



The Squeaky Wheel

Issue No. 29

Newsletter of the Sacramento Area Bicycle Advocates

August 2005

From the President 20th Street Bikeway Needs City Police

By Lea Brooks

SABA members have volunteered literally hundreds of hours to secure and maintain the 20th Street Bikeway as a safe and pleasant bicycle access from downtown Sacramento to the American River Parkway. Our latest attempt to make the bikeway trailhead at C Street (next to the Blue Diamond Almond complex) more inviting is a gateway sign.

But despite our best efforts, the general public perception is that the access trail is a remote, lawless haven for illegal camping, loitering, drinking, off-leash dogs and other problems. I blame the city of Sacramento.

This perception was echoed by a frustrated Sacramento resident during a July 18 open house held to hear from the public regarding the update of the American River Parkway Plan. He focused his anger on Sacramento for not committing to making the bikeway a safe access for downtown and midtown residents.

Similar concerns about illegal activities in this area of the Parkway have been expressed during the Parkway Plan update process. It's time for the city to order its police force to consistently show its presence and enforce the law on the 20th Street Bikeway within its jurisdiction or fund the Sacramento County Department of Parks, Recreation and Open Space to do so.

Ironically, the current situation

President, page 3

Measure A and Complete Streets

By Walt Seifert

Although Complete Streets language didn't make it into recently passed federal transportation legislation, Complete Streets in the form of "routine accommodation" of cyclists and pedestrians in transportation projects has been federal and state policy for years.

The Sacramento Area Bicycle Advocates (SABA) is calling on local governments to fulfill obligations to routinely accommodate cyclists. Those obligations were established in the

Measure A, page 3

New Transportation Bill Will Help More Americans Walk, Bike

From America Bikes

The final federal transportation bill will launch a new Safe Routes to School program, and strengthen existing programs that will make it safer and easier for millions of Americans to bicycle and walk.

"This bill will help states provide substantial benefits for adults and children who ride bicycles,

Safe Routes to School, other programs to bring safer streets, paths ...

Transportation Bill, page 3



Many bikes and bikers at SABA's summer picnic. Story page 4. Photo by Dave Cassel

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 e-mail FABA at faba_info@sacbike.org.

The Squeaky Wheel

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Welcome New Members

Wow!!
What a great month!

Richard Baber	Minesh Patel
Phil Barnett	Georgianna Pfof
Jay Bishop	Claude Poiniski
Karen Callen	Dave Potter
Wally Clark	Susan Ragno
Isaac Ehrlich	Craig Rieser
Brad Elkins	Kathy Robinson
Don Erwin	Sacramento Pipeworks
Stefan Giachino	Climbing Gym
Art Grix	Chris Sanchez
Stephen E Halton	Roger Sargent
Joe Hartzog	Ann Siprelle
Julian Holt	Howard Spivak
Marne Howard	Judy Stansbury
Brenda Johnson	Doug Stephens
Tom Johnson	Peter Stoddard
Bud Johnson	Sarah Swaney
Brad Jope	Jan Sward
Brian Kaiser	Dan Taylor
Dan & Louise Kingman	Bud & Wylie Tollette
Robin Lantrip	Total Body Fitness
Joseph Lash	William Walby
Rick Mahan	Arleen Welsch
Afshin Marashi	
Dave McKie	Welcome back
Steven Melvin	Dan Gregory
Robert OHara	Lou Heinrich
Brian Ostrow	

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, September 15 from 5:30 to 7:30 p.m. at SABA Summer HQ, 909 12th Street.

It's September, can cooler weather be far behind? Well maybe, but come join your fellow cyclists in a working dinner. It's a chance to talk to kindred spirits and help make cycling stronger in Sacramento.



President, from page 1

represents a vicious cycle that resulted in construction of the 20th Street Bikeway in the first place. The city officially dedicated the bikeway with much fanfare in January 2000 as a replacement for the 14th Street Bicycle-Pedestrian Tunnel. The City Council closed the tunnel in November 1993 after residents of surrounding neighborhoods complained about the behavior of transients and drug dealers who loitered there.

SABA recognized that the tunnel was a filthy and dangerous magnet for mentally ill and substance-abusing transients who were exploited by criminals. It was littered with glass, dirty needles and human waste. Our position was that the behavior in the tunnel was allowed by the city's lack of law enforcement, not the facility.

