

From the President Can We Dim Cordova High Football Lights?

By Lea Brooks

When Cordova High School in Rancho Cordova installed football stadium lights several years ago, the awful glare they cast on the American River Parkway bike trail was limited to Friday night home games and a few practice sessions in the fall.

Unfortunately, the light pollution is now an aesthetic and safety issue nearly every night from fall until daylight-saving time kicks in because the Folsom Cordova Unified School District is leasing the field for soccer practice and games when it's not used for football.

You can see the lights eastbound beginning from the bridge at Goethe Park and westbound from the Rossmoor access. The glare is so bright that it casts shadows on the bike trail. For eastbound cyclists, the lights are actually blinding from just before mile 15 when you climb a tiny rise for about a half-mile to Hagan Park in Rancho Cordova.

Should SABA care that the relative darkness along the Parkway is grossly intruded by lights that should be focused on the football stadium rather than the bike trail a mile away? A starry, starry night or floodlights? Should we be concerned about the lights'

President, page 3

Measure A Funding For Parkway Saved

By Lea Brooks

An effort to divert new Measure A money earmarked for bicycle transportation in the American River Parkway was thwarted March 8 when Parkway advocates reminded

Trestle Fire Closes Parkway Trail

The Union Pacific (UP) trestle fire that blazed into life on March 15 quickly destroyed the creosote-soaked wooden structure. The loss of the trestle not only shut down rail operations on UP's mainline, but

also reconstruction closed the American River Parkway bike trail from mile 3.5 to mile 6, the Exposition Parkway access to the Ethan Way access.

By March 31, UP had completed trestle restoration and both tracks were back in operation, an astounding achievement. The new concrete and steel trestle provides a couple of improvements over the old: A wider opening for the



Three firefighters battle the trestle fire. Photo by Betti Clark. An additional photo from the trestle fire is shown on page 6.

the Sacramento Transportation Authority (STA) of Sacramento County voters' intent when they approved the measure in 2004.

The STA board unanimously rejected a proposal to change implementation language from "American River Parkway/Bikeway Network" to "local public agencies" and "enhanced connections to the bikeway network in the American River Parkway." As a result, the Parkway will receive \$1 million annually for 30 years for maintenance and operations

Measure A, page 3

bike trail below it and no rock ballast falling on the trail from the tracks overhead.

Kudos go to the Sacramento County Regional Parks' staff, who moved quickly to mark a detour around the closed section of the trail. The original detour was Exposition Boulevard, including a dicey over-crossing of Business 80, and Ethan Way, a particularly bicycle-unfriendly street. On April 3, County Parks, with the concurrence of UP, revised the detour to the levee top from the

Trestle fire, 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. 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.

The Squeaky Wheel

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SABActions

Meetings

SABA members attended these meetings:

- Complete Streets ad hoc committee
- Bike Commute Month planning

Letters

SABA sent letters to:

- Assemblymember Tony Mendoza thanking him for authoring AB 163
- *The Sacramento Bee* on bridge over American River near trestle fire site
- Assemblymember Pedro Nava in support of the three-foot passing bill, AB 60

Testimony

- Before Sacramento City Council on two-way reversion project
- Before Sacramento Metropolitan Air Quality Management District on state legislation, Complete Streets Bill (AB 1358) and Bike Facilities in State Buildings (AB 163)

Other Actions

- Interviewed by *The Bee* on trestle fire aftermath and the Two Rivers Trail

Bike Valets Needed

With warmer weather and longer daylight hours, the valet bike parking season is starting in earnest. SABA's free valet bike parking services make it easier for people to bike to events such as Earth Day, concerts and festivals. SABA has a continuing need for volunteer bike valets to park bikes and provide a service to the community. It's typically a mellow, friendly and enjoyable scene.

If you are interested in learning more or would like to volunteer for an event or two (or more), contact SABA Volunteer Coordinator Larry Robinson at volunteer@sacbike.org or call Larry at 444-6600 Tuesdays or Wednesdays. ☘

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, May 10 from 5:30 to 7:30 p.m. at SABA World HQ, 909 12th Street.

Join us, and brag about your May mileage.



President, from page 1
effect on wildlife?

In response to concern about the football lights and other intrusions, the American River Parkway Plan Update Citizens Advisory Committee, of which I was a member, included several policies in the draft plan now undergoing environmental review to reduce light pollution in the future.

