



The Squeaky Wheel

Issue No. 28

Newsletter of the Sacramento Area Bicycle Advocates

July 2005

From the President **Parkway Plan Update Takes Shape**

By Lea Brooks

The SABA Board of Directors has taken a position on three of the more controversial proposals being considered for the update of the 1985 American River Parkway Plan: Allowing off-leash dogs, off-road bicycling and the California Indian Heritage Center.

These proposals have been discussed at length by the citizen's advisory committee that has been holding meetings since January 2004 to recommend Plan changes to the decision-makers. I am SABA's representative on the committee, which is initially focusing on the lower six miles of the Parkway from Discovery Park to Cal Expo because of limited funding for the comprehensive update process.

Regarding off-leash dogs and off-road cycling, SABA is generally supporting the position of the update's Project Management Team, Save the American River Association and the American River Parkway Foundation. The Project Management Team is comprised of representatives of the agencies that play a management role in the Parkway, including the Sacramento Area Flood Control Agency, Cal Expo, Sacramento County Department of Regional Parks, Recreation and Open Space, Sacramento County Department of Planning, Water Forum, city of Sacramento Planning Department and city of Sacramento Department of Parks and Recreation.

SABA's position, reached during the board's June 25 meeting, reflects criteria that have been generally embraced by the update committee and by the public at several meetings held to date to accept com-

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SABA Picnic is July 23

We're having a picnic! We hope you will attend! The SABA picnic will be between 10:30 a.m. and 1:30 p.m. on Saturday, July 23 at Hagan Community Park, mile 15.5 on the American River Parkway bike trail.

Come out for some biking and barbeque and fun. Meet your fellow SABA members and board members. Buy a raffle ticket for an \$850 Breezer bike especially and thoughtfully designed for commute and utility trips. Free eats for SABA members, family and friends. Menu includes hamburgers, hot dogs, veggie burgers and trimmings.

This is a low-key, high-social, non-business gathering (not that bikes won't get mentioned). RSVP by July 21 to volunteer@sacbike.org. See flyer at www.sacbike.org. We look forward to seeing you there! ☺

20th Street Gateway Under Construction

By Jack McFarren

By the time you read this story, it will probably be a little easier to find the American River Parkway — or at least the trailhead at the 20th Street Connector.

Work is expected to be completed in July or August on SABA's gateway sign, which is similar to the arched metal sign marking Hornet Crossing at California State University, Sacramento. The sign will identify the trail which runs from C Street (east of the Blue Diamond Factory) under the Union Pacific (UP) Railroad tracks to the Parkway. In mid June, SABA Executive Director Walt Seifert signed an \$8,300 contract for construction. In early July, holes were being dug for the footing.

Those who use the trail regularly and

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Guest Column **Sacramento City Park Trails**

By Robert G. Overstreet

Trails not only provide a recreation outlet — they also provide access to open space, connect parks to each other, link neighborhoods, contribute to the revitalization of blighted areas and serve as an alternate commuting option. Trails also provide a way to interconnect the entire region. It is the city of Sacramento Department of Parks and Recreation's vision for the Sacramento area to have a safe trail system that will easily move people within the city and connect them to destinations throughout the region.

This vision drives our work on several existing and proposed trails to establish a regional network. This vision has us focusing on acquiring recreation easements, securing funding for the eastern segment of the Two Rivers Trail, overcoming engineering challenges at State Route 160, planning for the expansion of the Laguna Creek Trail, constructing Ueda Parkway, and finding funding to resurface deteriorated trails.

On the Ueda Parkway, we are steps closer to completing a trail system that will provide 12.5 miles of paved trail and 3.5 miles of unpaved trail. The alignment runs from the American River Parkway and heads north to Elkhorn Boulevard, with two trail spurs running east at Arcade and Robla creeks. This alignment will serve as a link in a regional 60-mile loop from Folsom to Sacramento via the American River Parkway. It will then head north on the Ueda Parkway Trail until it meets the Robla Creek and the Dry Creek trail system and, finally, up to Placer County where it will circle back to Folsom.

The department's task is to identify mean-

Trails, page 3

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_info@sacbike.com.

The Squeaky Wheel

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Welcome new members!