We openly challenged the city to prevent the new bikeway from becoming another destination for transients and drug dealers. In the beginning, there was a regular police presence, but it soon waned. Safe access to our spectacular regional open space and wildlife corridor is obviously not high on the priority list of the city Police Department.

I have high praise for county rangers, who have jurisdiction within the Parkway from the middle of the Pipe Bridge to the bike trail on the north side of the river. Due to limited resources, the rangers have focused their enforcement efforts on the most chronic illegal campers who have frightened thousands of people from using their Parkway. And kudos to the City Attorney's Office for regularly prosecuting illegal campers cited by county rangers.

The Parkway Plan update process represents an opportunity for the city to acknowledge its broken commitment to making the 20th Street Bikeway safe by either addressing the chronic problems associated with illegal activity on its side of the river or handing over this responsibility with funding to the county that has the desire and expertise, but not the resources. ☞

Transportation Bill, from page 1

and this will benefit America as a whole—by helping people avoid traffic congestion, by producing less air pollution, and by helping more Americans lead active, healthy lives,” said Andy Clarke, president of the Board of America Bikes and executive director of the League of American Bicyclists.

The new Safe Routes to School program, championed by Representative James Oberstar of Minnesota, is funded at \$612 million over five years and will help make it safe and convenient for children to walk to school. Grants administered by state departments of transportation will allow communities to build sidewalks, fix hazards and slow traffic near schools while increasing safety through focused enforcement and education programs. A smaller new program, the Non-Motorized Transportation Pilot Program, will grant each of four designated communities \$6.2 million annually over four years to develop comprehensive networks for bicycling and walking. The intent is to demonstrate the potential of such networks to shift travel patterns.

The bill, known as the Transportation Equity Act-Legacy for Users (TEA-LU), also strengthens three existing programs of importance to bicycling: Transportation Enhancements, Congestion Mitigation and Air Quality (CMAQ), and Recrea-

Transportation Bill, page 5

SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative Environmental Group, Funding Team, Transportation Team and Working Group
- SACOG Bike/Pedestrian Advisory Committee
- American River Parkway Plan Update Open House

Letters

SABA sent letters to:

- The Sacramento Transportation Authority and local governments on Measure A
- SACOG on trail rules and design guidelines
- The Bureau of Reclamation about unsafe bollards near Beals Point

Measure A, from page 1

renewal of the Measure A transportation sales tax approved by Sacramento County voters by a 3 to 1 margin in November 2004. The half-cent sales tax on purchases made in Sacramento County will be collected from 2009 to 2039.

SABA sent letters to the Sacramento Transportation Authority (the body responsible for allocating Measure A funds), Sacramento County and all the cities within the county. The county, cities and Sacramento Regional Transit will receive virtually all of Measure A funds. The SABA letter reminds local officials of what Measure A says about bicycle funding and offers to work with them in developing plans.

While SABA opposed Measure A because it did not guarantee adequate funding for bicycle projects, the measure does have two important saving graces. One is the requirement that bicyclists and pedestrians be included in all transportation projects. The second is a funding category that sets aside 5 percent of Measure A monies for “non-motorized pedestrian and bicycle safety improvements”—including \$1 million per year for the American River Parkway/Bikeway Network.

The Measure A ordinance language says, “Routine accommodation of bicycles and pedestrians shall be included in all transportation projects.” That’s excellent news. It means cyclists can’t be left out of any project funded by Measure A. It means that all road projects should be “Complete Streets” projects that provide for safe and convenient travel by all road users. It also means that transit projects must accommodate bicyclists. In order to implement the Complete Streets idea, SABA asked that cities and the county adopt the long-standing U.S. Department of Transportation Design Guidance “Accommodating Bicycle and Pedestrian Travel.” The language in this design guidance provides powerful recognition of the needs of cyclists.

SABA wants to make sure that funds in the Measure A Safety, Streetscaping, Pedestrian and Bicycle Facilities category go to pedestrian and bicycle safety improvements and the American River Parkway/Bikeway Network funding is restricted to transportation uses.

Why do we care about a measure that won’t take affect until

Measure A, page 7

Member Profile Ian Oeser

By Jerry Lovejoy

Lives: Curtis/Oak Park

Works: Midtown Sac

Occupation: Architect

Age: 32

Life Mission: Zero net impact on a world I'd like to thoroughly enjoy!