In the meantime, SABA walked a stretch of the affected trail the night of March 5 with school district representatives Danny Anklam and Mike Hammond to discuss possible solutions to reduce the glare. Also along were Betsy Weiland of the Save the American River Association and Sacramento County Regional Parks Ranger Tom Hofsummer. Tom mentioned that a number of Parkway users have complained about intrusion from the football lights.

The school district representatives indicated that the lights were deliberately focused on the Parkway to miss nearby residences. It's unclear at this point what kind of environmental review was done before the lights were installed, whether there are any laws that require the school district to cease and desist polluting the Parkway with light and what can be done to reduce the glare.

The on-site inspection was a big first step. Stay tuned for possible solutions, hopefully before fall.⊗

Measure A, from page 1

of its paved bikeways beginning in 2009— if we remain diligent to prevent future money grabs.

For the record, the advocates who attended the STA meeting were Skip Amerine, Betsy Weiland and me. Without our presence, the money intended for the Parkway likely would have been diverted to jurisdictions along the Parkway, including Rancho Cordova that spearheaded the effort.

New Measure A extends the current half-cent sales tax for transportation in Sacramento County. STA manages the funds generated by the tax hike.

The Sacramento City-County Bicycle Advisory Committee (SacBAC) and other Parkway advocates have long envisioned that this funding would be allocated to Sacramento County Regional Parks for maintenance and operations.

Since the measure's wording regarding the Parkway's share was vague, SacBAC was pleased with STA Executive Director Brian Williams' interpretation that the "Parkway/Bikeway Network" referred to the county-managed stretch of the bike trail from Discovery Park to Hazel Avenue and that Measure A funds can be used for the paved bike path and adjacent shoulders along with paved access pathways that connect the bikeway to the adjacent street system.

Williams' concluded that the network "does not include the Ueda Parkway, Sacramento Northern, Dry Creek or Folsom South Canal. Measure A funds can be spent on access trails, but not on spur roads or parking lots. Bikeway maintenance and operations are eligible expenditures, so these funds could be spent on public safety personnel within the Parkway, as well as litter clean-up and restroom maintenance along the bikeway."

The annual allotment of Measure A funds will help county parks provide a stable, long-term source of funding for its portion of the bike trail. SacBAC will work with county parks on

development of a long-range maintenance and operations plan that includes:

- A schedule for resurfacing the paved bike trail and its access trails as needed.
- Regular maintenance of the paved bike trail and decomposed granite shoulders.
- Regular maintenance and replacement of bike trail striping and signage.
- Enhancements to the Jim Jones Bridge downriver from the Sunrise Boulevard Bridge so it will not wash out during flooding.
- A contingency fund to clean up the paved bike trail after a flooding event.
- A contingency fund to develop and mark detours for bicycle commuters when the paved bike trail is flooded.

In addition, SacBAC agrees with Brian Williams that the Parkway allocation of new Measure A funding can be used to hire park rangers and purchase necessary equipment to increase patrols and law enforcement presence on the Parkway so bicycle commuters feel safe using the paved bike trail.

Only after determination of the costs for long-term maintenance, operations and improvement needs for the county-managed portion of the American River Parkway paved bikeway network should there be consideration for other bike trail connections to make it safer and more convenient to access the Parkway.

As manager of the portion of the Parkway that will be receiving Measure A funds, Sacramento County Regional Parks should be the lead agency in determining what projects should be funded. A review process needs to be developed.⊗

Trestle fire from page 1

end of Tribute Road (Cal Expo parking lot) to the Ethan Way spur trail.

A second detour in the Parkway was scheduled to open in mid-April. It was to consist of an existing fire break road, the old bike trail (now the equestrian trail) and a route across the field on the west side of the trestle and slough.

According to County Parks Deputy Director Dave Lydick, UP is approaching the next stage as a fire debris cleanup and does not believe that soil contamination is extensive. In early April, UP was estimating eight weeks for the cleanup. In contrast, State Water Board officials were estimating the cleanup may stretch to the end of August.

