



SACRAMENTO AREA
BICYCLE ADVOCATES

The Squeaky Wheel

Issue No.93

Newsletter of the Sacramento Area Bicycle Advocates

December 2010



Thousands enjoyed a different view of Oakland for Oaklavia. Photo by Frank Chan

A Message from Founding Director Walt Seifert

Dear Friends,
It's been a great ride as SABA executive director. One of the things I learned as director and chief bottle washer is that it takes considerable effort to keep an organization going. It's certainly not a one-person endeavor. SABA's success has been built on its supportive members, active volunteers, dedicated board and small staff. Our accomplishments have been aided by partnerships with other organizations and relationships with government staff members and elected officials.

I've learned that there is always plenty for bike advocates to do. We live in a busy, sometimes hectic and certainly complex world. There are always new projects, new plans and new programs that affect bicycling. There are always new challenges and opportunities. While you and our other

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Ciclovia — Come Play in the Streets!

By Sue Teranishi

Editor's Note: Sue Teranishi represented SABA at this year's Pro Walk/Pro Bike conference in Chattanooga, Tenn., in September. This is her third article about issues and events featured at the conference. Sue's previous reports ran in The Squeaky Wheel's October and November issues.

Another exciting topic I learned more about at ProWalk/ProBike this year was Ciclovia, or Sunday Streets events. Originating in Bogota, Colombia, in the 1970s, certain streets are closed to cars and opened to people for several hours on Sundays. Bogota's weekly event has grown to 80 miles of streets reserved for walking, bicycling, pushing strollers and other non-motorized activities! Many stages are set up that offer dance lessons, aerobics and other free activities.

Closer to home, **Oakland's** first "Oak-

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Hey Bro, Where's My Bike Lane?

By Walt Seifert

This summer, Sacramento County repaved Eastern Avenue between Arden Way and Fair Oaks Boulevard. After the asphalt was put down and the new, smooth and shiny black surface had stripes applied, something was missing. The bike lane on the west side of the street was nowhere to be found.

What happened? The county, to improve safety for motorists, added a center two-way, left-turn lane. To give the extra space to motorists, it took away from bicyclists. Southbound cyclists were directed to frontage roads where they encountered STOP signs impeding their travel and an increased risk of conflicts with turning cars.

Now while a lot of people might think that trading bicyclists' safety for motorists' safety is a fair bargain, there are rules



Cyclists lose lane and must use frontage road. Photo by Walt Seifert

about this sort of thing. The bike lanes on Eastern are in the county's Bikeway Master Plan. Things in plans can't be arbitrarily removed — and this situation looks suspiciously arbitrary.

There's also the California Environmental Quality Act (CEQA). The impacts on human

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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 Charles McCann at (916) 501-3855 or you may e-mail FABA at faba_info@sacbike.org.

The Squeaky Wheel

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*SABA is a 501(c)(3) nonprofit organization.
Contributions are tax-deductible.*

SABActions

Meetings

SABA members attended these meetings:

- ECOS transportation and land-use committees
- Complete Streets Coalition
- Safe Routes to School Conference
- Sacramento City-County Bicycle Advisory Committee
- California Bicycle Coalition local organizations summit
- Safe Routes for All Coalition
- Grass Roots Working Group
- American River Parkway Coalition
- California Bicycle Coalition legislative committee

Letters

SABA sent letters to:

- Sacramento City Council regarding cars on K Street
- California Governor's Office of Planning and Research on complete streets guidelines
- Sacramento County on Watt Avenue/Highway 50 interchange supplemental EIR
- Caltrans on design standards
- Sacramento County on Eastern Avenue bike lane elimination
- City of Sacramento on 700 block of K Street Notice of Preparation

Testimony

- SABA testified before the Sacramento Area Council of Governments' Board on Metropolitan Transportation Plan workshop results



Upcoming Events

January 2011

Board Meeting

Jan. 5, Wednesday, 6-8 p.m.

SABA Offices at 909 12th St.

