



# The Squeaky Wheel

Issue No. 36

Newsletter of the Sacramento Area Bicycle Advocates

March 2006

## From the President Improving East-West Sacramento Bike Routes

By Lea Brooks

When sections of the American River Parkway bike trail between Discovery Park and the Guy West Bridge were flooded in late December, those of us who

## Blaming the Victim

By Walt Seifert

A number of *Sacramento Bee* Metro section reports of recent bicyclist fatalities seemed to suggest the cyclists were at fault, even though the crashes were still under investigation. Information was given about what the cyclist was doing or wearing that may or may not have contributed to his death. There was a lack of similar informa-

## WARMING TRENDS: Climate Change Scenarios Point to Increased Air Pollution

The California Climate Action Team is preparing a “scenario analysis,” which is a comprehensive look at the potential impacts of climate change on the state’s environment, economy and public health. Mike Kleeman, part of the team, is an associate professor of civil and environmental engineering and Institute for Transportation Studies-Davis affiliate researcher. The team also includes leading experts from universities across the state and beyond, who are all involved in a high-profile, high-stakes initiative to provide a firm scientific foundation for climate change policy.

In a draft report presented publicly in December, Kleeman’s research with Professor Dan Cayan of the Scripps Institute of Oceanography noted that increased temperatures favor the formation of more ozone through increased background ozone concentrations and enhanced local production rates. Higher levels of background ozone are also expected to encourage the formation of ammonium nitrate, a major component of airborne particulate matter (PM). Their study was based on a sensitivity analysis of three present-day pollution episodes in the South Coast Air Basin and San Joaquin Valley combined with results from a Global Climate Model that predicts conditions decades in the future. Their findings suggest that, by the end of this century, global change will lead to conditions that encourage more frequent ozone and PM pollution episodes that threaten the health of California residents.



No room for bikes. H Street undercrossing of Elvas and UP tracks  
Photo by Walt Seifert

were forced to take city streets discovered a variety of options – and challenges. This column will focus on the parallel east-west routes in the city of Sacramento from the vicinity of California State University, Sacramento (CSUS), to 15<sup>th</sup> Street.

(The absence of safe and convenient through east-west or north-south bike routes in the Central City continues to be appalling, especially for the capital of California,

tion about what the drivers of the vehicles that hit the cyclists were doing.

These types of reports aren’t new, nor are they unique to *The Bee*. Newspaper reports from across the country say that pedestrians “darted out” or cyclists “swerved” in front of a vehicle. They frequently mention whether the victims were wearing dark clothes or whether cyclists had helmets. Yet the reports typically don’t say whether the

President, page 3

Victim, page 7

Warming, page 4

## 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](mailto:faba_info@sacbike.com).

## The Squeaky Wheel

The Squeaky Wheel is published monthly by the Sacramento Area Bicycle Advocates, 909 12<sup>th</sup> Street, Suite 114, Sacramento, CA 95814. POSTMASTER: Send address changes to SABA, 909 12<sup>th</sup> Street, Suite 114, Sacramento, CA 95814.

## SABA Board Members and Officers

Lea Brooks, President  
Tony Powers, Vice-President  
Owen Howlett, Secretary     Joe Hartzog  
Skip Amerine                     John Whelan  
Scott Clark                        Ivan Rarick  
Jennifer Finton                    Kevin Regan

## SABA Staff

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

## SABA Advisory Board

Jane Hagedorn, *Chief Executive Officer*  
*Breathe California of Sacramento - Emigrant Trails*  
Eric Heiden, *Orthopaedic Surgeon*  
*Sports Medicine, UC Davis Health System*  
Wendy Hoyt, *President*  
*The Hoyt Company*  
Matt Kuzins, *President*  
*Matt Kuzins & Kumpany*  
Michele McCormick, *Principal*  
*MMC Communications*  
James Moose, *Partner*  
*Remy, Thomas, Moose and Manley, LLP*  
Craig Stradley, *Principal*  
*Mogavero Notestine Associates*  
Jim Streng, *Partner*  
*Streng Brothers Rentals*

## Contacting SABA

Phone: (916) 444-6600  
E-mail: [saba@sacbike.org](mailto:saba@sacbike.org)  
Web site: <http://www.sacbike.org>  
Listserv: To sign up, send blank message to  
[saba-subscribe@topica.com](mailto:saba-subscribe@topica.com)

