



American River Parkway Preservation Society

Preserve, Protect, and Strengthen the American River Parkway

Our community's natural heart

American River Parkway Preservation Society

Annual Report

October 1, 2004- September 30, 2005

Mission

**Preserve, Protect, and Strengthen the American River Parkway,
Our Community's Natural Heart.**

Vision

**We want our Parkway, seven generations from now, to be a vibrant,
accessible, and serene sanctuary, nourishing and refreshing the spirit
of all who enter it.**

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AMERICAN RIVER PARKWAY PRESERVATION SOCIETY (ARPPS)

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Executive Summary

Our work during the past year accomplished two things: 1) brought the entire Parkway into advocacy by focusing on the Lower Reach, which has been ignored by other advocacy groups, and 2) developed the concept that helping the poor and distressed person does not have to be at the expense of a poor and distressed community, which, by allowing illegal camping by the homeless, it has been.

We shared with the community our belief that what happens in any part of the Parkway affects all of it, that it is a contiguous entity deserving of our complete care which embraces its entire reach.

We also shared our thoughts on the consequences of publicly allowing illegal camping:

- to the Parkway itself,
- to the community excluded from using it,
- to the homeless relegated to such dire conditions, and
- to the homeless advocacy programs forced to fight against the community in which they live for the community they support.

Our year-long focus on the Lower Reach resulted in a report that begins to address these issues, provides some policy concepts for public discussion, and moves us closer to a community-wide embrace of Parkway protection and safe access.

As a policy development organization, our work consists in communicating ideas through available formats, and as this report will show, we have done that. Utilizing community forums, posting to the Parkway blog, sending open letters to public leaders and editors of local media, and e-letters to membership and community leaders, facilitating group discussion around important issues, and the publication of public reports, we hope to enrich public dialogue seeking a comprehensive solution to the problems all agree burden the Parkway; funding, management, and preservation.

Introduction

About the American River Parkway Preservation Society (ARPPS)

The American River Parkway Preservation Society is a 501 (c) (3) nonprofit corporation founded in 2003. The Society's role is to help inform public policy regarding the American River Parkway through the exploration and development of such concepts as:

- providing Parkway management through a nonprofit conservancy,
- developing a financial endowment for funding support, and
- creating a National Heritage Area encompassing the Parkway.

We published our first conceptual and policy primer report in September of 2005, focusing on the Lower Reach of the Parkway where crime and illegal camping have virtually destroyed the ability of the adjacent community to use their part of the Parkway.

Stimulating thinking about public policy is central to our approach and we will sustain a continued argument about the future of the Parkway in a thoughtful and scholarly manner.

The Society's collaborative programs of luncheon forums, public presentations, membership meetings, and publications are designed to reach a broad and diverse audience.

Our work is focused on five critical issues, addressing each through public education congruent with our guiding principles:

1) Developing effective management with an ability to secure adequate funding for public safety, ongoing maintenance, facility repair, invasive

plant management, and restore the beauty and safety once fully enjoyed in the sanctuary of the Parkway.

Our Approach: Years of ineffective management and deferred maintenance have deeply damaged the Parkway and without the development of alternative funding and management structures, it will continue to deteriorate. We propose management by a nonprofit conservancy, building an endowment fund for supplementary funding, and creating a National Heritage Area embracing the Parkway, acknowledging its national importance while attracting greater funding and oversight.

Our Guiding Principle: Preserving the Parkway is not an option, it's a necessity.

2) Relieving the continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development; all of which hurts the salmon, other habitat and aquatic life, and ultimately our enjoyment of the Parkway experience.

Our Approach: The Sacramento region is becoming one of the most desirable places to live in the country, recently topping *Fast Company* magazine's list of the 15 most creative cities in the nation, (November 2005: Issue 100), so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth and more pressure on the optimal water conditions the American River salmon need to thrive. We will develop and advocate policies to improve water supply and quality.

Our Guiding Principle: What's good for the salmon is good for the river.

3) Restoring the Lower Reach of the Parkway from the habitat devastation, fires, and pollution caused by widespread illegal camping by

the homeless; and helping restore a sense of dignity and responsibility within the homeless community.