Sacramento

Volunteer Work & Pizza Party

Jan. 13, Thursday, 5-7 p.m.

SABA Offices at 909 12th St.

Sacramento

Keep the wheels rolling at SABA by helping send letters to prospective and renewing members. Enjoy yummy pizza and fixin's at the end of the evening.

Walt's Retirement Party!!

Jan. 19, Wednesday, 5-7 p.m.

Location: TBD

Please save the date for an evening to honor the many accomplishments of our founding Executive Director as he heads into retirement.

SABA Social

Feb. 23, Wednesday, 5:30-7:30 p.m.

Location: TBD

Please save the date to celebrate the dedication and hard work of our many volunteers here at SABA.

Ciclovía, from page 1

lavía” event in June 2010 attracted 4,000 participants who claimed the two miles of streets closed to cars that day. Twenty-plus partners co-sponsored the event, including Walk Oakland-Bike Oakland. It was a fun and successful event that prompted residents to get out and move!

Madison, Wis., had two “Ride the Drive—Car-free, Care-free City Streets” events in 2010, one each in June and August. The August event was six miles long and offered numerous fun activities for all ages. The mayor was reported saying he received more thank you’s for this event than anything else with which he’s been involved.

San Francisco started its “Sunday Streets” with two events in 2008 and expanded to nine this year – one event a month from March through October (two in April). They are extremely popular with residents as well as with businesses and are held in various areas around the city.

Even auto-centered **Los Angeles** had its first event, “CicLAvia” on Oct. 10, 2010. The 7.5-mile route attracted an estimated 60,000 participants. Four to six events are planned in 2011.

There are many reasons why cities world-wide are holding Ciclovía events.

Public space: Streets are open for people to gather and not just for cars. Streets make up much of our public realm, yet we most often think of streets as just for moving cars. Community residents can gather and socialize to meet, play and safely enjoy street space.

Public health: Obesity is a major public health concern, and lack of physical activity is partly to blame. This event provides many opportunities to get out and move! Besides walking and bicycling along the route, there are free activities such as dance and aerobics lessons for everyone to join in.

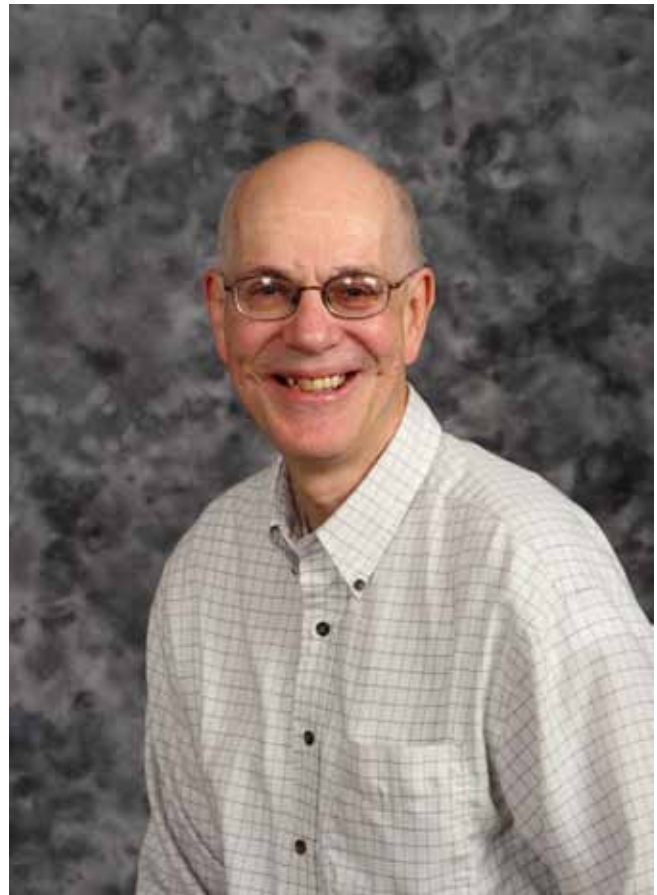
Community and economic development: Opening streets to people walking and bicycling better acquaints residents with businesses they may not see as they drive by. Walk-in traffic has made this event popular for commerce as well.