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Jim Shuck
Craig Stradley
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John & Roberta Winchell
Dennis Rae Wright



SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Aug. 11 from 5:30 to 7:30 p.m. at SABA Supreme HQ, 909 12th Street.

Yes, this party is happenin'. This might even be better than eating the ripening blackberries along the side of country roads and the river parkway. Come join us to write letters, talk about local bike issues, and eat pizza!



SABA Potluck is July 27

The main topic of discussion at SABA's quarterly general membership meeting on July 27 will be the Docks Area Plan in Sacramento. Our guest speaker is Laura Sainz from the city of Sacramento, who is seeking ideas on how to redevelop this 35-acre site next to the recently completed Sacramento River Trail.

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

Agenda

6:00 p.m. Potluck.
6:30 p.m. Introductions (Lea Brooks, President).
6:45 p.m. Guest speaker: Laura Sainz, city of Sacramento.
7:30 p.m. Executive Director's Report (Walt Seifert).
7:50 p.m. Other business.

President, from page 1

ments during the process. Examples of the approximately two dozen criteria are: Protecting and/or managing wildlife and sensitive habitats; minimizing the proposal's footprint within the Parkway; and fostering continuity and health of natural systems.

Regarding off-leash dogs: The SABA board concluded that this proposed use is inappropriate because there is no guarantee that an off-leash dog will remain under voice control. Off-leash dogs are unpredictable, which means other Parkway users don't know if a dog will behave aggressively.

Off-leash dogs pose a threat to wildlife and other Parkway users, including bicyclists, pedestrians and equestrians. And establishing off-leash areas would discriminate against other Parkway users who do not want to be around off-leash dogs.

Other reasons include general consensus by resource managers and natural scientists that sensitive habitats and flood plain maintenance will suffer from long-term use by off-leash dogs and that it would be difficult to create a confined or restricted dog area without constructing a permanent fence, which is not allowed in a floodway.

SABA also emphasized that dogs are currently allowed in the Parkway if on a six-foot leash and under control.

Regarding off-road bicycling: SABA supports this use in the lower stretch of the Parkway if a number of conditions are met, including: Existing fire and access roads in the Discovery Park, Woodlake or Cal Expo areas would be utilized, with some modifications to improve alignments and avoid conflicts with other users. No new trails would be built for this use.

Off-road cyclists would yield to other users, including users of the paved bicycle trail and equestrian trail at intersections. Off-road cycling trails would not replace or share existing equestrian trails.

Also, as a new Parkway use, off-road cycling should not be allowed until a funding source is secured by county parks to manage, maintain and enforce this use. Funds generated by the extension of Measure A passed by voters in November 2004 are limited to transportation use and cannot be used for off-road cycling in the Parkway.

County parks should have clear authority to close or modify trail access at any time if off-road cycling harms the habitat or wildlife. A plan must be developed and funding obtained to restore the habitat damage caused by the illegal off-road cycling activity currently occurring throughout the Parkway, including the lower Parkway.

Regarding the California Indian Heritage Center proposed at the current site of the Riverdale Mobile Home Park: SABA decided not to take a position on the merits of the center because it does not directly affect the bike trail. However, SABA opposes construction of "high-value" facilities in the flood plain for the following reasons:

In the event of a flood, emergency responders should be focused on protecting the health and safety of area residents and the levees. They should not be diverted to protecting "high-value" structures, such as the center and its priceless artifacts and other valuables.

Also, although the specific size of the center has yet to be determined, SABA is very concerned about loss of natural habi-

tat due to the scale of the structures proposed and parking lots. As much parking as possible should be located outside the Parkway.

Also, if the center is ultimately found to be a compatible use, SABA wants the county to have management control to ensure protection and preservation of the Parkway.

Another community meeting to accept public comments on the proposed update is scheduled for later this month. The exact date and a location had not been determined at press time.

Please check out the Parkway Plan Update's Web site at <http://americanriverparkwayupdate.org> for more details on the process and for the date and location of the next community meeting. ☼

Trails, from page 1

ingful connections and alignments, seek funding and oversee the development of the trails. We also work closely with Ed Cox, the city's alternate modes coordinator, to ensure development in the new growth areas, such as North Natomas and South Sacramento, is providing the off-street trails required by the City-County Bikeway Master Plan.