When did you get your first bicycle and what kind was it?

In early college I kept trashing junky 10 speeds. I finally purchased a Raleigh 400 mountain bike, and I was a convert to the utilitarian nature of the bicycle.

Why do you ride?

The freedom of self-propulsion

Where and when do you primarily ride?

I ride anytime, anywhere. Mostly I ride from Davis to Sacramento for recreational classes.

What is the most interesting place you have ridden?

The Pisgua Forest in the North Carolina Blue Ridge Mountains.

Do you ride to work and, if so, what do you find the most challenging?

Those occasional days when you end up needing a vehicular ride for special circumstances used to be the kink in worry-free bike commuting. However, our office joined the **Sacramento Transportation Management Association** Guaranteed Ride Home program, and though I haven't had to use it, it is great knowing I have a ride if I need one.

Does anything ever prevent you from riding to work?

Nothing!

What do you see for the future of bicycling in the Sacramento area?

Connected corridors! Useful things along those corridors such as produce stands that are connected to urban farms. Sacramento as a major stop on a Mountain-To-Sea bike trail!

Is there anything that you would like to add to this brief profile?

I was successful in getting a bicycle commuter incentive program set up at the firm I work for—Mogavero Notestine Associates! ☸



Photo by Amanda Blosser

Consistent Trail Rules Sought

By Walt Seifert

SABA weighed in on what we'd like to see on the region's bike trails in a letter to the Sacramento Area Council of Governments (SACOG). SABA's letter covers both trail rules and trail design issues.

While many people think only of the Jedediah Smith Memorial Bike Trail in the American River Parkway when they hear the phrase "bike trail," there are many other trails around the area and more are planned — including several that will rival the American River trail in length.

Although trail users don't really care who owns and manages the trails they're on, it turns out that who's in charge makes a difference in the rules. Different jurisdictions, including cities, counties, the state and various park districts, can and do all set their own rules. Sometimes those rules aren't consistent. Often users don't know what the rules are.

That's why SACOG created a subcommittee to examine existing rules and policies and make recommendations for regional guidelines. SACOG gathered data from the various jurisdictions and organized field trips in the American River Parkway as a basis for a case study.

The field trips made it abundantly clear that one thing lacking in the Parkway was directional signs. Most intersections had no signs. That might not be a problem for a veteran Parkway user, but a first timer or novice can easily get lost or wonder where the heck they are. Where do those forks in the road go?

There are lots of other trail issues besides finding your way. Which side of the trail pedestrians should be on, speed limits, intersections with roads, control of dogs, use by motorized vehicles and more are all covered in SABA's Issues and Interest statement.

You can see SABA's letter on the subject at: <http://www.sacbike.org/letters/> ☸



A rare sign on the American River bike trail the trail pedestrians Photo by Walt Seifert

SABA Picnic

SABA held its first ever purely social event on July 23. Approximately 50 SABA members enjoyed the food, camaraderie and door prizes on a day marked by typically toasty Sacramento July weather.

During the picnic, David Kim's name was pulled as the

winner of a Breezer Uptown 8 bike being raffled, with proceeds going to the American Lung Association of Sacramento-Emigrant Trails and SABA.

Many thanks to Bicycle Chef owner Chris Davis, who brought along the tools of his former trade and flipped a mean burger. Great thanks also go to SABA volunteers Marie Schelling and Dennis King who organized the event. ☸

Tip of the Month

Beware of Big Vehicle Blind Spots

By David Takemoto-Weerts

Last month we looked at the danger of windblast from large vehicles on the open road. Big trucks, buses and RVs can be a threat at much lower speeds, too.

At intersections, such vehicles present hazards that smaller cars and trucks do not. The concern here is whether or not the driver actually sees or notices the relatively small profile of the cyclist (similar dangers exist for motorcyclists and pedestrians).

Some people suggest that cyclists should pretend that they are invisible to motorists. In other words, by assuming that other road users never see you, you'll learn never to put yourself in a position where that unseeing motorist could possibly hit you. Following such advice is, however, very risky. You really should do all you can to make certain that other drivers do notice you and that they understand your intentions. This is accomplished through acting in a predictable and lawful manner, maintaining proper lane positioning away from the curb and actively negotiating with drivers through scanning, using hand signals and getting their attention. Of course, bright clothing and a surplus of reflectors and lights helps at night, too.

