



# The Squeaky Wheel

Issue No. 51

Newsletter of the Sacramento Area Bicycle Advocates

June 2007

## From the President Good Job, Everyone!

By Lea Brooks

*Enthusiasm: To be inspired; intense or eager interest; zeal; fervor; something arousing much interest or zeal.*

There was no lack of enthusiasm during Bike Commute Month in May. The weather cooperated beautifully, long-time bike commuters nurtured beginners, more employers recognized the benefits of their workers commuting by bike, decision-makers seemed to be taking the threat of global warming more seriously and consequently supporting bicycles as a serious mode of transportation.

The Sacramento Area Council of Governments' Bike Commute Month Web site once again proved to be a terrific tool for generating excitement. Miles logged daily by thousands of bicycle enthusiasts were closely monitored, especially by those competing for most miles pedaled. I personally saw a lot of Bike Commute T-shirts being proudly worn by bicyclists of all abilities out on the road. We're so close to that elusive million-mile goal. Just wait until next year!

Thanks to each and every one of you who contributed to this collective effort to show our decision-makers that every dollar they spend on improving conditions for bicycling is money well spent. Every mile you pedaled made a difference in your health, in improving our air quality and making our region a little less congested.

Year by year, a few more gaps in our bicycle network are completed, making it easier,  
*President, page 3*

## Sacramento Northern Cleanup

By Walt Seifert

The weeds were egregious; the SABA crew tenacious. In the end, the weeds could not withstand the onslaught of 14 SABA volunteers on the morning of June 2. Volunteers whacked, sacked, pulled, piled and wheel-barrowed the weeds out of our adopted site at the Sacramento Northern bikeway trailhead. The trailhead is off of C Street between 19<sup>th</sup> and 20<sup>th</sup> streets.

The hardworking crew consisted of

## Bike Commute Month Wrap-up

By Walt Seifert

Million Mile May fell a bit short of reaching its goal of having regional cyclists pedal a million miles during the month. But the achievements were still notable. More than 4,700 cyclists registered this year. That constitutes over a thousand more participants than last year. Area cyclists pledged a total of just over a million miles and actually logged more than 900,000 miles, surpassing last year's total by almost 300,000 miles.

There were spirited competitions between Caltrans and Cal/EPA for top employer miles and between SABA and the Sacramento Wheelmen for team honors. It can't be anything but positive for bicycle advocacy to have hundreds of Caltrans employees experiencing firsthand what bike commuting conditions are like. At press time it looked like Cal/EPA and SABA were going to nab the top spots in the employer and team mileage categories, respectively.

Thank you SABA members who registered and made SABA your team. We hope even more of you will sign up and ride next year. More than 30 SABA members logged 500 miles or more and more than 150 SABA members — about 10 percent of our membership — signed up for the SABA team. Million Mile May offers prizes, fun, competition and a great incentive to exercise.  
*Bike Commute, page 3*



*Bike Commute Month Co-Chair Steve Cohn gives Lea Brooks advocacy award at BikeFest presentation. Photo by Dave Cassel*

Donald Bybee, Anita Clevenger, Sue Glass, Carol Greenwood, John Hickey, Owen Howlett, Nancy Louie, Daisy Mah, David McDonnell, Larry Robinson, Walt Seifert, Bill Vanderslice and John and Jewell Wright.

SABA adopted the area four and a half years ago. We cleaned it up and planted native plants. We purchased and installed the  
*Cleanup, page 3*

## SABA Mission

*SABA represents bicyclists.  
Our aim is more and safer trips by bike.  
SABA is a 501(c)3 organization*

## 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. on 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

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Listserv: To sign up, send blank message to  
[saba-subscribe@topica.com](mailto:saba-subscribe@topica.com)

## SABActions

### Meetings

SABA members attended these meetings:

- Complete Streets ad hoc committee
- California Bicycle Coalition legislative committee
- Sacramento Green Waste Task Force
- Bradshaw Landing project
- Hurley Avenue Revitalization Plan

### Letters

SABA sent letters to:

- Environmental Council of Sacramento on the draft Hurley Avenue Revitalization Plan
- Sacramento County Board of Supervisors on Butterfield Light Rail Station rezone
- Assembly Appropriations Committee Chair Mark Leno requesting AB 163 be taken out of suspense file (See page 5)
- Sacramento Planning Commission on Panhandle annexation/development
- Sacramento County Board of Supervisors, Planning Commissioners and Department of Environmental Review and Assessment regarding the Markis Use Permit Draft Environmental Impact Report. SABA asked the county to adhere to the 70-foot setback requirement for development in the American River Parkway Corridor Combining Zone.