Building partnerships is imperative. Sacramento County's Department of Regional Parks, Recreation and Open Space has proven to be an important ally, particularly through the recent effort to update the American River Parkway Plan and the implementation of the Dry Creek Parkway trail system. We are fortunate to have a large levee infrastructure that accommodates trails very nicely. We often partner with flood control agencies, primarily the Sacramento Flood Control Agency, Reclamation District 1000 and American River Flood Control District. All have been invaluable in our efforts to establish trails. We also work successfully with various natural resources agencies, community groups and transportation professionals.

We cannot express enough how these partnerships with agencies, groups and individuals have impacted the city in a positive and productive way. We are also grateful to the many individuals, such as the members of SABA, who also see the regional importance of trails and spend their personal time to keep the vision alive.

For additional information, contact Teresa Haenggi, the parks and recreation planner by phone at 808-7554 or by email at thaenggi@cityofsacramento.org ☼

Robert Overstreet is director of the city of Sacramento Department of Parks and Recreation.

Startling Stat The Kingdom of Bikes

Beijing has an estimated 4-10 million bikes and 2 million cars, but the number of cars is catching up rapidly. Each month, 38,000 cars are added to its roads. Transportation analysts say the average Beijinger travels 60 percent less by bike than 10 years ago.

According to the Chinese Ministry of Communications, vehicle numbers in China as a whole will increase from 23 million in 2004 to 140 million by 2020. ☼

Gateway, from page 1

SABA volunteers who have spent hundreds of hours beautifying the trailhead are familiar with the entrance. But to a first-time user, the entrance does not stand out.

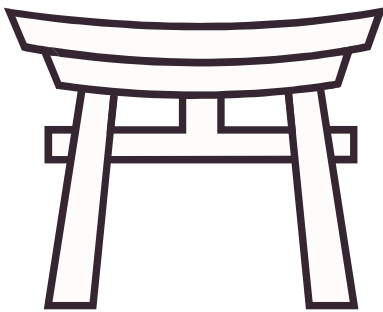
"Right now, the trailhead is kind of lost in the industrial clutter of the area, and you can't really tell what the trail is or where it goes," Walt said. "The gateway sign will stand out and make it clear that the trail connects to the American River Parkway."

John Febbo, SABA's project manager, has orchestrated efforts on permitting, construction and design.

Ian Oeser works for the architectural firm of Mogavero Notestine Associates, which donated the design of the project. The design is based in part on old Sacramento Northern Railroad logos and emphasizes the industrial nature of the trailhead area.

Ian noted that when he first came to Sacramento, he spent several months trying to find a way to North Sacramento by bicycle, only to discover he lived just three blocks from the connector trail.

In addition to identifying the trailhead, the gateway will also identify SABA's role in keeping up the bikeway between C Street and the UP tracks. SABA has adopted that stretch as part of a city of Sacramento Department of Parks and Recreation program. SABA work parties have landscaped the trailhead with native plants and regularly weed and pick up trash.



SABA members have contributed \$5,531.11 toward the gateway project, which has been in the planning stages for several years. SABA has donated an additional \$1,000. Other contributions have come from City Council District 3 funds, UP, Sacramento Tree Foundation, Inside Publications, a neighbor - Witherell.Com, the American River Parkway Foundation, and the Boulevard Park and McKinley Elvas neighborhood associations. Part of the Tree Foundation donation came from the Sierra Club. In addition, Lionakes Beaumont Design Group donated structural design work.

Total costs of the project still aren't known, Walt said. The sign itself will cost \$8,300, but drilling holes, secondary signs and final paint are extra. SABA will make up any shortfall from general funds, he said.

"I'm grateful for SABA members' contributions to this project and the support we've received from the city and others," Walt said in late June. "It will be gratifying to me to see the gateway in place, and it should be fun to add the final coat of paint."

Bolin Fabricating is constructing the gateway. Six-foot deep holes are being dug and concrete footings poured. Referring to the footing, Carl Bolin told Walt, "That thing isn't going anywhere." The sign itself will be put up when the footings are completed. ☼

Safe Routes to Transit

The Sacramento Area Council of Governments (SACOG) is starting work on a Safe Routes to Transit study. The study will analyze conditions within a one-mile ring around Sacramento Regional Transit (RT) light rail stations and at the stations themselves and make recommendations on improving bicycle access. The study will also make recommendations regarding bike parking at the stations.