However, getting the attention of large vehicle drivers can be more difficult because of their elevated seating position and the structure of such vehicles results in blind spots where bikes are invisible behind and, more seriously, alongside. If you're in one of these blind spots, no amount of signaling or bright lights is likely to make much difference – you will be invisible to the driver. The solution is to never put yourself in those spots at intersections where the driver may, without even signaling, suddenly turn into your path or position.

When coming up behind a waiting truck at an intersection, stay behind it and let it make the first move. If you're the first to arrive at a stop, position yourself in the center of the lane you need to be in to continue in your intended direction. Don't go to the curb where a driver can then squeeze by on your left. In the case of a large right-turning vehicle, the driver might drive right over you because he doesn't see you or misjudges the turning radius of his big rig. Truck and bus drivers, because they are professionals, can be your best ally on the road. But even the best drivers may be oblivious to your presence unless you take steps to either ensure your conspicuity or put yourself out of harm's way by proper positioning. ☞

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

Transportation Bill, from page 3

tional Trails. The Transportation Enhancements program has been a primary source of funding for multi-use trails and other facilities, and funding for the program is set at approximately \$3.5 billion over 5 years.. CMAQ helps communities improve air quality with non-polluting solutions. This program will be available in more communities and funding is set at about \$8.6

Transportation Bill, page 6

Banish Beals' Bollards

By Tony Powers

Ah, the lowly and much-maligned bollard! A simple steel pole placed at the center of a bike trail at an access point to deter the evil automobile from our little

piece of paradise. Although greatly over-used and occasionally a hazard to the inattentive cyclist, when carefully located, spaced and marked, typical bollards are little-noticed



Two photos by Tony Powers

and generally little more than an annoyance for most cyclists. And, in fact, many people are not even aware that they have a name.

Well, thanks to those responsible for making Folsom Dam and its environs safe from terrorists, the lowly bollard has risen to new heights of visibility, obtrusiveness and hazard. Earlier this spring, four sets of four bollards were installed on the American River Parkway bike trail east of the Beals Point Access Road: two on the paved portion of the trail and two on the unpaved extension. They were placed at the ends of each of the two dikes just west of the beach area. These are not, however, your garden variety (parkway variety?) 3-inch yellow steel poles. These are hydraulically operated, overgrown barriers capable of stopping a speeding truck. They can be automatically retracted into concrete foundations to allow vehicles to pass over. And don't be fooled by the pretty candy-striping: they will stop any bicycle from passing through them as well.

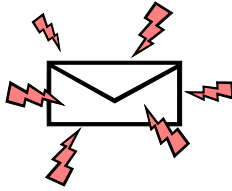
That, of course, is more than a little problem given that they were placed on arguably the most popular bike trail in northern California. The only way around them is a gap-measuring between 2.5 ft and 3.5 ft at the various installations – between the outer bollards and boulders at the top of the slope of the dike. These create a significant hazard to all bicyclists, but especially to those pulling trailers or riding other larger-than-average bicycles, not to mention anyone trying to pass in a wheelchair.

Specifically, they are hazardous for the following reasons:

- The clear space is barely adequate to pass, and significantly less than the standard, which is 5 feet.
- The concrete foundations are raised above the asphalt pavement and slope down toward the outside, with an abrupt lip near the center of the space around the outer bollards, creating a longitudinal edge similar to a poorly constructed joint between curb-and-gutter and pavement.
- The boulders preventing motorists from driving around the bollards are jagged and create a hazard at

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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:

It is unfortunate that SABA Board of Directors could not see past their narrow self-interest and endorse a Parkway Plan that accommodates all users of the Parkway and not just the narrow and unrealistic view they chose. While I agree that off-leash dogs within the entire parkway is unworkable, there are places along the river far enough away from other users where off-leash dogs could have enough room to be exercised and not be a bother.

Additionally the idea that off-road use within the Parkway is at all feasible is laughable. One only has to take a short hike and see the damage to the trail system that illegal off-road bicyclists have caused and then imagine what the increased traffic will do once off-road use is permitted. Why? Because most bicyclists are not responsible cyclists. Cyclists routinely ignore basic traffic rules, are rude and arrogant, and seem to think that their pedestrian legal status transfers over to them while cycling. When transferred to the trail system there will be nothing but torn up trails and banishment from the Parkway within a few months after allowing off-road use.