The fire prompted some calls for consideration of a bike/pedestrian bridge as part of the reconstruction efforts. SABA and others brought this to the attention of city and county officials. However, the UP railroad bridge over the American River was not damaged and thus there was no real opportunity to tie work on a new bike/pedestrian facility to the existing bridge during reconstruction of the trestle. The area remains a high priority for a bike/pedestrian crossing as the nearest bike/pedestrian crossings are two miles away in either direction.⊗

It takes two lanes of a given size, writes Ivan Illich in *Energy Land Equity*, to move 40,000 people across a bridge in one hour using modern trains. By bus, it takes four lanes; by car, 12. Forty thousand bicyclists need only one.—*Chattanooga Bicycle Club*

Two-way Restoration

By Walt Seifert

The Sacramento City Council voted March 20 to approve the restoration of L, N, P and Q streets to two-way traffic. The street segments that would be changed are generally between 16th Street and either 28th or 29th streets or Alhambra Boulevard.

The council also approved "three-to-two conversions" on 19th and 21st streets. These streets would stay one-way, but one of the three existing lanes would be dropped and bike lanes added on both sides. The changes to 19th and 21st streets may be the most significant for cyclists as they open up new and desirable north/south routes. The changes on 19th Street would be between H Street and Broadway. On 21st Street, the changes would be between I Street and W Street. Eventually there would be bicycle links to a separate two-way conversion project, not yet funded, involving 21st Street and Freeport Boulevard south of Broadway.

The council also approved restoration of two-way traffic on short segments of 3rd Street (I to J streets), J Street (30th Street to Alhambra Boulevard) and 9th and 10th streets (E to G streets) and directed city staff to resume a study of bicycle access to the Central City. Improved access in the heart of the Central City is something SABA has long requested.

The council's actions represent significant progress for cycling and a victory for neighborhood and bicycle advocates.

The council's decisions got a bit complicated due to funding, timing and project scope issues. Also, the council's votes were intent motions, so they are not yet final. In its actions, the council added two new phases to the project. The council limited two-way restoration of N Street to the segment between 21st and 28th streets. A later phase would cover the two-way restoration of L, P and Q streets between 21st and 29th streets. A third and last phase would restore L, N, P and Q between 16th and 21st streets, segments that involve railroad crossings, to two-way traffic.

Lastly, Mayor Heather Fargo noted that 10th Street being one-way next to City Hall created problems for city workers using the underground garage. As a result, the council asked staff to look at extending the planned two-way restoration on 9th and 10th streets all the way to I Street instead of stopping it at G Street.

It's not clear when all the project components will get done. Total costs are projected to exceed the \$1.2 million in funding currently available. There appears to be enough money on hand to complete both the 19th and 21st street changes and the initial two-way restoration on N Street between 21st and 28th streets. The city will need to secure additional funding and set priorities for the other parts of the project.

Most residents and neighborhood association representatives testified before the council that they preferred restoration of L, N, P and Q streets to two-way traffic. They felt the streets with two-way traffic would be safer and more livable, with slower traffic.

SABA had been split on the issue of one-way vs. two-way streets with bike lanes. Some members like L, N, P and Q as they are now, after the three-to-two conversions, with one-way traffic and bike lanes on both sides. They cite the ease of left turns,

fewer turning conflicts at intersections and ability for through cyclists to ride faster. Others felt two-way streets provided better connectivity and slower traffic speeds.

What SABA agreed on was that the streets were much better with lane reductions and the addition of bike lanes, that 19th and 21st streets provided important access and that bike access needs to be improved in the heart of the Central City. The project components approved by the council are predominantly in Midtown and not in the downtown core, which is the ultimate destination for most Sacramento bicycle commuters. It is the downtown core that is projected to grow tremendously in the number of jobs and dwellings. Providing ways to allow those new residents and workers to get around without using a car is essential. ☸

Earth Day

Sacramento Earth Day 2007 will be held on the Main Quad at California State University, Sacramento, on Sunday April 22, from 11 a.m. to 5 p.m. This year's Earth Day will feature important resource information for sustainable living throughout the year; the sizzling sounds of local musicians; delicious foods from local eateries, farmers and the Sacramento Natural Foods Co-op; an amazing wildlife exhibit; a beautiful labyrinth; demonstrations of healing arts and much, much more.