Our Approach: The dignity of the human person, including the poor and distressed, must always be respected, as also must the dignity of the poor and distressed community. We have collaborated with homeless advocacy organizations, local government, businesses, chambers of commerce, and neighborhood associations to develop a plan providing Parkway maintenance jobs for the homeless. We have authored a report (www.arpps.org/news) on the Lower Reach of the Parkway describing policy options to restore the Parkway for the adjacent communities who have been unable to use it for the past several years.

Our Guiding Principle: Social and environmental justice call us to help the poor and distressed person and the poor and distressed community.

4) Bringing the community into a deeper understanding of the great value of the view space of the Parkway and how deeply destructive encroaching into the commons, by development, can be to the Parkway experience.

Our Approach: Given the stunning beauty of the Parkway, it is no wonder people want to build along its edges, even though their homes may visually intrude on the sanctuary of the commons, destroying the sense of being embraced by nature that is the essential Parkway experience. We will work to ensure that restrictions against visually intrusive construction, that are clear and irrevocable, are implemented and embraced.

Our Guiding Principle: If it can be seen from the Parkway, it shouldn't be built along the Parkway.

5) Encouraging the inclusion of responsible usage by new Parkway user groups congruent with the spirit upon which public ownership of a natural resource is predicated.

Our Approach: The Parkway belongs to all of us. It is a community resource. Parkway management plans should contain no absolute restrictions on user activity, rather a process of study and decision-making. There are a variety of new usages that should be under consideration to become part of the Parkway experience, including full access for the disabled, an expanded network of picnic and sitting places, musical concerts, holiday celebrations, off-leash dog walking, mountain biking, inline skating, and additional nature centers.

Our Guiding Principle: Regarding new parkway usages, inclusion should be the operating principle rather than exclusion.

Community Forums & Outreach

Salmon Festival: October 2004

ARPPS sponsored an informational table at the 2004 Salmon Festival with board members manning the table through the festival.

The information we provided were membership brochures, a special issue of the newsletter, and organizational overviews.

Community Parkway Forum: January 20, 2005

ARPPS was involved in the planning and presentation of a community forum on illegal camping in the Lower reach of the Parkway, held at the North Sacramento Chamber of Commerce on January 20, 2005.

The forum attracted approximately 50 people from the area, business owners and residents, and was also attended by representatives from Sacramento County Parks and representatives from other community organizations.

Comments Submitted to the Parkway Stakeholder Summit on February 26, 2005

There was an article in the Bee this past Friday, *Permanent funding remains elusive for river parkway*, by Walt Wiley, that, once again brings attention to the still untold story of how ineffective management and elusive public leadership have brought our community's greatest public natural resource to such a sad state.

Public leadership for the Parkway still remains elusive, and I applaud the efforts of the Coalition to continue as part of the emerging conversation about how to solve the problems we have gotten ourselves into regarding the Parkway.

The founding visionary thinking, strategic community initiative, and sound management, accompanying the beginning years of our Parkway is rightly praised, but since those early halcyon days, all three have been elusive.

While other regions of the country are using Joint Powers Authority's (JPA), nonprofit conservancies, and endowments to govern, manage, and fund their natural heritage, Sacramento appears to be allowing theirs to fall into ruin.

Raising taxes, the solution your group seems to be coalescing around through the plan being discussed in the aforementioned article, apart from increasing pressure on already over-burdened tax payers, is a poor funding option, and still doesn't address the essential problem the Parkway has, which is the lack of dedicated funding and effective management

Raising taxes puts the money into a regional park pot, but still fails fulfilling the very necessary goal of providing separate and dedicated funding exclusively for the American River Parkway, and really does not even address management.

Using models operating throughout the country, the Parkway could be governed by a JPA, consisting of the government entities of Sacramento County, the City of Sacramento, and Rancho Cordova.

Management could be contracted out to a public nonprofit conservancy, which would be a public benefit 501 c (3) nonprofit corporation, subject to public oversight, but more responsive and capable of effective daily management, as well as possessing the tax exemption and community accountability necessary for endowment building.

Through a JPA, if Sacramento County can continue paying \$4 million annually, with Sacramento and Rancho Cordova contributing \$1.5 million each, that will more than meet the current needed maintenance requirements, exceeding what is now available solely through the County.