Pedestrian and bicycle advocacy: Opening streets to people offers a safe environment in which to navigate local streets without worrying about fast-moving cars. It allows residents to enjoy our urban landscape on foot or bicycle and shows how easy and fun a walk or bike trip can be. ☼

Bike Lane, from page 1

beings are environmental impacts. Projects that have an effect on the way facilities perform for bicyclists or on bicycling safety are supposed to be evaluated. Negative impacts are supposed to be avoided or mitigated.

After being alerted to this problem, SABA entered the fray with a letter to the Sacramento County Board of Supervisors. Unfortunately, after a street has been striped, it’s a little late and costly to redo the striping. SABA did recommend that the county adopt a policy not to route bicyclists on frontage roads, review existing bicycle use on frontage roads to see if bike lanes can be provided on the streets they front instead and restore the west side bike lane on Eastern Avenue the next time it is restriped. We’ll see how the county responds. ☼



Message, from page 1

members understand the multiple and bountiful benefits of bicycling, our opinions aren’t always shared by others. It’s rare when advocacy is easy—we wouldn’t need to exist as an organization otherwise. Our work can be difficult and time-consuming. What we ask for isn’t usually simply granted—it requires preparation and struggle. Sometimes we wind up in an all-out fight.

We definitely need your help to continue fighting the good fight. Though I’ve stepped back from my role as executive director, I very much want SABA to be a stable, strong and respected organization. I want SABA to be active and effective.

I know that new SABA Executive Director Tricia Hedahl has the abilities and enthusiasm to kick it up a notch for SABA. But even great ability and enthusiasm aren’t enough if there aren’t resources. Even small organizations have internal, day-to-day operational needs. SABA has to operate both as a going concern (buy supplies, mail the newsletter and pay the rent) and as an advocate for bicycling. We have to keep the lights on while trying to turn light bulbs on in the minds of decision-makers.

SABA has relied a great deal on your support. Membership dues and contributions make up the bulk of our revenues. Now is a key time to contribute as SABA moves into a new era under fresh leadership. SABA can do more with more. Please give generously.

Walt Seifert

In 2011, we will be celebrating our 20th anniversary! Please be watching the mail for information on how to give to the “20 for 20” campaign and make Sacramento a cycling capitol. ☼

Member Profile

John Boyer

By Teresa Giffen

If you don't already know John Boyer as an active volunteer at the Sacramento Bicycle Kitchen, you've probably seen him pedaling his bright orange Batavus about town as the founder and frontman for Edible Pedal, Sacramento's first food delivery



Photo by Teresa Giffen

service powered exclusively by bike.

In the two years since its launch, Edible Pedal has grown to employ a part-time staff of seven and establish partnerships with six local restaurants: One Speed, Hot Italian, The Waterboy, Thai Basil, Magpie Caterers and Café, and Steamers — as well as one vegetarian food cart, Happy-Go-Lucky.

“Edible Pedal was started to bring healthy, farm-to-table food options to people. But actually my favorite part has been getting youth hooked on cycling,” John said, referring to his mostly teen-aged staff of delivery riders. “One of my guys told me he'd been saving for a car, but now he just wants to buy a better bike. Hearing that felt great.”

Soon John will be pedaling into new business territory as he launches his shop, The Intrepid Cyclist. Opening in a few short weeks, the shop will lodge Edible Pedal, but also offer Bike Friday's Tikit folding bike as well as accessories for commuter and adventure cycling.

“Essentially, this shop will be the place to buy or build bikes to take you to exotic places ... or to work,” he said.

If customers don't already have an exotic locale in mind, John is prepared to help. Through his shop he intends to organize and lead adventure cycling trips through Sabaudia, a small town

on the western coast of Italy where he and his wife, Alba, own a small farm.