SABA will have a table at Earth Day and again be providing free valet bike parking for attendees. ☸



Thank you Wheelmen

As mentioned last month, the Sacramento Wheelmen made ASABA the beneficiary of the proceeds from the silent auction held at the Wheelmen's annual banquet. SABA received two checks from the Wheelmen totaling nearly \$1,500. The Wheelmen secured matching funds from a foundation to double their donation. Then they went the extra mile and a lot further and topped that with a third check from the club for \$2,000. Many thanks Wheelmen! ☸

Member Profile

Dr. Francisco Prieto

By Albert Balingit

Dr. Francisco Prieto is a diabetes specialist, a patient advocate and a small man who wears glasses similar to those worn by Harry Potter. He's the kind of doctor we all wish we had, who seems to make time to listen.

He also has a passion for finding a cure for diabetes and for his patients with diabetes caused by sedentary lifestyles and bad diets. He recommends exercise, and, with a bias, he specifically recommends more cycling—exercise that is soft, smooth and rhythmic.

Dr. Prieto graduated from the University of Minnesota Medical School in 1980, a place where he said you put your bicycle



Dr. Prieto wearing last year's Tour De Cure jersey. Photo by Albert Balingit

away for six months because of the severe weather. He served his residency at the University of Arizona at Tucson, where he met his wife, Dr. Yolanda Valle. In his first job as a physician, out of a duty for public service, Dr. Prieto worked in an inner-city clinic in Tucson under the National Health Service Corps, a scholarship program for medical students who must then practice in needy communities.

It was there that Dr. Prieto, who primarily served Hispanic

patients, found a high incidence of diabetes. He realized, "I'd better get good at this if I want to swim and not sink." Hispanics have twice the average rate of diabetes in the United States, according to Dr. Prieto.

After three years in Arizona, Dr. Prieto and his wife moved to Sacramento, her hometown, where they established their medical practices and he began looking for places to ride. He joined SABA because he feels that cycling is not only a great way to fight diabetes, but that more cycling by more people would go a long way toward making Sacramento a healthier and happier place to live.

Dr. Prieto is president of the local chapter of the American Diabetes Association and his passion is organization of its major fundraising event, the Tour De Cure. Last year, Dr. Prieto's Sutter team, through pledges, raised more than \$11,000—the largest amount locally and 77th nationally. The event, described as a ride and not a race, raised more than \$12 million nationwide.

This year's Tour De Cure will be held on May 19 in Natomas Park. He encouraged all SABA members to participate and register on the Tour De Cure Web site at http://tour.diabetes.org/site/TR?pg=entry&fr_id=4407.

Dr. Prieto credited his involvement with cycling, specifically the Tour De Cure, for his appointment by former treasurer Phil Angelides to the prestigious 29-member Independent Citizens Oversight Committee, more commonly known as the Stem Cell Board, for the California Institute for Regenerative Medicine. Dr. Prieto filled the appointment reserved for what else: a diabetes patient advocate. The board's charge is to distribute \$3 billion in grants for stem cell research. One therapy for diabetes, Dr. Prieto explained, could be the growing of embryonic stem cells into insulin-producing islet cells, which could then be transplanted into patients, allowing them to again produce insulin.

Dr. Prieto is searching for ways to bicycle from his home in Curtis Park to his medical office in Elk Grove, a route which would take him down Franklin Boulevard from Sutterville Road to Laguna Boulevard. Like many of us, he fears the Franklin Boulevard route because of its sparse bicycle lanes and fast, heavy traffic. He is planning a combination public transportation and bicycle commute.

Dr. Prieto buys a new bicycle about every 10 years. His latest, purchased not only with his wife's permission but later with her blessing, is a Litespeed. His collection also includes the Raleigh International he bought near the end of his years in high school.

"Unfortunately, I never outgrew it," he said. He rides two to three times a week with friends or cycles with the Sacramento Wheelmen. He averages 3,000 miles per year. We may soon see Dr. Prieto commuting on Franklin Boulevard, hopefully in new and better bike lanes. ☺

Bicycle History

The pneumatic tire was first applied to the bicycle by an Irish veterinarian who was trying to give his young son a more comfortable ride on his tricycle. This young doctor's name was Dunlop.

Source: *Pedaling History Bicycle Museum, Buffalo, N.Y.*

Bike Commute Month and Million Mile May

Bike Commute Month will start with a press conference and ride on May 1. SABA, the Sacramento Wheelmen and Sacramento Bike Hikers are jointly organizing the ride.

SABA members are encouraged to join the ride. Prominent Sacramentans will again be invited to ride. Riders should show up and sign in around 11:15 a.m. at the Bike Commute Month press conference site at St. Rose of Lima Park, 7th and K streets. The ride will start around noon, immediately following the press conference, and will showcase a number of new and planned bike facilities. There will be short stops for docent and city alternate modes coordinator Ed Cox to tell everyone about what's happening.