## Welcome New Members

Patti Baumert  
Kent Didion  
Peter Dileanis  
Alan Lehman  
McClellan Park TMA  
Shelley McEwan  
Dareck Stringfield  
Scott Whitten



### Welcome back

Steve Cohn  
Ralph Kasarda  
Sacramento Natural Foods Co-Op

## SABActions

### Meetings

SABA members attended these meetings:

- SACOG Bike/Pedestrian Advisory Committee
- Bike Commute Week Planning
- Central City Two-Way Conversion Study Workshop
- McKinley Village Open House
- Hazel Avenue Widening Project Informational Open House
- American River Parkway Plan Update Citizens Advisory Committee
- American River Parkway Safety Coalition

### Letters

SABA sent letters to:

- Sacramento County Board of Supervisors on Folsom Auto Mall (again)
- *Sacramento Bee* Public Editor on blaming the victim in car/bike crashes

### Testimony

- Before the Sacramento Transportation Management Agency on transportation project selection and revenue sources for the follow-on to Measure A

### Other Actions

- Made *Can the Trash!* presentations to East Sacramento Improvement Association and North Natomas Transportation Management Association

## County Coordinator Takes New Position

Ron Vicari, who became Sacramento County's alternative modes coordinator in March 2005, has been promoted to senior civil engineer and will no longer be designing and managing the county's bicycle projects. His replacement will be announced soon.

Ron's experience as a registered civil engineer, his professionalism and passion for bicycling were greatly appreciated during his short tenure. We are sorry to lose him as the alternative modes coordinator, but wish him well in his new position and are lucky to have another bicycle-friendly senior civil engineer in the county Department of Transportation. ☼

*President, from page 1*

but that issue is for another day.)

My goal is to identify the barriers on the routes between CSUS and 15<sup>th</sup> Street so SABA and the City-County Bicycle Advisory Committee (SacBAC) can work to eliminate them and make the routes safer and more convenient for bicyclists. Some of the barriers seem fairly easy to fix, while others will require political will from the city council.

What I recognized during the month or so that the bike trail was flooded is that cyclists who live and work in Sacramento usually take the city routes because the bike trail is out of their way. I applaud them for cycling these routes on a regular basis despite the barriers and think about how many more bike commuters we could attract if the barriers were eliminated and the routes made safer.

Bike commuters who live in the eastern suburbs and work downtown can get reasonably close to most downtown worksites on the parkway via Discovery Park or the Sacramento Northern access trail at 20<sup>th</sup> and C streets adjacent to the Blue Diamond Almond complex.

During the flooding, I tried the following east-west routes starting from north to south: H Street, K Street, Capitol, and P and Q streets. Although I didn't use T Street this time around, I have pedaled it numerous times and included it on the list.

This effort is a work in progress and I encourage you to add barriers that are not identified on this list and offer suggestions on how to fix them. Many thanks to SABA members who made suggestions at SABA's January general membership meeting.

### H Street

- The railroad undercrossing between 57<sup>th</sup> Street and Carlson needs bike lanes.
- The pavement on H Street in the vicinity of Elvas Avenue and the undercrossing is deteriorating, has potholes, and needs resurfacing.
- A Share the Road sign is needed at Elvas and H to remind motorists that bicyclists have a right to the road.
- Bike lanes are needed at McKinley Park and under Business 80/Capitol City Freeway.
- Motorists must stop using the bike lanes as passing lanes.
- The green waste dumped in the bike lanes, including Christmas trees following the holiday season, is hazardous.
- Bike lanes are needed on the H Street Bridge.
- Westbound bicyclists need a safe transition where H Street converts to one-way.
- The bike path on the south side of J Street adjacent to CSUS from Carlson to the levee is deteriorating due to root damage and is slippery with mud and leaves during the winter.

### K Street

- Aggressive and inattentive motorists make left and right turns in front of through cyclists, who have the right of way, and ignore stop signs.
- A safer transition is needed for cyclists to access M Street.

### Folsom Boulevard/Capitol Avenue

- Dangerous drainage grate under the railroad tracks.
- For eastbound cyclists, turning left at 33<sup>rd</sup> Street to access M Street is hazardous.