For those whose idea of adventure involves something closer to home — say, dinner downtown — John is again prepared to lend a hand. He has been developing partnerships with area restaurants and businesses to offer secure bike parking at his shop, which will be centrally located in the alley of 17th and L streets next to Old Soul.

“Bike theft really prevents people from riding their nice bikes around town, so my shop will provide people with a secure way to store their bikes while they're at work or out at night,” he said, adding that SABA's bike valet parking inspired this idea.

Running a bike shop that's also a parking lot and food delivery dispatch hub might seem like a tall order, let alone an unusual business model. But John welcomes the challenge.

“My background is in the restaurant business, so I'm used to a fast pace,” he said. “I'm not afraid to bring all these different ideas together.”

Volunteer Corner

Get an early start on your 2011 resolutions by volunteering with SABA!

Office Volunteer

Keep the office running smooth by answering phones, assisting with mailings and other “officey” duties. We're looking for help Tuesday and/or Thursdays, with a minimum commitment of six months desired.

Events Guru

Do you put Martha Stewart to shame with your fabulous (and budget conscious) parties? We need your help planning parties and events for SABA in 2011!

Hazard Reporter

Help crack the case of hazards through our online reporting feature. Connect with local jurisdictions to make sure our roads are clean and safe. Help is needed 3-4 hours per month. Flexible scheduling.

Marketing Task Force

Help mold the look of SABA by serving on this intense task force that will assist in guiding the marketing plan for 2011-2012. The task force will also direct the design of future publications. Marketing experience preferred, but not required. Task force will meet February-April 2011.

Technology Advisory Team

It's time to update! Are you tech savvy? Is your favorite blog Gizmodo? Are you already fluent in html5? Well, we're looking for your help to update and implement our technology plan in early 2011.

For more information on any of these volunteer opportunities, please email saba@sacbike.org.

Don't Forget the SABA Pizza Party —

The monthly SABA Volunteer Work and Pizza Party will be Thursday, Jan. 13 from 5 to 7 p.m. at SABA Offices, 909 12th St, Sacramento.



River Gets Bridges – We Hope

By Walt Seifert

At least two more bridges across the Sacramento River between Sacramento and West Sacramento are needed.

That’s the conclusion of a Sacramento River Crossings Alternatives Study draft report, which recommends one bridge in what it terms the “North Market” area between the I Street Bridge and Richards Boulevard. A second bridge is recommended for the “South Market” area between roughly the Pioneer Bridge, which carries Highway 50 and the Capital City Freeway, and Sutterville Road on the Sacramento side and Linden Lane on the West Sacramento side.

Bridge Types Studied

Study consultants evaluated bridge types and locations based on performance factors such as nearby population and employment served, change in vehicle miles traveled, greenhouse gas emissions and congestion.

The study examined four different types of bridges: bike/pedestrian, bike/pedestrian with transit, all modes (bike, pedestrian, transit and private vehicles) with two lanes of traffic and all modes with four lanes of traffic. Within each bridge type, costs were estimated for bridges that were 55 feet high, 30 feet high or moveable. Because the Sacramento River is a navigable waterway, bridges either have to be above any water traffic (the 55-foot-high bridges), move out of the way of water traffic or have an exception to the navigability requirement granted. With an exception, bridge height could be reduced to 30 feet.

Cost

Any bridge would be expensive. Conceptual cost estimates for bike/pedestrian bridges ranged from \$35 million to \$115 million. For “all modes” bridges with four lanes of traffic, estimates went from \$110 million to \$270 million. Surprisingly, there was relatively little difference between the cost estimates for 20-foot-wide bike/pedestrian bridges and 60-foot-wide “all-modes” bridges with two lanes of traffic.

Comparison to Portland

The report compared Sacramento’s three bridges to Portland, Ore.’s eight bridges. Sacramento’s bridges are .41 miles and .76 miles apart. Portland’s central six bridges are spaced about .33 miles apart. For bike advocates, it appears the report overlooks the viability of a bike/pedestrian bridge at R Street.