There will be short (six miles) and long (17 miles) ride options. The short ride will head north to the new Two Rivers Trail and head back into town via Old Sacramento. The long ride will peel off at the Jibboom Street Bridge. It will then backtrack on the north side of the American River and hook up with the new Ueda Parkway Trail.

Both ride options will end up at 11th and K streets, where the California Bicycle Coalition will be having a Bike Expo in conjunction with its Pedal Power lobbying days.

There will be no police escort for the rides this year since much of the rides will be on bike trails.

Cyclists can register for Million Mile May from a link on the SABA Web site or by going directly to the Bike Commute Month site at <http://www.bikecommutemonth.com/index1.asp>. Registrants get a Bike Commute T-shirt. Be sure to designate SABA as your team when you register and show the world that transportation miles add up! SABA/FABA finished second in the team category last year with nearly 32,000 miles—but many SABA members did not participate.

Bike to Work Day is May 17. The popular Capitol BikeFest will be that day, 11 a.m. to 1 p.m. at the State Capitol. There will be music, speeches, award presentations and drawings for prizes, including three Breezer folding bicycles.

The Million Mile May Finale will be held June 14, from 3:30 to 6:30 p.m. at the RiverWalk in West Sacramento. There will be live music and prize drawings.

The results and winners of the Million Mile May Challenge will be announced and Regional Awards will be presented to Cyclist of the Year, Cycling Advocate of the Year and Bike Friendly Employer of 2007.

More information about these and other events is on the Bike Commute Month Web site. ☺



Smoke plume from trestle fire. Photo by Betti Clark

Send Support Letters Now for Bike Facilities at State Buildings

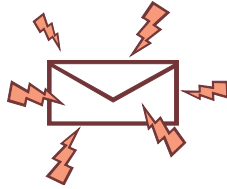
The “bicycles and buildings” bill is now online. AB 163 (Mendoza) has been amended and now is formally known as the Green and Healthy Building Act of 2007. The bill calls for California to establish minimum standards for bike facilities (employee and visitor bike parking, showers and clothing lockers) at state-owned or state-leased buildings. The Department of General Services, in conjunction with the State Architect's Office, would develop the standards using SABA-originated guidelines and other expert advice.

Please send a thank you and support letter to Assemblymember Mendoza now. We'll be calling on SABA members to voice support for the bill as it proceeds through committee consideration and, we hope, on to floor votes by the Assembly and Senate, then to the Governor's desk.

You can find the text of the bill and a sample support letter on SABA's Web site, www.sacbike.org. ☺



Letters to the Editor



We want to hear from you!

Preferably e-mail your letter to: saba@sacbike.org

or mail it to: **SABA**

909 12th Street, Suite 114

Sacramento, CA 95814

Letters may be edited for length or clarity.

Dear Editor

I have been a strong supporter of Light Rail as a way for cyclists to extend their range. The combination of these two low-impact modes of transportation has far-reaching benefits for both individuals and society. Sacramento Regional Transit has tried to accommodate the need of cyclists, but the current system of bike storage aboard Light Rail has not been well thought out.

Recently, by my encouragement, some neighbors rode the bike trail to Old Sacramento and boarded Light Rail for return transportation. They found that the rules limit two bikes at each end of a car. Those cyclists beyond the first two must scramble to the next set of doors and try to get on board before the train departs. The doors close on them as they try to climb the stairs into the car.

Once on board Light Rail, cyclists may use hooks to store their bikes in a vertical position. These are clumsy at best and pedestrian riders prefer to sit in the seats below the hooks. Once the bicycles are placed in the hooks, the handle bars of the bicycles protrude out into the passage way, stopping those who want to pass. This is a very bad design. My neighbors said that Light Rail employees told them to remove the bikes to allow passengers to pass.

Whoever came up with the current plan for bike use on Light Rail obviously didn't take a bike on a train. We need help from SABA to advise Regional Transit for a better method to accommodate cyclists.

Dan Winkelman

Editor's note: SABA was a participant in a Sacramento Area Council of Government's (SACOG) study on improving bike access to light rail. The study resulted in many recommendations, including improving stowage of bikes on light rail cars. Study results are in a report on the SABA and SACOG Web sites and are being presented to RT, Sacramento County, Folsom, Rancho Cordova and city of Sacramento.