Interested SABA members are needed to participate in the study's technical advisory committee and, perhaps, to assist by making field trips to the stations. Field trips will help identify and document access barriers and gaps in bikeways near stations. Contact Walt Seifert at 444-6600 or saba@sacbike.org if you'd like to be involved. Knowledge of neighborhoods around existing light rail stations and being an RT rider is desirable, but not essential.

The technical advisory committee will meet several times and there will be one or two field trips. Work will start in August and be completed this fall.

Many bike trips in Europe and Japan are trips to rail stations. The Metropolitan Planning Commission in the Bay Area is embarking on a \$20 million Safe Routes to Transit planning and construction program using funds from a \$1 increase in bridge tolls approved by voters in March 2004.

The SACOG study is funded by a \$32,000 Caltrans planning grant awarded in 2002. The grant application was initiated by a SABA request. ☼

STPP Releases "Driven to Spend" Study

From CenterLines, the e-newsletter of the National Center for Bicycling & Walking

On June 15, the Surface Transportation Policy Project (STPP) and the Center for Neighborhood Technology (CNT) released their latest cost study "Driven to Spend: Pumping Dollars out of Our Households and Communities," which shows that families are paying "a high price to meet their transportation needs and families in areas with fewer transportation choices carry even greater burdens."

"Driven to Spend" updates prior studies published by STPP and CNT, and for the first time provides information on the effect of gas prices on family budgets. The study ranks 28 metropolitan areas on their combined transportation and housing costs and recommends specific actions that governments – federal, state and local – can take to reduce the burden of transportation costs for families by investing in more transportation options.

Some key findings:

- Households in regions that have invested in public transportation reap financial benefits from having affordable transportation options, even as gasoline prices rise.
- Low-income families are unduly impacted by higher transportation costs since transportation expenditures claim a higher percentage of their family budgets.
- For the first time, the study analyzed the effects of gasoline price hikes and ranked areas by the jump in household expenditures due to gas prices.

For more on the study, go to: <http://www.transact.org/> ☼

Local Officials Have Allowed White Rock Road to Become a Nightmare

By Skip Amerine

As recently as 10 years ago, White Rock Road in Sacramento and El Dorado counties was a rolling, rural ribbon that served as the most direct bicycle route between Folsom and El Dorado Hills south of Highway 50.

This road has been allowed to deteriorate despite rampant residential, commercial and industrial development in Folsom and El Dorado Hills and dramatic increases in traffic, including gravel trucks and speeding, aggressive motorists seeking relief from Highway 50. What used to be a pleasant, scenic bike route has become a nightmare for the cyclists who still brave what has become a crumbling, pothole-infested death trap. It provides a glaring example of how county officials have allowed dramatic growth without requiring developers to upgrade this key transportation link.

Please read the adjacent Letter to the Editor from Dale K. Doty for a personal description of the outrageous behavior of motorists and truck drivers toward bicyclists on White Rock Road between Placerville Road and Latrobe Road.

For the past four years, SABA and the Sacramento City/County Bicycle Advisory Committee (SacBAC) have written letters and advised county staff on the existing substandard and dangerous conditions of White Rock Road in Sacramento County. The latest letter was sent by the SacBAC chair to the Sacramento County Board of Supervisors in March.

White Rock Road is one of two routes available to bicyclists between Sacramento and El Dorado counties. The other is Green Valley Road to the north, which is the longer, indirect route. The recent completion of Sophia Parkway, which has bike lanes, between Folsom and El Dorado Hills provides a shortcut to Green Valley Road.

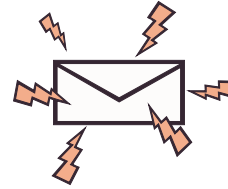
This article is a call to action for SABA members and any other interested cyclist or party, including motorists, to write to county supervisors in both Sacramento and El Dorado counties and urge them to work with the bicycling community to immediately initiate steps to improve the intolerable conditions on White Rock Road between Latrobe Road in El Dorado County and Placerville Road in Sacramento County.