### Testimony

- Before Sacramento Planning Commission on Panhandle annexation/development

### Other Actions

- Provided valet bike parking, staffed table and helped with set up and clean up at Sacramento Capitol BikeFest
- Staffed tables at Capitol Step into Fitness Faire
- Provided valet bike parking at four Friday Night Concerts
- Interviewed by *Capitol Weekly* on AB 163
- Applied for REI grant
- Held May 1 Bike Commute Month Kick-off/Show-off Ride
- Conducted Smart Cycling Clinic
- Attended May 31 dedication and grand opening of the Streng Volunteer Center for the American River Parkway Foundation

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

The monthly SABA Volunteer Work and Pizza Party will be Thursday, July 12 from 5:30 to 7:30 p.m. at SABA Delta (and Dawn) HQ, 909 12<sup>th</sup> Street.

Join us for a whale of a good time.



*President, from page 1*

safer and more pleasant to get around by bike.

Our local cities are taking seriously the League of American Bicyclists' Bicycle Friendly Community designations. To date, Davis has achieved the top rank of platinum, Folsom a silver and Sacramento a bronze.

During Capitol BikeFest on May 17, Sacramento City Councilman Steve Cohn reiterated that Sacramento is committed to improving its bronze designation. Sacramento completed two high-profile projects last year: the first legs of the Two Rivers Trail (on the south side of the American River between Discovery Park and Highway 160) and the Ueda Parkway bike trail.

SABA is hopeful that another high profile and highly anticipated project in Sacramento – conversion of 19<sup>th</sup> and 21<sup>st</sup> streets from three lanes of one-way vehicle traffic to two-lanes of vehicle traffic with bikes lanes on each side – will be at least partially completed this year. We're also hopeful for progress to transition the downtown core from bicycle-hostile to bicycle-friendly.

Efforts like Bike Commute Month help keep bicyclists' needs and concerns in the public eye. High gas prices and concern about global warming help us achieve our goal to provide the public with true choices when it comes to transportation, rather than reliance on motor vehicles. Hopefully this momentum will result in the passage of our bill, AB 163, which would establish minimum standards for bike facilities at state buildings, and other bicycle-friendly bills in the Legislature this year.

**Why I Commute by Bike:** In my May column, I asked what inspired you to become a bike commuter. Responses so far:

**Randy Coleman:** Pick a theme, any theme:

- **Family Tradition:** My dad was a bike commuter when I was a kid growing up in Oakland. I never questioned the rationale. He rode his bike to work and that was that. It was normal. Now I'm in the same place to "plant the seed" in my 9-year-old daughter's brain.
- **Political Loyalty:** The president said the United States was "addicted to oil" in his State of the Union Address. Following his example, I broke my addiction.
- **Long-term Thinking:** The gentler I treat the earth, the longer it will last.
- **Recreation:** It's fun (bugs, flats, cars and all).
- **Health:** Not a reason at all. It's a side effect.

**Dr. Ruth Ann Bertsch:** When the rubber meets the road, many commuters choose to bicycle to avoid getting fat.

- **Exercise takes the edge** off of my appetite. Commuting by leg muscle builds exercise into my day whether I think I have time for it or not.
- **Commuting by bicycle is time-effective** because the time I spend bicycling would have been wasted in a car.
- **After bicycling home,** I arrive relaxed with my mind far from work.

What makes me choose the bicycle over the car for errands? The raw pleasures of bicycling are manifold. At the same time, driving my car safely is a responsibility that's not thrilling. It's an old behemoth that navigates like the QE2 through a harbor. Add to that the time involved for cleaning the bird dung off the front window shield, and rolling the bike onto the street wins frequently. ☸

*Bike Commute, from page 1*

There was a prodigious effort on the part of many cyclists, and it was amazing to see so many cyclists racking up huge numbers of miles. While measuring miles stirs the competitive spirit and is great for fitness, piling up recreational miles doesn't have the same social and environmental benefits as substituting bike trips for car trips. New cyclists, whom we are trying to nurture, can be daunted by tales of people who bike nearly 3,000 miles in a month.

Often you get what you measure. SABA's focus remains on bicycling for transportation. The number of commute trips and errands are a better measure than miles for transportation purposes. We will endeavor to have more trip statistics worked into the Bike Commute Month to stimulate more competition and add emphasis to bicycling for transportation.