Dear Editor:

I have commuted through California State University, Sacramento (CSUS) for 30 years. It has been a pain. The only safe way through the college is via Sinclair. Sinclair is a road and should be treated as one. Pedestrians should cross it as they would any other road.

I have used all methods of getting around the campus and

have found that getting downtown via the J Street side is not a good alternative as I don't like riding into traffic, the car lights blind me in the morning and there have been multiple accidents in the front of the campus. I now ride around the southern end and access the tunnel under the tracks. The problems with this option are multiple. The road conditions are terrible in front of the water treatment plant, cars travel too fast, rough road, no lighting. I also find that if the sun is coming up, it reflects directly into my mirror and I cannot see very well.

In the past few years, CSUS has added four new traffic signals at a cost of over \$1 million each and at least six stop signs. There are also four designated turn lanes that cross the path of cyclists who are trying to get downtown. The students don't seem to care about cyclists, many failing to yield right of way to cyclists both on the J Street end and the south end of the campus. I don't think that the chancellor has any idea of the problems being encountered by cyclists. He should try what we do every day — he might be in for a real shock.

Desmond Wright



Volunteers clean up Mile 8 of ARP, March 24. From left, Walt Seifert, Dennis King, Marie Schelling, Jeff Muss, unidentified, Ruth Ann Bertsch. Photo by Dave Cassel.

End of an institution

The pink dog is going the way of the dodo. After 26 years in business, The Rest Stop will be closing its doors May 26. A going-out-of-business sale will begin at the end of April.

Current store owner Greg Archer (Greg changed his surname from Briski) is calling it quits because the profits just weren't there. Greg is uncertain about his future plans.

Opened by Larry and Yvonne Robinson (Larry is now a SABA staff member) in 1981, The Rest Stop offered expert advice, quality bike accessories and a friendly atmosphere to cyclists. A unique bike shop that didn't sell bikes, The Rest Stop has been an east Sacramento and a Sacramento-area institution.

The Rest Stop has also been a long-time SABA supporter, providing free gift certificates as incentives for new SABA members. Many SABA members found their way to us through The Rest Stop in the first place.

The closing is a sad reminder of what can and, too often, does happen to independent bike shops in the face of mail order and big box competition. We always urge folks to patronize their local bike shop. ☹️

SABA

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Trestle fire closes parkway trail.
See page 1.

Rex Cycles Parkway Ride June 9

The 4th annual Rex Cycles "Support the Parkway" Ride will be held on Saturday, June 9. SABA is seeking volunteers for this event's rest stops at Discovery Park and Negro Bar and cleanup at the start/finish at William Pond Park. Contact volunteer@sacbike.org if you can help.

Steve and Peggy Rex, owners of Rex Cycles and SABA members, initially launched this ride when the American River Parkway was faced with a major budget crisis. The ride has raised tens of thousands of dollars for the Parkway through the nonprofit American River Parkway Foundation. Peggy is a member of the Foundation's Board of Directors.

Last year, the Foundation presented SABA with a \$5,000 contribution raised by the ride. SABA is working with Sacramento County Regional Parks regarding how this money can best be used to improve bicycling on the bike trail.

In addition to volunteering, SABA members can participate in the ride. Early birds can sign up now online at www.arpf.org/rex.htm. The fee per rider is \$70, which includes rest stops, a barbecue dinner and a T-shirt. Riders may ride as much or as little of the 60-mile route as they want. Stay tuned for additional information on this event. ☼



Pedicabs Coming to Sacramento (and Folsom?)

Pedicabs are expected to be operating on the streets of Sacramento by May. Two firms, Sacramento Valley Velocab and Sacramento Rickshaw Co., are interested in operating the human-powered taxis. Velocab has three German-built cabs and Sacramento Rickshaw is looking for four owner/operators for its more traditionally-styled cab. Both firms will be seeking to serve tourist and general markets, including providing service to restaurants and River Cats games.

In March, the Sacramento City Council approved an ordinance that regulates pedicab operations, including setting insurance requirements, creating a driver dress code and establishing some limitations on streets that may be used. The cabs will not be allowed on some city streets during peak hours. Ordinance requirements will be reviewed after a year.

The city of Folsom is considering buying pedicabs that would operate in its Historic District. ☼