- An assessment is needed of the stretch from approximately 33<sup>rd</sup> to 29<sup>th</sup> streets to determine how to make it safer. This stretch needs consistent bike lanes, Share the Road signs and the elimination of the second lane that motorists use as a passing lane.
- The traffic calming device at 25<sup>th</sup> Street is so poorly designed that it poses a danger to cyclists from motorists who speed up to cut cyclists off so they don't have to wait. This device needs to be redesigned and/or signage is needed to clearly inform motorists to slow down for bicyclists and pedestrians. I regularly experience very, very bad behavior by motorists at this intersection.
- Traffic enforcement is needed at the methadone clinic at 21<sup>st</sup> Street in the morning. Clients regularly cut cyclists off, open their car doors as cyclists go by, make U-turns on Capitol without checking for bicyclists or other motorists, park crooked, and in the bike lanes and dart across the street without looking.
- Huge piles of green waste dumped in the bike lanes also pose a hazard.

### P and Q Streets

- The recent conversion of these one-way streets from three to two traffic lanes with bike lanes on both sides is a significant improvement for bicyclists.

### T Street

- Regular sweeping is needed to address broken glass.
- Garbage cans in the bike lanes are hazardous.
- The intersection at Stockton Boulevard needs to be redesigned. It's unclear where through bicyclists should ride.

### Elvas Avenue

- The access to CSUS via Hornet Crossing needs to be redesigned. Most eastbound cyclists cross Elvas and ride the wrong way on the sidewalk to avoid waiting for the traffic signal to make a U-turn.

Please e-mail your suggestions and comments regarding this list to me at [Lea2skip@aol.com](mailto:Lea2skip@aol.com). ☺

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

The monthly SABA Volunteer Work and Pizza Party will be Thursday, April 13 from 5:30 to 7:30 p.m. at SABA Left Coast HQ, 909 12<sup>th</sup> Street.

Yes, there's fun to be had by one and all who are interested in the cause. We'd love to have you come by and do stuff, and eat pizza.



## Bel Air Bike Parking To Be Restored

By Skip Amerine

According to Ted Wolter, chief of staff to Sacramento County Supervisor Roberta MacGlashan, the Bel Air market in Gold River and the rest of the shopping center will be in compliance with county bicycle parking requirements for customers in early March.

In addition to restoration of the bike racks in front of Bel Air that were no longer functional because they were moved to locations adjacent to planters to serve as backstops for shopping carts, the property owner will add bike parking near Blockbuster and a credit union.

The county did not act on SABA's complaint that Bel Air was out of compliance until the December Squeaky Wheel highlighted the problem. We appreciate Ted's efforts and hope to have photos of the new bike racks in the next issue of the newsletter. ☼

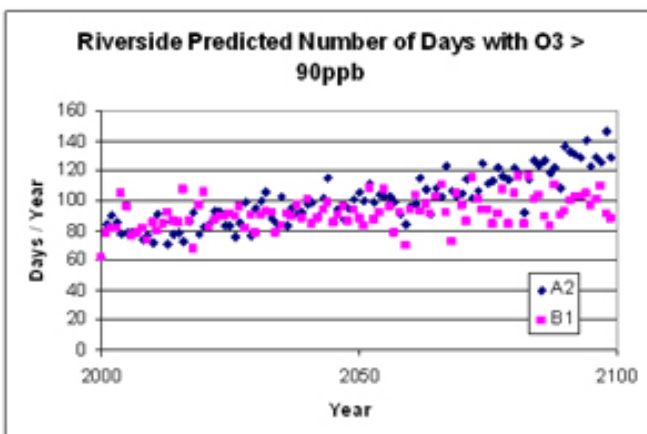
*Warming, from page 1*

"In the future, climate change is going to make our jobs harder" in terms of controls that need to be developed and implemented to protect public health, Kleeman said during a December public meeting at the California Environmental Protection Agency in Sacramento.

Kleeman's presentation included data from the California Air Resources Board quantifying the estimated annual cost of failing the state's ozone and PM standards in 2000: 9,000 premature deaths, 340,000 asthma attacks, 4.7 million school absences, 2.8 million lost work days and \$70 billion aggregate cost.

The climate change scenario analysis is informing the state's multi-agency effort to develop strategies for reducing greenhouse gas (GHG) emissions to meet Gov. Arnold Schwarzenegger's ambitious climate targets. Last June, Schwarzenegger announced his goals: to reduce GHG emissions to Year 2000 levels by 2010, to Year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Kleeman and other scientists on the state's scenario analysis team continue to refine their work. A final report containing policy recommendations drafted by multiple state agencies was scheduled to be presented to the governor last month.