What the SABA directors should have recommended was limited off-leash access for dogs as well as limited off-road use within the Parkway with the recommendation for strict enforcement of the rules.

As for the Indian Heritage site again the directors weigh in on something they know nothing about. I encourage them to visit the site. Development within the flood plain is a reality whether it's the Heritage museum or housing projects. While I would have liked the Center located in Old Sacramento, better it be something attractive at the chosen site than the garbage that is there now.

Donald Black

Editor's note: These three parkway issues were very contentious. The SABA Board is guided by our mission. We like to think SABA's interests aren't narrow because they affect so many aspects of life, but we certainly do focus on representing cyclists and having more and safer trips made by bike. SABA always tries to do the best for cyclists.

Editor:

As a longtime SABA member, bicycle commuter (recently named SACOG's Cyclist of the Year), and mountain bicyclist, I was concerned about SABA's official position regarding mountain biking opportunities in connection with the American River Parkway Plan described in July's Squeaky Wheel. Its position basically sabotages mountain bike recreation there. I expect such anti-bicycling sentiment from the motorists I share the road with riding to work, but it is so unexpected from a cycling organization—especially a cycling organization that works so hard to promote bicycling!

Many mountain bicyclists are looking forward to being able to—FINALLY—commute off pavement, back & forth to work, to stores, to visit friends. Yes, transportation (not just recreation) on dirt trails in the Parkway! And as a public park, transportation, as well as other funding, should be spent on the needs of the community as a whole. Park funding can and must be spent equitably.

Converting old dirt roads to trails makes sense. Why limit trail experience to wide dirt roads? Narrow trails are simple, joyful, low impact paths that can be completely sustainable.

I am frustrated that SABA is missing the stewardship potential, as well as the opportunity to encourage more people to ride bicycles, by promoting mountain biking in the Parkway. If SABA's mission is to get more people out on bikes, its method doesn't support those bicyclists who find joy in all kinds of cycling.

Cathy Haagen-Smit

Transportation Bill, from page 5

billion over 5 years. The Recreational Trails program uses off-road vehicle fuel taxes to build trails; it will receive a higher portion of the revenue from those taxes, receiving \$370 million over five years, \$100 million more than the original allocation in the last bill, TEA-21.

"Everyone who contributed funds or contacted their members of Congress – bicycle suppliers, shop owners, advocates, club riders – should be proud that our efforts convinced members of Congress that when America bikes, America benefits," said Tim Blumenthal, executive director of Bikes Belong, the coalition representing the bicycle industry that has provided primary funding for America Bikes.

As in any legislation, the final bill fell short of reaching all of America Bikes' goals. In the final days of House-Senate negotiation the Senate's Fair Share for Safety provision was removed, which would have required states to spend their safety funds in proportion to bicycle and pedestrian deaths. Today, most states spend only a tiny fraction of those funds on non-motorized safety, despite bicyclist and pedestrian fatality rates averaging 13 percent. Another disappointment was the Senate's defeat, by a slim margin, of a provision that would have required the construction of complete streets – roads that safely serve all users.

"Despite these disappointments, we are confident that we have established bipartisan momentum for doing more to make all of our streets safe for bicycling and walking," said Clarke.

A number of other provisions will also help improve the environment for people who bicycle and walk. More information is at <http://www.americabikes.org/>.

Bollard, from page 5

about pedal-level to cyclists trying to negotiate their way between the bollards and the boulders.

- Asphalt paving added in the area between the bollards and the boulders is poorly compacted, loose and very uneven.
- Because the gap on the westbound side of the first set of bollards is smaller than the gap on the eastbound side, cyclists are encouraged to ride on the wrong side of the trail (and many do) to get to the larger opening, creating conflicts with other cyclists and pedestrians.