SABA recommends that the counties install and maintain Share the Road signs in the short term and take steps immediately to add shoulders/Class II bike lanes between Latrobe and Placerville Road, which is in both Sacramento County and the city of Folsom. Placerville Road is also substandard, in serious disrepair and desperately needs upgrading.

In addition, SABA would like to meet with the California Highway Patrol, representatives of both counties and other interested parties to address enforcement, education and interim steps to meet the travel and safety needs of all users.

Sacramento County supervisors can be reached at the following: District 1, Roger Dickinson, dickinsonr@saccounty.net; District 2, Illa Collin, collini@saccounty.net; District 3, Susan

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:

I had a real "fun" bike commute to work today (June 24) on White Rock Road:

8:10 a.m. A black late model Chevy Monte Carlo-type sedan sideswiped me while I was bicycling eastbound on White Rock Road approximately 100 yards east of Placerville Road. No injuries, but the rear view mirror on my bike was bent out of position. The driver was aware that he hit me but did not stop to see if I was OK. I wasn't able to get a license plate. The road at that location is a substandard width with no bicycle lane.

8:14 a.m. Two westbound aggregate truck drivers blared their horns at me as they were passing on White Rock Road. I was still traveling eastbound. An eastbound aggregate truck was following me and he started blaring his horn after the other two truckers. The road at this location is still of substandard width with no bicycle lane and no turnouts.

8:15 a.m. The driver of a westbound white aggregate truck with trailer spat on me or threw some liquid at me as he was passing. This occurred on White Rock Road approximately 500 yards east of the county line.

I called the CHP South Sacramento office to report the minor hit and run and they said I must file the report in person at their office. Do you know of an e-mail address or fax number where I can report these incidents? They happen too frequently for me to go to the CHP office every time.

Dale K. Doty

Editor's note: We checked with the CHP. To verify identification and for other reasons, CHP requires that reports be made in person.

Peters, susanpeters@saccounty.net; District 4, Roberta MacGlashan, macglashanr@saccounty.net; and District 5, Don Nottoli, nottolid@saccounty.net. Their mailing address is 700 H Street., Sacramento, CA 95814.

For information on how to contact the El Dorado Board of Supervisors, check out <http://www.co.el-dorado.ca.us/bos/index.html> ☎

Member Profile Sue Teranishi

By Albert Balingit

Sue Teranishi has been an active SABA member and volunteer for many years. She represented SABA on the planning committee this year for Million Mile May and Bike to Work Week and coordinated the Commuter Team Challenge last year. Sue recently chaired the SABA Board Development Committee to identify, recruit and recommend new board members. She has also staffed SABA tables at various events, such as the Franchise Tax Board Transportation Fair and Sacramento City College Earth Day, helped at the monthly volunteer work party, worked on SABA cleanup days on the American River Parkway bike trail and at the bike valet parking.

Sue's activities as an environmentalist emanate from her philosophy about using less of the earth's resources. She has been recycling her cans, newspapers and glass containers since 1971. In 1986, her job duties changed at the Franchise Tax Board when she was tapped to be the employee transportation coordinator to promote alternative transportation for her department.

Although not a bike commuter at that time, she was a carpooler and tirelessly lobbied others to take alternative modes of transportation, including bicycling. She pointed out to many employees how riding a bike to work could be a much easier mode of transportation than driving a car. For example, she made sure her fellow employees who lived on the north side of the American River in the Carmichael area knew that riding a bicycle using the Harold Richey Memorial Bridge near Goethe Park was a shortcut compared to driving a car around to Watt Avenue.

In December 2003, Sue retired from the Sacramento Area Council of Governments (SACOG) where she was responsible for pedestrian/bicycle planning and the Regional Rideshare Program. Sue also just retired from the position of president of the board of directors of the American Lung Association of Sacramento-Emigrant Trails. She has been riding in the Emigrant Trails Bike Trek, a major fundraiser for the local Lung Association, for six years and credits the Bike Trek with getting her started as a bicycle commuter. This year's Bike Trek, in which Sue encourages all SABA members to participate, will be three days of riding and camping in the Donner Lake area near Tahoe.