## Valet Bike Parking

Valet bike parking, operated for many years by Ed Cox, is now under SABA management. SABA has long been a sponsor of the unique parking services and a major source for volunteers, but Ed, along with a cadre of regulars, had done most of the behind the scenes work. Ed received a Clean Air Award from the American Lung Association of Sacramento - Emigrant Trails (now Breathe California of Sacramento - Emigrant Trails) for his efforts.

SABA is now pulling together the 2006 schedule for valet bike parking. Expect to see us at the Sacramento Bike Hikers Party Pardee April 1, Earth Day April 22, McKinley Park Pops in the Park June 3, the Heritage Music Festival June 3- 4, and Day in the Zone.

Valet bike parking is one of SABA's most visible community services and a good way to encourage cycling. There are lots of good vibes from being a valet and the settings are usually mellow — though things can get busy at big events. If you are interested in volunteering to be a bike valet, contact Larry Robinson, 444-6600 or [volunteer@sacbike.org](mailto:volunteer@sacbike.org). ☼



*Photos of SABA's valet bike parking at several recent events*



Chart at left shows projected increases in high-ozone days under two global climate scenarios. Results assume South Coast Air Basin emissions remain constant while global emissions follow IPCC projections. Scenario A2 has higher global CO<sub>2</sub> emissions than scenario B1. ☼

*From the Institute for Transportation Studies e-newsletter. Reprinted by permission.*

## Supersize SABA — Recruit a Member Contest

Fast food servings, stores, houses, vehicles, streets and people all are getting supersized these days. So SABA is hopping on the bandwagon. We want to supersize SABA. We need your help to get it done.

“What’s in it for me?” you ask. Money! Actually bike stuff, which is even better than money. Of course, there are less crass, altruistic reasons as well. If you help recruit members for SABA, you will be helping make our community a better place to live and ride.

Here’s the deal. Recruit one new member and get a free SABA T-shirt. Recruit two members and you get your own membership extended free for a year.

Other prizes:

Members recruited	Prize
3	\$50 bike shop gift certificate
5	\$100 bike shop gift certificate
10	\$200 bike shop gift certificate plus movies “We are Traffic” and “Return of the Scorcher” on DVD

(Prizes are not cumulative)

The contest runs from April 1 to May 30, 2006. Members you recruit must indicate they were referred by you on their membership application.

There are a whole lot of reasons people should join SABA. Every current bike rider and every bike shop should be a member. It’s clearly in their self-interest. To convince the hesitant, though, you might need an “elevator speech.” An elevator speech is a description of what SABA does that can be given in the time it takes for an elevator ride.

What’s a possible elevator speech for SABA? Our mission and vision statements are good starting points. We aim for more and safer trips by bike. We want bicycling for everyday transportation to be common because it is safe, convenient and desirable. We want communities where everyone from kids to grandparents can ride a bike safely. We want all the streets to be “Complete Streets,” designed for all users.

SABA membership is rewarding. New members themselves get gift certificates and other benefits such as The Squeaky Wheel, bike shop discounts and volunteer service opportunities.

So ask someone to join. Use the membership application here, or get more online at [www.sacbike.org](http://www.sacbike.org). Many bike shops have membership brochures. You can also stop by to pick some up at SABA Galactic HQ or contact us and we can put some in the mail for you. ☼



### Sacramento Area Bicycle Advocates Membership Application

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

**SABA**  
**909 12<sup>th</sup> Street, Suite 114**  
**Sacramento, CA 95814**

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.

## Can the Trash! Coalition

The coalition to make streets safer for cyclists by ending the year-round dumping of green waste in Sacramento, Davis and Woodland continues to grow. Over the past month, coalition ranks were joined by the North Natomas Transportation Management Association (TMA), former Sacramento Mayor Anne Rudin and former Sacramento Councilmember Terry Kastanis.

Virtually all the major bicycle organizations in the region are already part of the coalition, as are the Sacramento TMA, Environmental Council of Sacramento, the Sacramento Group of the Sierra Club Mother Lode Chapter, Sacramento Urban Creeks Council, Sacramento Earth Day Network and WalkSacramento. ☼

NO EXIT

© Andy Singer



## Member Profile

### Jennifer Finton

*By Albert Balingit*

Jennifer Finton, a recent addition to SABA's Board of Directors, is on a mission: She wants all of us to breathe easier as part of her work as the policy manager for Breathe California, the new name for the American Lung Association, Sacramento-Emigrant Trails.

In her position, she works on implementing clean air strategies. Jennifer was involved in the Sacramento Area Council of Governments' Blueprint process that identified smart growth principles to give our region's residents clean transportation choices and less reliance on automobiles.