Hundreds of cyclists turned out for the Capitol BikeFest on May 14. SABA bike valets were kept hopping as they parked 200 bikes. There were speakers from state and local government, bikes given away and awards handed out.

Assembly Speaker Fabian Nunez, Senator Tom Torlakson, Assemblyman Cameron Smyth, Assemblyman Jarrod Huffman and Assemblywoman Loni Hancock all extolled the benefits of cycling.

Bike Commute Month co-chairs Steve Cohn, a Sacramento councilman, and Christopher Cabaldon, mayor of West Sacramento, presented awards for Employer of the Year to Caltrans Director Will Kempton and Cyclist of the Year to Kenny Kwong.

SABA President Lea Brooks was named Sacramento Transportation Management Association (TMA) Bicycle Advocate of the year and Regional Bicycle Advocate of the year. As Steve Cohn said, "Lea could win this award every year." Other regional award winners are posted on the [bikecommutemonth.com](http://bikecommutemonth.com) Web site. ☸

*Cleanup, from page 1*

gateway sign marking the trailhead. We've weeded, pruned, mulched and cleaned up in the area since the original planting.

The adoption has been both rewarding and frustrating. Plants have died and been stolen. Some were killed in a fire. The irrigation system hasn't always been cooperative. A stealth gardener has planted non-native plants. Overall though, SABA has made a huge improvement in the appearance of the site (though we let things get a little out of hand this year by not having a spring cleanup).

SABA has more than met its three-year commitment to maintain the area. The city would like us to continue our volunteer efforts and is offering support such as plants, tools, snacks and help with mulching. If SABA is to continue to maintain the area, we need to find someone or a small group to manage the effort. My wife Anita and I are ready to relinquish this project. Managing means scheduling two cleanup sessions a year, coordinating with the city and getting the word out. Larry Robinson, a volunteer extraordinaire who also is SABA's volunteer coordinator, would assist in finding volunteers. If you are interested, contact Larry at [volunteer@sacbike.org](mailto:volunteer@sacbike.org). Ideal caretakers would be those who live near the trailhead or use the trail frequently and could keep an eye on it, but anyone interested is welcome. ☸

## Support Parkway, Buy a “Passport”

The American River Parkway bike trail is a wondrous path through a corridor full of natural wonders in our backyard. Those of us who pedal to the Parkway rather than drive don't directly finance its operations and maintenance because we don't pay to park.

The Sacramento County Department of Regional Parks recently kicked off its annual Passport to Parks campaign. Buying a passport is an opportunity for those who don't buy parking permits to support the Parkway and other county park facilities.

The Parks Passport entitles members to unlimited day-use and parking at all regional county parks for one year from purchase. Passports start at \$40 per household and pay for themselves in as little as 10 park visits. For the first time this year, those who support county parks, but do not drive to them can purchase a “Parks Supporter Pass.”

If you buy a Parks Passport before July 31, you get a coupon book with \$250 in savings from campaign sponsors, including bike shops, and a chance to win a \$1,000 road bike.

All funds generated by Parks Passport sales go directly to maintaining, patrolling and operating the 15,000-acre county park system. Passports are not tax-deductible.

“Purchasing a Parks Passport is a way for residents to enjoy their favorite pastime — whether that's jogging, rafting, cycling or just relaxing under a tree — while supporting a good cause,” said Parks Director Gary Kukkola.

Passports are available at the following locations:

- Online at [www.sacparks.net](http://www.sacparks.net)
- REI stores in the Sacramento, Folsom and Roseville
- Patriot Bicycles, 4791 San Juan Ave., Fair Oaks
- Effie Yeaw Nature Center in Ancil Hoffman Park
- Regional Parks Office, 4040 Bradshaw Road, and park kiosks
- American River Parkway Foundation Office, 5700 Arden Way, Carmichael.

This year's sponsors include: Mike's Bikes, Karsan's Elliott's Natural Foods, Sacramento Natural Foods Co-Op, REI, Bicycles Plus, River Rat, California Canoe & Kayak and Patriot Bicycles.⊗

### Support County Parks



### PARKS PASSPORT Explore, Experience & Enjoy

## CSUS Civil Engineering Students Tackle Bike Projects

By Walt Seifert

California State University, Sacramento (CSUS), professor Ed Dammel gave his senior civil engineering students an assignment. “Go forth and design a better Sacramento for cyclists, and then tell me about it,” he said — or words to that effect.