Sue bikes regularly from her home in the Pocket area of Sacramento to her new part-time job at the California Environmental

Mayors Adopt "Complete Streets"

From CenterLines, the e-newsletter of the National Center for Bicycling & Walking

On June 13, the United States Conference of Mayors passed a resolution in support of "Complete Streets," a vision of a "seamless network of on-street bicycling and walking facilities, trails and transit connecting homes, jobs, schools, shops, families and friends."

At its 73rd annual meeting, the organization — led by Seattle Mayor Greg Nickels and Des Moines Mayor Frank Crownie — urged Congress and the administration to require state transportation departments and metropolitan planning organizations to adopt Complete Streets policies and called upon the U.S. Department of Transportation to support such efforts through best practices, technical assistance and other means.

The mayors, with help from Kevin McCarty of the Surface Transportation Policy Project (STPP), included the Complete Streets directives in a broader resolution dealing with renewal of the nation's current transportation law, TEA-21. According to our own Bill Wilkinson, "This is yet another example of the power of a coalition like STPP. The combined efforts of bike/pedestrian advocates would fall well short of our goals without the experience and access that STPP's programs and staff lend to our mutual interests. Thanks, Kevin!" ☸

Protection Agency where she worked on the downtown Sacramento BikeFest/Cal EPA Transportation Fair and promotes alternative modes of transportation. She considers herself a slow, but steady cyclist and often uses her bike for errands, such as going to the post office and visiting the Belle Cooledge library. Sue also now works as the membership manager for the California Bicycle Coalition.

As an Asian American woman, Sue especially encourages other women to bicycle. She tries to overcome all the excuses people give for not cycling, such as the need to dress up for work. With many worksites now offering showers and lockers, this excuse is not always valid. Certainly, no barriers prevent Sue from cycling or from convincing others to cycle.

Sue is also mom to Brian and Michael Gillette, ages 25 and 23, respectively. Brian lives in San Diego and is a substitute teacher. Michael moved to Monterey last year to attend California State University, Monterey Bay and improve his golf game. The entire family loves the coast. ☸



Sue Teranishi at Cal EPA building
Photo by Walt Seifert

Tip of the Month Beware of Wind Blast

By David Takemoto-Weerts

Ever see the 1970's Spielberg classic TV movie thriller "Duel" that pits an unwary businessman in a Mustang against a faceless adversary in a semi-truck on the backroads of southern California? Take that driver out of the muscle car, put him astride a bicycle and you have the scenario for a much scarier screenplay!

Even the more experienced cyclists among us may feel intimidated by large vehicles bearing down on us or experience some trepidation during intersection encounters with drivers perched high above our usual line of sight. Such situations can bring to bear different skills and techniques from what we may use in dealing with traffic closer to our own size. In this month's column, we'll focus on the wind blast hazard.

If you spot a large bus, truck or RV in your mirror or when scanning behind, you can generally treat it like you would any other overtaking vehicle. If you have sufficient space in the outside lane or are in a sufficiently wide bike lane, you should not be overly concerned except for one additional element that such vehicles may bring: wind blast.

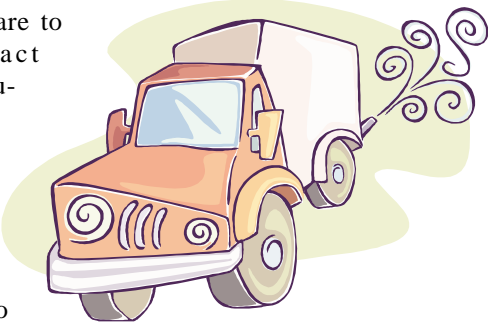
All rapidly-moving vehicles create a "bow wave" of air that can blow a cyclist to the side or otherwise cause sudden loss of control. Anticipating the blast certainly helps. Keep both hands on the handlebar

and prepare to counteract any turbulence-caused instability. Move to the right, but not so far that you

might be thrown into an unsafe shoulder, curb or other roadside danger. Sometimes prudence dictates that you pull over to the side of the road and wait until the vehicle passes. If your route is characterized by high truck traffic and narrow lanes, consider alternate roads. While some may argue that you should just "take the lane" and force the truck driver to pass you safely on the left by crossing the centerline, my experience is that drivers of large vehicles may be less inclined to extend that courtesy. Use your best judgment.