Jennifer firmly believes that the way our land is used has a direct impact on our health and quality of life. She contends that sprawling land-use patterns are causing us harm as well as significantly impacting our natural environment. Being able to commute, recreate and shop by bike, foot or transit is a fun and easy way to make a difference. These are the types of strategies outlined in Breathe California's Clean Air Agenda, the basis of Jennifer's advocacy work.

Also, as part of her job, Jennifer works to support and expand existing tobacco laws, such as those that impose severe penalties for businesses that sell tobacco to minors. She noted in a January 2006-published letter to the *Sacramento Bee* that \$100 fines are not enough to deter businesses from selling tobacco to minors, but that the 30-day license suspensions are a much more effective deterrent. Way to go, Jennifer.

Jennifer owns a Trek mountain bike and commutes to work by bike once a week (more frequently in the summer) from the Arden-Arcade area, a distance of 12 miles. She bike commutes because she is able to combine her travel time and exercise time in one activity and she loves to smile at cars stuck in traffic which she easily passes. Jennifer's husband also commutes to work by bike at least once a week during the summer and fall. On weekends, they ride from their home to the American River Parkway bike trail to enjoy the Parkway. They also rode mountain bikes as part of their vacation in the African country of Malawi.

Besides her work for Breathe California, Jennifer's nonprofit experience includes fundraising, administration and advocacy in the Sacramento region for more than 10 years. She is also a volunteer for the Native Plant Society, Tree Foundation and American River Parkway Foundation. When she is not volunteering, Jennifer can be found in her native plant garden, birding and walking their two dogs. ☼

## SacBAC Has Openings

In May, there will be three openings on the 12-member Sacramento City/County Bicycle Advisory Committee (SacBAC). SABA members are encouraged to apply for these positions.

SacBAC is the official bicycle advisory group for the Sacramento City Council, Sacramento Board of Supervisors and Sacramento Regional Transit. SacBAC advises on projects, policies and implementation of the City/County 2010 Bikeway Master Plan. SacBAC will play a key role in the update of the county portion of the City-County Bikeway Master Plan in the coming year.

Meetings are held the second Tuesday of the month from 6 to 8 p.m. Six SacBAC members are appointed by the Board of Supervisors and six members by the City Council. One of the pending vacancies is a county appointee and two are city appointees.

Applications are available online at the city and county Web sites, at the respective city and county clerks' offices and at libraries.

More information on SacBAC duties is at <http://www.sacbike.org/advocacy/SacBAC.htm> ☼



Jennifer Finton  
Photo by Walt Seifert

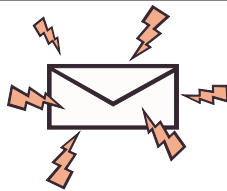
---



---

## Letters to the Editor

---



### We want to hear from you!

Preferably e-mail your letter to: [saba@sacbike.org](mailto:saba@sacbike.org)

or mail it to: **SABA**

**909 12th Street, Suite 114  
Sacramento, CA 95814**

Letters may be edited for length or clarity.

---



---

Editor:

Re: "Can the Trash!" in the February Squeaky Wheel. I couldn't disagree more. I'm a regular commuter down T Street and the worst time of the week is when those gargantuan bins are out. I'd much rather dodge small debris piles. You'd double the bins that have to be dodged, and no doubt they would be put out on different days, increasing the hazard.

From the other point of view, my father-in-law has to can his clippings and it drives him crazy as the can is too small and a bunch of stuff lies around for weeks to get disposed of. As a long-time Davis resident (we're spoiled because we have huge bike lanes, I guess), there is NO way a can would substitute for street pickup, during the fall especially.

*Mark Cameron*

**Editor's note:** We recognize that the bins are also a problem and have asked that they be more visible. Bins will be out for shorter periods than the waste piles, are less prone to dispersion, and, where there are planting strips and no parking, can be placed on the curb, out of the way of cyclists.

---



---

*Victim, from page 1*

motorist was taking medications or other drugs, speeding, talking on a cell phone, eating, engaged in conversation or rummaging around looking for a CD.

Similarly, despite law enforcement's protests that officers are unbiased when they respond to crashes, police reports often reflect sympathy with the driver.

SABA wrote a letter to *The Bee's* Public Editor to ask for an uncolored recounting of the facts in crash reports.