Two classes of his students formed “company” teams and tackled the same five important bike projects:

- A crossing of I-80 between I-5 and Truxel Road
- A crossing of the American River at Discovery Park
- A Two Rivers Trail crossing of Highway 160
- An all-weather path (not subject to flooding) for the Sacramento Northern Bikeway near Del Paso Boulevard
- A crossing of the American River near Cal Expo.

Each team did background research (many contacted SABA), brainstormed alternatives, focused on the most feasible possibilities and then further analyzed the top candidates. On May 18 and 19, the teams made presentations to civil engineering professionals (who were grading what they saw), fellow students, faculty, family and friends in Mariposa Hall on the CSUS campus.

I was able to attend the May 18 session. What I saw were slick presentations with some innovative ideas. There is no question but that some of the student proposals can be valuable to the city of Sacramento and Sacramento County Department of Regional Parks.

A few examples: For the Discovery Park crossing, the team proposed a new low-profile, stressed ribbon bridge and a cantilever structure hanging off the side and below the deck of one of the I-5 bridges. To cross Highway 160, a team “thinking out of the box” suggested a bridge over the American River and a crossing under 160 on the *opposite* (north) bank of the river. (A south bank under-crossing is not as feasible because the Highway 160 bridge abutment is in the way.) The same team also suggested an over-crossing of Highway 160 that took advantage of the topography by placing the over-crossing structure south of the 160 bridge where the land slopes away from the levee-top trail.

We're hoping that the CSUS Civil Engineering Department can make the student presentations available to the public and that the students' proposals will stimulate funding applications for at least some of these badly needed and long-awaited projects.⊗

## Thank you, Bicycle Chef

With the closure of The Rest Stop, SABA lost one of its sources for the \$5 gift certificates it sends to new members. Not to worry. Christopher Davis, the bicycle chef of Bicycle Chef on J Street, stepped up and offered to fill the void. Thank you, Bicycle Chef!

While we're at it, thank you Jess Polakoff and City Bicycle Works for your long-standing donations of gift certificates for new SABA members.

We appreciate bike shop support and encourage SABA members to support our local bike shops.⊗

## Change the Law To Make Cycling Safer

By David Aron Livingston

With Bike Commute Month just behind us, a recent encounter with yet another would-be bicycling parent compels me, a regular bike commuter, to tell it like it is. Most of us don't ride because we're scared of motorists. That's either good or bad depending on whether you prefer cleaner air and a cooler planet over a few seconds to slow down for bicyclists. But it is a fact we as a society should acknowledge and address.

The major impediment to more bicycling is safety. As this mother relayed to me while my wife, son and I pulled into my son's school on the only bikes within a sea of hundreds of stressed-out, kid-toting drivers, people generally think it's great that others bike. But they're too afraid of those "other" crazy drivers who won't slow down and respect bicyclists' road sharing rights to bike themselves. It's not lack of showers, bike parking, simpler bike designs now hitting the market or bike lanes that stops us – although addressing all of that is also critical. It's the fact that we simply must ride as traffic for at least parts of our trips to school, work, shopping, entertainment and other destinations.

While some of this fear is due to not having learned to properly ride visibly and legally in traffic, much of the fear is warranted. According to the U.S. Environmental Protection Agency, since about 1980, acceleration times (0-60) have speeded up nearly 30 percent, about the same percentage that vehicle weights have ballooned. And vehicle "aggressivity" – a measure of meanness to other roadway users – has likewise skyrocketed. The ever bigger, faster, meaner vehicle fleet now hauls all manner of distracting items and gadgets formerly reserved for home use.

As a big motorist fish in this river, you might not notice the trend, but it's clear to any regular long-term cyclist. Add to this trend near-zero land-use planning and sensational coverage of child abductions, and you have a recipe for vehicular captivity. In the process, we're losing the easy freedom of our youth when we bicycled or walked where we needed to and we're depriving our children of this important self-sufficiency and exercise.

What to do? We must make it easier for motorists and bicyclists to safely share the road. That means strengthening and enforcing the Vehicle Code to reduce speeds and encourage a safer sharing of our roadways for which bicyclists pay a disproportionately high tax burden relative to their road maintenance and other impacts. While there are several bills pending that go in the right direction, ultimately we need a fundamental presumption, in law, that in any collision between motorist and bicyclist, the motorist is at fault. Guaranteed change in roadway sharing overnight.