Making sure you are visible is important — bright clothing, lights at night, etc. Try to negotiate with an overtaking big rig by letting the driver know through eye contact and hand signal that you are aware of his presence and that you expect to be able to share the road safely. But know that at the speeds where wind blast is a hazard, your success may be limited. Take care. As Dylan sings, "The highway is for gamblers, better use your sense." ☸

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



SABA Creates Advisory Board

By Walt Seifert

SABA has taken a great leap forward in its organizational development and effectiveness with the creation this month of its inaugural Advisory Board. Members of the Advisory Board are Jane Hagedon, Eric Heiden, Wendy Hoyt, Matt Kuzins, Michele McCormick, James Moose, Craig Stradley and Jim Streng.

Opinions from the Advisory Board will help guide SABA's Board of Directors and staff, but Advisory Board members will not set policy nor be responsible for day-to-day operations.

Advisory Board members bring extraordinary expertise in law, medicine, transportation, communications, politics, non-profit management, architecture, planning and cycling. Their advice to SABA is sure to be invaluable.

- Jane is the doyenne of Sacramento nonprofit management and activist extraordinaire.
- Eric is a medical doctor, Olympic champion skater and former pro cyclist.
- Wendy is president of The Hoyt Company, and a transportation and community outreach expert.
- Matt is president of Matt Kuzins & Kumpany and a direct mail wizard.
- Michele and her firm MMC Communications are award-winning professionals.
- James is a partner in Remy, Thomas, Moose and Manley LLP and co-author of a book many consider *the* book on California environmental law.
- Craig is an architect and principal with Mogavero Notestine Associates, a firm hailed as a national leader in smart growth.
- Jim is a homebuilder, businessman and retired Sacramento County supervisor.

We're honored and extremely grateful such a distinguished group is willing to help SABA. Many have already provided advice on an informal basis and are SABA members. We're proud we can recognize their efforts and capitalize on their skills, talents and experience. We look forward to their help making SABA more powerful, professional, prestigious and effective.

More information on the SABA Advisory Board is on the our Web site, sacbike.org. ☸

Regional Transit Survey

If you ever take your bike on Regional Transit (RT) buses or light rail, please take the online survey at www.sacrt.com/

This is your opportunity to improve RT's services to cyclists and make your opinion known. ☸



SABA

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Address Service Requested

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

First SABA picnic July 23!

Support Your Local Bike Shops

By Walt Seifert

There are lots of good reasons to support your local bike shop.

There are pragmatic reasons. You are likely to get a better quality bike, a better fit and better service. Yes, you can buy a bike at a Giant Ugly Box Mart. It might be cheaper than a bike you get at a shop and it might be functional for a number of years. But it probably won't be as well-made, light or durable. It's less likely to be assembled properly and you sure aren't going to get expert advice when you are shopping.

You can also buy bikes and accessories through mail order, and maybe you get the right item and the right size and it will turn out to be what you wanted. But, maybe it won't and then you're faced with the choice of keeping something that's not quite right or going through the hassle of a return.

There are spiritual reasons. Many bike shop owners are in the bike business more for love than money. That's probably good, at least for their customers, because making money in the bike business is almost sure to be a constant struggle. When you buy at a local shop, not only do you get to talk to people face-to-face and get to know them (and maybe learn something useful), your dollars help a neighbor and recirculate in the community

Too many small local businesses are going the way of the dodo. It seems like restaurants and bike shops are among the few types of small businesses that haven't had the distinctness, quirkiness and humanity homogenized out of them by corpo-

SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative Funding and Transportation Teams, Environmental Group and Plenary
- SACOG Regional Planning Partnership
- SACOG Multimodal Street Seminar
- American River Parkway Plan Update
- Sacramento River Floodway Forum
- Central City Parking Master Plan
- City of Sacramento General Plan Town Hall Forums

Letters

SABA sent letters to:

- Assemblymember Roger Niello in support of SB 523
- City of Sacramento on the Greenbriar Project
- City of Sacramento in support of Robla Elementary Safe Routes to School grant application
- Multiple area jurisdiction on traffic calming devices

rate control.

There are advocacy reasons. Local bike shops support SABA and we support them. If SABA is successful, it means more business for shops. If shops are successful, it means customers are more likely to be satisfied with their purchases and more likely to be using their bikes more often. ☸