Having more bridges would be good news for bicyclists. Of the central city’s three Sacramento River bridges, only the Tower Bridge is acceptable for bicyclists now. That makes cycling — and walking — impractical for most cross-river trips and results in more trips by car. With both Sacramento and West Sacramento planning huge quantities of smart growth development near the river, unless something is done, a difficult crossing situation will get worse.

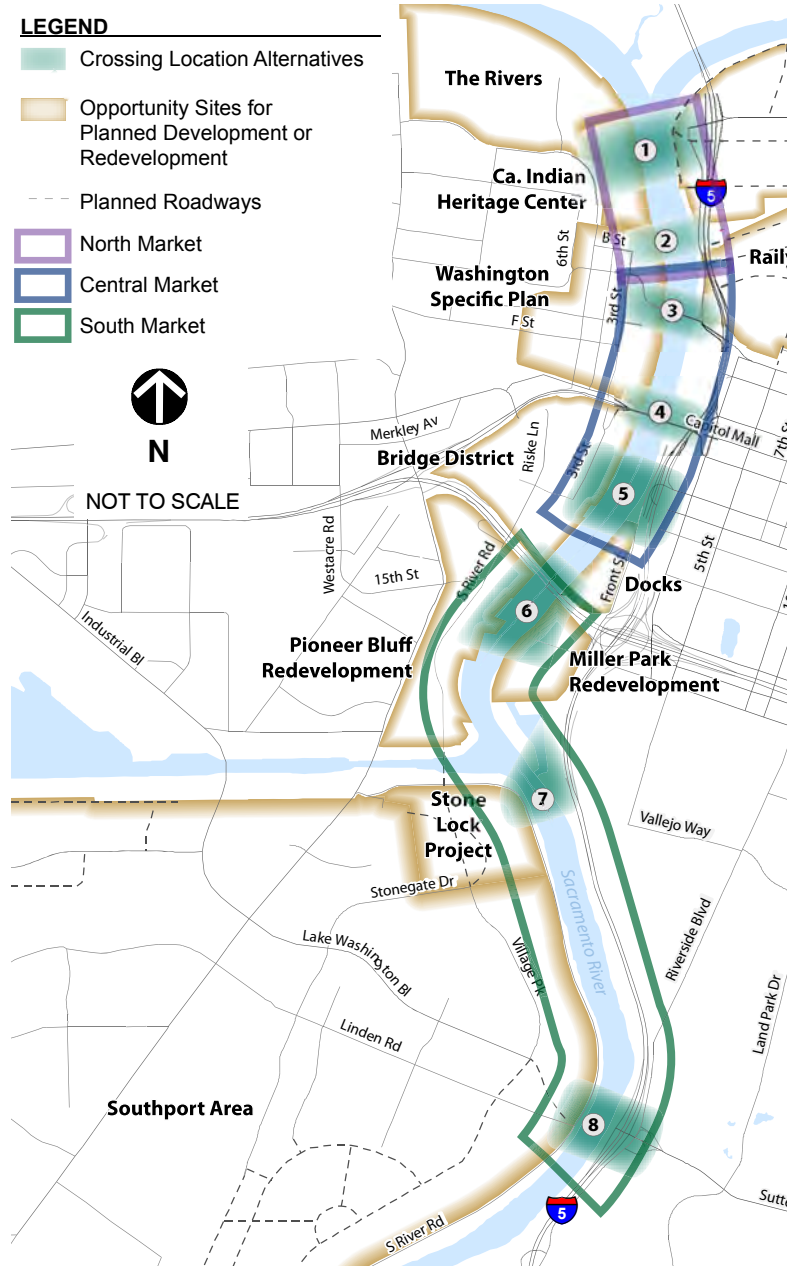
Bridge height would have a major impact on convenience for bicyclists and pedestrians. Proposed ramp grades would be a

steep 8 percent. A 55-foot-high bridge would require the equivalent of climbing and descending from a five-story building.