Oh, but wouldn't that encourage bad cycling or provide a windfall for cyclists? Simply asking the question shows how ridiculous that notion is. Do you know any cyclists who would take this opportunity to risk permanent disability or death by riding less carefully? Insurance will spread the risk to where it belongs – on those who will inflict the most injury in a collision. So the only thing at stake for us as motorists is a few seconds

## Way to Go, Folsom!

The city of Folsom recently fixed a dangerous gap in its on-street bicycle network. The City completed Class II bike lanes on Natoma Street between the Folsom State Prison entrance and Stafford Street, in front of City Hall. The bike lanes connect the off-street bike trail to the popular Historic Truss Bridge and American River Parkway, as well as to Folsom's new library. Completion of the bike lanes certainly makes bicycling along this stretch safer and definitely more pleasant while making a significant symbolic statement about Folsom's commitment to being a bike-friendly community.

In related news, we understand that more bike racks around the city hall complex are in the works, including new racks at the Folsom Zoo Sanctuary, more racks at the new library, racks at the new senior center and finally (but not yet confirmed) first-ever bike racks at City Hall. ☼

## SABA's AB 163 Passes Assembly

SABA's first bill, AB 163 by Tony Mendoza, stalled briefly in the California Legislature in May. The bill was put in the Assembly Appropriations Committee suspense file, but moved out of the committee and to the Assembly floor on May 31. It passed the Assembly on a 50-29 vote on June 5. AB 163 would establish minimum standards for bike facilities (bike parking, showers and clothing lockers) at state buildings.

We hope to gain additional organizational support for AB 163 from the Service Employees International Union (SEIU) and other groups. If you know of an organization that should be supporting our bill, please contact them and notify SABA headquarters. Earlier organizational supporters include: American Federation of State, County and Municipal Employees (AFSCME), American Diabetes Association, Breathe California of Sacramento-Emigrant Trails, California Association of Bicycle Organizations, California Bicycle Coalition, Sierra Club of California and the Sacramento Metropolitan Air Quality Management District.

The *Capital Weekly* newspaper ran a good summary of the bill's provisions and benefits in a May 31 article. Can it be that the time is right for this bill? It's up to us to convince the Assembly, Senate and governor that it is.

Find the latest on bill status and actions you can take at [www.sacbike.org](http://www.sacbike.org). ☼

here or there to slow down and pass carefully or to look twice at intersections. We should be doing this anyway. And this would also put pedestrians and responsible motorists in better stead against the increasingly aggressive driving behavior we're seeing today.

If we do these things, there's hope that one day soon I will see that same mother—and others—riding to school with her kids instead of driving. If we don't, we'll reach next year's Bike Commute Month as we did this one: with a brief and hopeful spike in bike commuting in the face of an overwhelming long-term trend toward auto hegemony. ☼

*David Aron Livingston is a SABA founder and former board member.*

# Scenes from Bikefest...



Bikefest compound. Photo by Dave Cassel



A sea of bikes. Photo by Dave Cassel



Crowd at BikeFest. Photo by William Appleby



Assembly Speaker Nunez addresses crowd after his ride. Photo by William Appleby



Bike rack demonstration on RT bus. Photo by William Appleby



SABA bike compound fills up in front of Capitol. Photo by William Appleby

## Tip of the Month Unwanted Wheels

By David Takemoto-Weerts

A couple of years ago, my wife bought me an unusual book titled *Bicycles Locked to Poles*, which is essentially a photo essay portraying abandoned bikes in various degrees of “strippedness” locked to light posts, parking meters and other vertical fixtures in New York City. Knowing how much I have to deal with derelict bikes on the UC Davis campus, she knew I would appreciate it. Maybe she thought if I got lonely for the sight of a neglected, forlorn two-wheeler while away from the office, I could just reach for the book.

Needless to say, I rarely yearn for the sight of a rusting, wheelless Magna, but in most communities you don’t have to look far to find an example of such. This month I exhort you, faithful reader, to never ditch a bike in such an irresponsible manner.

Unsecured abandoned bikes tend to disappear rather quickly. Although probably stolen, I like to think that at least they are appropriated by scavengers who will refurbish them to ride another day or use some parts to resurrect another broken-down steed.

However, if securely locked to a fixed object with a good U-lock, abandoned bikes tend to become unwanted street furni-

ture. Such bikes can be trip hazards, take up valuable bike parking space and quickly deteriorate into urban eyesores.