We also asked that *The Bee* follow the lead of the National Transportation Safety Administration (NTSA) and use the terms "crash" or "collision" instead of "accident." As NTSA said, "These events are not unavoidable 'acts of God,' but predictable results of the laws of physics." Crashes and collisions are caused when someone does something wrong. They can be prevented.

The full text of SABA's message to *The Bee* can be found along with our other advocacy letters on the SABA Web site - [www.sacbike.org](http://www.sacbike.org). ☸

## Tip of the Month Tool Bag Essentials

*By David Takemoto-Weerts*

What do you take in your tool bag on a ride? This is a very personal topic. Everyone has his or her favorites and "must-haves." Mine have evolved over the years based on experience and, to some extent, on what I've learned that others "won't ride without." I've covered this before, but this is an ever-evolving subject. Here are some new thoughts.

I'm somewhat of a gadget freak, so I'm always interested in the latest multi-tool to hit the market and have lusted (in my heart!) over several. And yet, I only own two true multi-tools, neither of which I paid for (but that's another story!).

Although I'm not a "weight weenie" when it comes to cycling, I don't see any reason to carry more ounces than are easily shed. Most multi-tools either have more items than you need for any one bike or the tools they pack are of limited utility given the design constraints of forcing them all into a compact package. For example, most multi-tools include a wide range of allen wrenches, but some often seem like afterthoughts and you may find they are too short or are designed so as to be unusable for all the applications on your bike.

Solution? Just get individual allen wrenches that fit all the bolts on your bike (don't forget your shoe cleats!). They're cheap. Get one set for each bike you ride. You'll probably find that some bikes need more than others.

Tools should also "fit" your ride. If you're planning a multi-day, unsupported tour in the boonies, you'll want more tools than for a day ride. If it's a group ride, there's no need to take six chain tools between all of you. Coordinate and save weight.

Carry one or two small bolts to fit anything that might loosen up, fall off and be sorely missed, such as rack or fender mounting items, typically 5mm bolts. Be sure to have the right allen wrench! A zip tie can replace missing bolts and be very useful in securing racks, fenders and other items that have lost their fasteners.

In short, carry only the tools you need for the bike you're riding, plus a few spare parts that may come in handy. Don't short yourself on anything you need to perform that most common of roadside repairs – the flat tire! And when all else fails, a cell phone can be the most functional accessory of all. ☸

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

---



---

## Startling Stats

- Number of bicycles produced in the world in 2003: **105,000,000**
- Number of automobiles produced in the world in 2003: **42,000,000**
- Number of cars which together will require paving an area the size of a football field, just for parking: **5** ☸

*Source: Earth Policy Institute  
courtesy San Francisco Bicycle Coalition Tube Times*

**SABA**

909 12<sup>th</sup> Street, Suite 114  
Sacramento, CA 95814

**Address Service Requested**

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

Improving East-West Sacramento Bike  
Routes  
See page 1

**Earth Day**

**M**ore than 8,000 people are expected to attend the 2006 Sacramento Earth Day Celebration on Saturday, April 22 from 11 a.m. to 5 p.m. at California State University, Sacramento (CSUS).

The free family event brings together community and campus organizations, government agencies, artisans and entertainers who share a common commitment toward a sustainable society. More than 130 organizations will have exhibits. SABA will be there along with its free valet bike parking. Located next to the beautiful American River Parkway bike trail, the CSUS campus and this event are great places to get to by bike.

The Earth Day theme, Sustainability: Healthy Today, Healthy Tomorrow, focuses on the daily opportunities and choices to build a sustainable future for all. The Earth Day Planning Council is co-sponsoring the Earth Day Celebration with the CSUS Environmental Studies Department.

For more information, go to [www.earthdaysac.org](http://www.earthdaysac.org). ☉

**Bicycle Education**

**I**f you are interested in being a better bicyclist, consider attending a Smart Cycling Clinic or taking a Road I Course.

The clinics are one-hour (or shorter) sessions covering very basic commuter information and highlighting some League of American Bicyclists' BikeEd principles.

Road I is the fundamental Bike Ed course and includes much more extensive classroom instruction, plus minor maintenance, on-the-road instruction and emergency handling skills. Even most veteran cyclists will be able to learn something valuable from this course.

The clinics are free. There normally is a charge for the Road I courses, but through a grant from the Healthy Transportation Network and the California Bicycle Coalition, SABA is able to rebate up to \$50 in course fees. Rebates are available on a first-come, first-serve basis.

Schedules for both are posted on the SABA Web site, [www.sacbike.org](http://www.sacbike.org). ☉