An oft-repeated adage is that good security is unobtrusive, if not invisible. Clearly, this installation fails on this account. While the primary purpose of the road may be for maintenance of the dike, and the bollard system apparently allows for that function, the predominant use is as a multiuse trail, a use that the bollard installation allows only as an afterthought, and only with the creation of hazards for the vast majority of users and liability for the U.S. Bureau of Reclamation. SABA recently wrote a letter to the Bureau requesting that these bollards be replaced with something that recognizes that this facility is a major recreational facility in a state park. So far, we have received no response from the USBR. ☹



Two other examples of bollard design. Photos from Pedestrian and Bicycle Information Center

SACOG Bike/Ped notes

From the SACOG bicycle and pedestrian advisory committee meeting July 26.

Roseville is applying for grants for bike lockers at eight locations and will be updating its Bikeway Master Plan this fall. A South Placer County advocacy group is being formed.

Folsom will be sending out to bid this fall an overcrossing of East Bidwell Street at Blue Ravine Road. Construction to be complete by fall 2006.

WalkSacramento and Sacramento County received a planning grant for ways to improve bicycle and pedestrian access to Los Rios Community College campuses. (SABA will be helping.)

Elk Grove is adding bike lanes to arterial streets.

Sacramento

Funding secured for the portion of the Two Rivers Trail from Tiscornia Park (across the American River from Discovery Park) to Highway 160.

Two miles of trail along the East Main Drainage canal has been completed with developer funding.

The access trail at the "Captain's Table"/Rivage Hotel site on the Sacramento River should be open in late August.

The Sacramento Northern Bridge over the American River will be closed from October to December for repairs. A detour for bicyclists will be provided using Highway 160.

Options for improving the H Street underpass of Elvas Avenue and the UP tracks are being considered.

Northgate Avenue is being widened, requiring walking of bikes through the construction zone in the American River Parkway.

Sacramento County should start construction of the Sacramento Northern Trail extension in a couple of weeks.

SACOG is amending the Regional Bicycle Pedestrian & Trails Master Plan by adding projects. SACOG Board approval is expected in September.

First call for projects for the \$350 million Bicycle and Pedestrian Funding Program will go out in September, with applications due in early December.

Created a Transportation Demand Management/Non-motorized Transportation Team consisting of Nancy Kays, Aimee Hagan and Molly Wright. ☹

Measure A, from page 3

more than three years from now? Measure A is the most important source of local transportation funding. Measure A funds are often used as a match to leverage state and federal funds. Transportation projects take a long time to plan. We want cyclists included in projects from the beginning, not forgotten or thrown in as an afterthought. In addition, there is a likelihood the Sacramento Transportation Authority will issue bonds and use the money to start projects now rather than wait for 2009 when the tax kicks in. ☹

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American River Parkway Clean Up—Your Help is Needed

The 27th annual Great American River Clean Up is Saturday, Sept. 17 from 9 a.m. to noon. The American River Parkway Foundation sponsors and coordinates the Clean Up.

SABA once again will be cleaning up our two adopted sites, Mile 8 and the 20th Street Connector/Sacramento Northern Trail. We will probably be spreading mulch at 20th Street in addition to picking up trash, so shovels and wheelbarrows would be helpful. Please wear your SABA T-shirt.

All volunteers must sign in. Volunteers under age 18 must obtain parental/guardian consent. Please wear long pants and closed-toe shoes. We suggest that you bring a long-sleeve shirt, sunscreen and a hat.

Last year, more than 900 volunteers picked up 1,500 bags of trash weighing over 13,000 pounds.

More information is at www.arpf.org. To RSVP, get check-in location and other more detailed information (about either SABA site), contact SABA's Mile 8 Coordinator, Dennis King at dking@arb.ca.gov. ☎

Rancho Cordova Proposes Highway 50 Interchange

The city of Rancho Cordova is planning a new interchange with Highway 50 between Sunrise Boulevard and Hazel Avenue. The interchange will serve only the area south of Highway 50. There will be no motor vehicle connection with Gold River. However, eight acres of right-of-way have been reserved by Sacramento County on the north side of the freeway for the interchange connections to westbound Highway 50.

The interchange would provide access to a new road, Rancho Cordova Parkway, which would extend south to White Rock Road. The project is currently in the preliminary engineering and environmental phase. Construction is projected for 2008-2010.

There are a number of important issues for cyclists: Would there be a bicycle/pedestrian connection to Gold River even if there is no vehicle access? Would there be bike lanes on the overcrossing? Would the interchange be safe for cyclists? Would there be connections to Folsom Boulevard, the Folsom South Canal and a possible light rail station? ☎