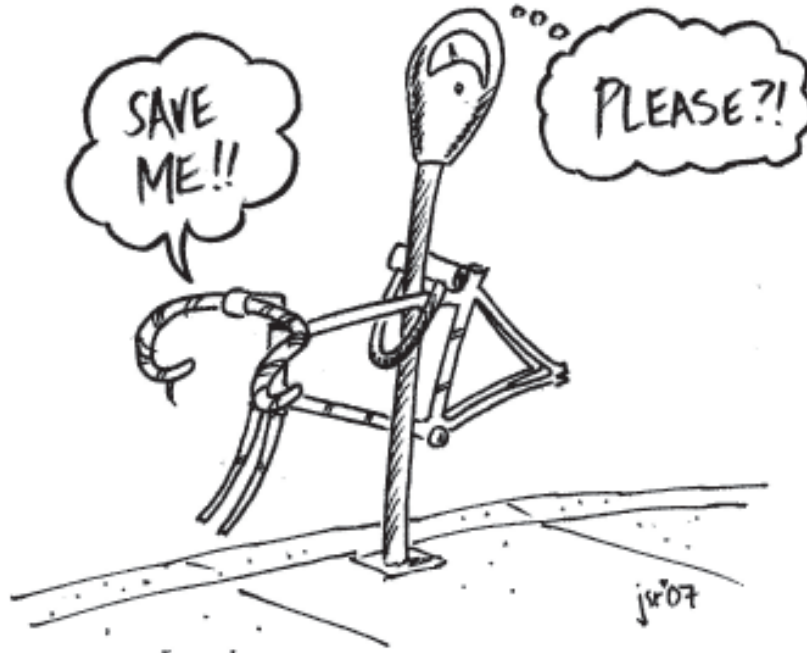
Few readers of the Squeaky Wheel would ever perform such a callous act of abandonment, but do give some thought to what you do with a bike that’s outgrown, outdated or out of favor. There are quite a few potential recipients of your discarded dross. At <http://sacbike.org/sacbiking/>, SABA lists five organizations that take in two-wheeled orphans. One more in Yolo County is the Davis Bike Church on the UC Davis campus. Contact information is available at [http://daviswiki.org/Bike\\_Church](http://daviswiki.org/Bike_Church). Some of these groups are more discriminating

than others. In some cases, BSOs (“Bicycle-Shaped Objects” as typically found at “big box” retailers) need not apply; others deal mainly with kid’s bikes.

And if you see a “bike on a pole” that looks as if it’s long since separated from its owner, resist the temptation to “set it free” by appropriating it for yourself. Most cities have strict rules about unclaimed, abandoned property that generally make it difficult if not impossible to legally adopt the bike. And, you may find yourself unwittingly in possession

of stolen property – which is a big no-no no matter how innocent your intentions. ☹

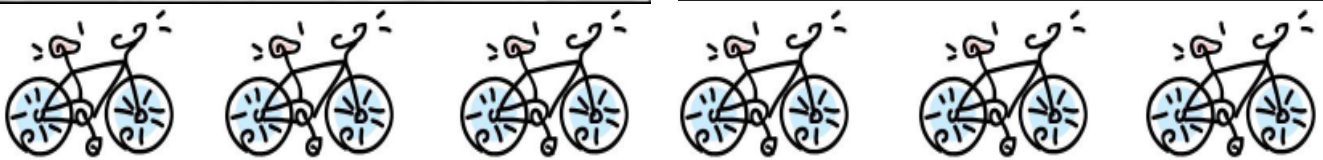
*David Takemoto-Weerts is the University of California, Davis, Bike Coordinator and a League of American Bicyclists’ certified instructor.*



Cartoon by Jeffery Rosenhall

**UNLOAD THAT SMOG BELCHER!**  
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 all at the same time!  
 If you would like to donate a car, truck, boat or RV,  
 give us a call at 444-6600.  
 Cars and trucks do not have to be drivable, but they  
 should be complete – no missing engines or wheels, please.

**Why Do YOU Bike? Comments Requested**  
 If you would like to share with SABA members why you commute by bike, please send your comments to me at [lea2skip@aol.com](mailto:lea2skip@aol.com). I will share them in a future article.  
 Thanks.  
 Lea Brooks



**SABA**  
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*Bike Commute Month Great Success!  
See page 1.*



**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:

- \$1000 Legacy Club\*
- \$500 Leadership Circle\*
- \$100 Century\*
- \$75 Business/Group
- \$75 Sustaining\*
- \$50 Sponsoring
- \$40 Family
- \$30 Individual

\* Free T-shirt – indicate size below

Money's not enough! Contact me about volunteering.

I must have a SABA T-shirt! Shirts are \$15 each.

Size: S M L XL

SABA is a 501(c)(3) nonprofit organization.

Contributions are tax deductible

Members, please share with a friend or acquaintance.