Next Steps

The Sacramento River Crossing report was scheduled to be reviewed by stakeholders, including SABA, on Dec. 6 and go to both city councils by the end of the year. No funding is currently available for bridges and, according to study consultants, it typically takes 10 to 15 years between creation of a bridge concept and completion of design and construction.

Work for the study has made it clear that the public and the



stakeholder advisory committee view bicycle and pedestrian connectivity as an essential part of any bridge design. That’s significant and positive. The study also helps define realistic choices for decision-makers to consider.

See diagram above for the crossing locations studied and potential bridge locations. ⊕

Tip of the Month Wet Leaves Make Lovely, Dangerous Roads

By Tricia Hedahl

December, with its rain, wind and chill, is upon us. With the change in season comes a beautiful show of color as leaves land on the street and shimmer with rain. It's a stunning sight, but if you aren't careful, fallen wet leaves can cause a nasty spill.

A while back, Bicycle Transportation Alliance (BTA) in Portland, Ore., shared a few reasons why folks fall on wet leaves. They can cause you to:

1. Slide out if you're turning across them.



Illustration by Jeffery Rosenhall

2. Skid if you're braking on them.
3. Lose traction if you're accelerating or going uphill on them.

They may also be hiding a pavement hazard, like a big pothole, that will surprise you – possibly right off your bike!

If you find yourself biking near fallen leaves, we recommend that you just avoid the leaves completely! Here's how, again from BTA:

Remember that it is perfectly legal, not to mention fair and safe, for you to leave the margins of the road and get out there in the middle if you need to avoid a hazard. First:

- Look back to make sure you're not going to cut anyone off.
- Signal so the motorists understand and sympathize.

If you must bike through leaves, do your braking early and turn very slowly. Most importantly, don't touch the brakes while you turn!

Once you make it to your destination, visit the SABA Web site and fill out a hazard report at sacbike.org/hazard. We'll route it to the right people.

Do you have a Tip of the Month? Please share it by emailing saba@sacbike.org.

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PLEASE NOTE: DECEMBER 19TH IS THE LAST DAY
TO ORDER FOR HOLIDAY DELIVERY BEFORE THE
25TH

Keeping Us Informed The SacBAC Report

By Lea Brooks

Sacramento County alternative modes coordinator Dan Sklinker announced that the Board of Supervisors will consider certifying the Bikeway Master Plan Update Final Environmental Impact Report (EIR) late January. Certification of the EIR is the first of a two-step process to adopt the plan. The plan will return to the board for adoption at a later date that depends on actions taken in January.

Other actions and issues discussed by the Sacramento City-County Bicycle Advisory Committee (SacBAC) include:

Criteria for Spending Measure A Funds

Efforts to develop criteria for spending Measure A funds on the American River Parkway bike trail continue. Measure A is a 30-year, half-cent sales tax approved by county voters for transportation purposes, including \$1 million annually for the stretch of the bike trail under county management between Discovery Park and Hazel Avenue. Measure A funds cannot be used to replace other funding.

County Regional Parks staff was asked to provide by SacBac's Dec. 14 meeting a revised list of projects in fiscal year 2010-11 that includes a risk management evaluation by the Alta Planning & Design consulting firm.

Way-Finding Signs for Sunrise-Corridor Bikeway

Way-finding signs will be installed soon on Coloma Road to direct bicyclists and pedestrians to the Sunrise Corridor bikeway in the Rancho Cordova-Gold River area, according to Dan. The bikeway stretches from Folsom Boulevard to the American River Parkway bike trail at the Fair Oaks Bridge and includes an undercrossing of Highway 50 east of bicycle-unfriendly Sunrise Boulevard.

The signs were prompted by an article in *The Squeaky Wheel's* July issue that advocated for more frequent trash pickups on the bikeway in the vicinity of the undercrossing, which is frequented by illegal campers. The article also lamented that the bikeway is underutilized.

In a letter to the editor the following month, Randell Hansen of Gold River noted that he often uses the bikeway to reach the Sunrise light rail station on Folsom Boulevard, but thinks it is underutilized because people don't know about it. There are signs on Folsom Boulevard directing bicyclists to the undercrossing, but nowhere else.

