and fitness levels can enjoy cycling. She describes herself as "large physically" and hopes to inspire potential cyclists who might not think they have the right body-type for cycling.

"I hope that when some folks see me, they will realize that you don't have to be slender to cycle," she said. "I'd like to think that seeing me out there helps to encourage others who might not relate to those stick-thin, fully accessorized guys who whiz by them on their tricked-out rigs."

Beverly has served on SABA's Board of Directors, participated in the organization's monthly volunteer membership recruitment parties and staffed SABA tables at community events. She also represented SABA as a member of a city of Sacramento's Citizens' Advisory Committee. The committee provides community input for the annual Transportation Programming Guide (TPG), a document that identifies and prioritizes the transportation-related projects that the city will complete in a given year.

"It's vital that those of us who advocate for support of alternative modes of transportation have a strong voice in the process of developing the document," Beverly said. "It's been a great learning experience, especially because recent TPGs have incorporated smart-growth principles and the city's bicycle and pedestrian master plans into their criteria for prioritizing projects."

Beverly put volunteering and bicycle commuting on hold temporarily in January when she took two young boys into her home and began the process of adoption. Her sons are 3 and 7 years old. ☼

Startling Stat

Average space per worker in an open office setting in the United States is 60-100 square feet. Average parking space for a car is 180 square feet, plus another 60 square feet for parking lot lanes and driveways. That's 240 square feet to store an inanimate object during the workday, two to four times as much space as is devoted to a human worker.

A dozen or more bikes can fit into the space needed for a single parked car. ☼

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

Address Service Requested

**Nonprofit
 Organization**
 U.S. Postage Paid
 Sacramento, CA
 Permit No. 1424

Look inside for survey results!

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
- American Lung Association of Sacramento-Emigrant Trails
- American River Bicycle* (Florin Rd.)
- American Warp Drive
- The Bicycle Business
- Bicycles Plus*
- Bob's Cycle Center
- Body Concepts
- Chaney Chiropractic
- City Bicycle Works*
- Cycle California! magazine
- Davis Bike Club
- Fehr & Peers Associates
- 50 Corridor TMA
- Leslie T. Fong, DDS
- Franchise Tax Board
- Gary Brustin, Cycling Accident Attorney
- Gregorini & Associates
- Hannan Specialties
- Henry B. Starkes, MD
- The Hoyt Co.
- Hull & Honeycutt Marketing and Design
- Inside Publications
- Ken's Bike & Ski
- Matt Kuzins & Kumpany
- LambertWebWorks.com*
- Law Offices of K. Greg Peterson
- Natomas Bike Shop*
- Norcal AIDS Challenge
- North Natomas TMA
- Pacific Bicycle
- 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
- Sierra Engineering
- SMUD
- South Natomas TMA
- Sports Rack
- Two Rivers Cider Company
- UC Davis Transportation & Parking Services