Openings on SacBAC

Dan also announced that SacBAC has two openings for county representatives. The application for the county openings and more details are available at <http://www.sccob.saccounty.net/pages/boards.html>. SacBAC meets from 6 to 8 p.m. on the second Tuesday of the month at the county Department of Transportation, 906 G St., Suite 510.

Auburn Boulevard Beautification Project

The county is moving closer to constructing phase one of a beautification project of Auburn Boulevard between Howe and Watt avenues. Phase one of the federally funded project

includes adding five-foot bike lanes and a center turn lane on Auburn between Bell Street and Fulton Avenue. The chain-link fence separating Auburn from the Capital City Freeway will be replaced with a solid, decorative, K-rail fence.

Office of Traffic Safety Grant Application

City bicycle-pedestrian coordinator Ed Cox provided motorist vs. bicyclist collision data in the city from Jan. 1, 1999 to Dec. 31, 2009, that will be used to seek a state Office of Traffic Safety grant. The data were collected from the Statewide Integrated Traffic Reporting System and integrated into the city's database analysis computer program.

The result was 2,520 records of collisions, which comprised approximately 4.5 percent of all reported collisions. There were 18 fatalities. The data show that 58 percent of the reports placed the bicyclist at fault, that more than half of the collisions were caused by bicyclists either riding on the wrong side of the road (36 percent) or entering the road improperly (18 percent), and that a large number of the collisions involved bicyclists ages 10 to 16 years old.

Of the 448 collisions involving bicyclists ages 10 to 16, bicyclists were at fault 66 percent of the time.

In collisions where the motorist was at fault, 33 percent were caused by motorists entering the road improperly and 18 percent by making improper turns.

During the 10-year period, the intersection of Fruitridge Road and Stockton Boulevard had the most reported motorist-bicyclist collisions at 13, followed by B and 12th streets with 12, and 65th Street Expressway and Lemon Hill Avenue with 11. There were 10 each at J St and Alhambra Boulevard, Franklin Boulevard and Brookfield Drive, Center Parkway and Mack Road, Marconi Circle and Marconi Avenue, San Juan and Truxel roads, and Mack Road and Valley Hi Drive.

Old Sac Access to Sacramento River Trail

Ed also announced that the state Department of Parks and Recreation is initiating a master plan for the California State Railroad Museum in Old Sacramento that will include improved access to the Sacramento River Trail behind the museum. The current access is a hard-to-find, poorly maintained dirt patch and railroad track crossing.

Don't hold your breath that the bicycle access will be improved any time soon. It took years of wrangling between state parks and the city to settle ownership and other issues before a former rail bridge was converted into the R Street bicycle-pedestrian overcrossing of Interstate 5 in 2009. ☹

This is an occasional report of actions and issues before SacBAC, which advises the Board of Supervisors and Sacramento City Council on implementation of the Bikeway Master Plan and other bicycle issues. Lea Brooks is a county representative.

SABA Unveils New Logo

Notice something different on the front page? It's our new logo! The logo is the first step in developing a marketing plan for SABA and we're pleased as peas to share it with you. If you would like to be involved in developing and implementing the marketing plan, please respond to the listing in the Volunteer Corner on page 4. ☹

SABA

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Ciclovia?

The Case of the Missing Bike Lane

See page 1

Thanks to Trailhead Clean Up Volunteers!

A shout out goes to SABA volunteers who braved the threat of rain on Saturday, Dec. 4 to help clean up the Sacramento Northern Trailhead. With their hard work the trailhead looks wonderful! Volunteer, Carol Greenwood, directed other volunteers and kept everyone working while Executive Director, Tricia Hedahl guarded the snacks from hungry cyclists. Also in attendance was Founding Executive Director, Walt Seifert and City of Sacramento Bike/Ped Coordinator, Ed Cox. ☺



The clean up in process, and fuel for volunteers – delivered by bike of course! Photos by Kevin Hedahl