The conservancy, under contract to the JPA, could then contract with local fund raising counsel to build an endowment of \$25 million, which could produce income to improve the Parkway while the JPA continues to provide funds to maintain it.

The Parkway, because of its national historic value, is also a candidate for designation as a National Heritage Area, which could free up federal funding and support during the endowment building period.

We would like to see this possible designation be called the *Rivers of Red Gold National Heritage Area* and would encourage your group to investigate the National Heritage Area program as it offers some interesting possibilities in relation to the Parkway.

Our strategy, which we consider a very viable and congruent array of ideas to move us forward, and one that does not include raising taxes, is available on our website, www.arpps.org.

Sacramento, meanwhile, continues seeking that elusive public leadership, and will continue to hope that your coalition can provide a thoughtful strategic direction for the community, one that relies on independent thinking, is generously collaborative with all public and private interests who play a role in building our community, and inclusive of all points of view.

Indian Heritage Center Presentation: August 18, 2005

The American River Parkway Preservation Society was a sponsor of the North Sacramento Chamber of Commerce, *Chamber Leadership Series* presentation on Thursday, August 18, 2005, by Walter Gray, Chief of the Cultural Services Division of California State Parks, about the site of the Indian Heritage Center approved for the North Sacramento area of the Parkway.

The American River Parkway Preservation Society was the only Parkway organization publicly supporting this site. The other Parkway organizations and County Parks opposed it.

It was a very informative session, and given that Walter Gray was the person largely responsible for the success of the Sacramento Railroad Museum, a lot of experience is being brought to the project.

He informed us that the new incoming chair of the Heritage Center Task Force will be current task force member Larry Myers, who as the long-time Executive Secretary of the State of California Native American Heritage Commission, will provide good leadership.

Homeless Parkway Job Training Project

ARPPS Homeless Job Training Project (AHJTP)

We facilitated a series of monthly meetings in 2005 with representatives from Loaves and Fishes, the North Sacramento Chamber of Commerce, Sacramento Employment Training Agency (SETA), Mutual Assistance Program, Downtown Partnership, Homelessness Board, and Wellsprings Women's Center, to develop a job training program for the homeless cleaning up the Parkway, based on the Ready, Willing, & Able model.

Here is the concept and the draft we came up with, which is now being considered by Councilmember Steve Cohn, and ultimately we hope, the City Council.

AHJTP Draft Concept

- A job training, job development, and business creation program involving the recent homeless, who receive training and full-time jobs cleaning up the Lower American River Parkway, encompassing the Discovery Park, Woodlake Reach and Cal Expo area, eventually expanding to the Del Paso Boulevard area of North Sacramento, the Downtown area and the Capital Station District of Sacramento.
- The first-year pilot project, focusing on the lower American River Parkway will consist of three two-person crews, working under one supervisor, using large push buckets or carts, and brooms, rakes, shovels, etc, loading refuse into a truck for hauling while separating recyclable material for redemption.
- The program will move to the Del Paso Boulevard Area in the second year (six two-person crews and two supervisors), and
- Downtown and Capital Station area in the third year (twelve two-person crews and four supervisors).

AHJTP Draft Funding Concept

- The program will seek, after the first subsidized year, paying contracts with local business and government agencies, with the eventual goal of it becoming a private enterprise owned and operated by the formerly homeless.

AHJTP Draft Program Components:

- **Administration:** Financial, taxes, payroll, insurance, contracts
- **Program:** Intake, Assessment, Career Planning, Education/Vocational
- **Employment:** Job training, supervision, work supplies, equipment (6 full time (40 hours a week M-F) jobs at \$7.50 an hour I full time supervisory job at \$10.50 an hour

AHJTP Meeting Participants:

- **David H. Lukenbill**, Founding President, ARPPS
 - **Deborah Baron**, Executive Director, ARPPS
 - **Tim Brown**, Executive Director, Loaves & Fishes
 - **Franklin Burris**, President, North Sacramento Chamber of Commerce
 - **Dana Christy**, Clean & Sober, Loaves & Fishes
 - **Deborah Dunham**, Development Director, Wellspring Women's Center
 - **Kathy Kossick**, Executive Director, SETA
 - **Ryan Loofbourrow**, Downtown Partnership
 - **Paula Lomazzi**, Homelessness Board
 - **Robin Purdy**, SETA
 - **William Walker**, Workforce Development Manager, SETA
 - **Carolyn Washington**, Mutual Assistance Program
-

Lower Reach Report: Executive Summary

THE AMERICAN RIVER PARKWAY LOWER REACH AREA: A CORRODED CROWN JEWEL; RESTORING THE LUSTER

A Public Report from the American River Parkway Preservation Society:

September 25, 2005

Executive Summary

Background

The adjacent communities of the Lower Reach of the American River Parkway have been asking the Department of Regional Parks, Recreation and Open Space, County of Sacramento (County Parks) and Parkway advocacy organizations for help with the problems associated with illegal camping by the homeless for years, with virtually no response.

Planning for the formation of the American River Parkway Preservation Society (ARPPS) began in 2002 by a group aware of the growing problems facing the Parkway and in September of 2003 ARPPS was incorporated as a 501 c (3) nonprofit corporation.

ARPPS, understanding that the degradation of the Lower Reach affects the entire Parkway, addressed the issue in its founding guiding principles.

The Problem

The American River Parkway has long suffered from:

- ineffective management,
- lack of dedicated funding,
- degradation of natural resources, and,
- erosion of public safety.

The Strategy

The Lower Reach, representing the most visible evidence of these problems on the Parkway, is the focus of our report.

Our first guiding principle is: “Preserving the Parkway is not an option, it’s a necessity.”

Will Rogers, the President of the Trust for Public Lands said:

“The emergence of America as an urban nation was anticipated by Fredrick Law Olmstead and other 19th century park visionaries, who gave us New York’s Central Park, San Francisco’s Golden Gate Park, and similar grand parks in cities across the nation. They were gardeners and designers—but also preachers for the power of parks, fired from within by the understanding that they were shaping the quality of American Lives for generations to come.

In the view of these park visionaries, parks were not “amenities.” They were necessities, providing recreation, inspiration, and essential respite from the city’s blare and bustle. And the visionaries were particularly concerned that parks be available to all of a city’s residents—especially those who did not have the resources to escape to the countryside.” *Why America Needs More City Parks and Open Space: Parks for People (2003) Will Rogers, President, Trust for Public Lands.*

The optimal strategy for our Parkway to be managed in this spirit is:

The Solution

- Management by a nonprofit 501 c (3) organization, the American River Parkway Conservancy, whose sole mission would be preserving, protecting, and strengthening the Parkway.

This will create management of singular purpose and the dedication public necessity demands, with the primary responsibility being public safety.

Public Safety Strategy

Though homelessness is presented as the issue underlying illegal camping and that perception will be addressed, the primary issue for the community suffering the effects of illegal camping is public safety.

- Greatly enlarge ranger patrols, use horse mounted patrols, and establish a public crime reporting website.
- Institute a safety with compassion program to address the chronic homeless and service resistant illegal campers in the Lower Reach.

(The full report is on our website, www.arpps.org)

Communication & Public Education

As a policy development organization, communication and public education is one of our core functions, and we approach it with all of the avenues currently available to us, including:

- **Parkway Blog:** The blog is posted to every weekday, except for holidays, and provides an archive of current news related to some aspect of the Parkway, scholarly reports from peer-reviewed publications, and information from organizations addressing issues related to those of the Parkway.

The Parkway Blog can be accessed at <http://parkwayblog.blogspot.com/>.

- **Published letters to the editor:** We write to the editors of the local media regularly, and those letters which have been published the past year are included in this section, in chronological order, with open letters to public leadership.
 - **Open letters to public leadership:** We send open letters to public leadership regarding issues related to the Parkway and those we have sent the past year are included in this section, in chronological order, with letters to the editor.
 - **E-Letters:** We send e-letters to our membership, advisory groups, and community leaders, on a regular basis and those which we have sent this past year, in chronological order, are included in the Appendix.
-

October 2, 2004

Letter to the Editor, Sacramento Bee

Re: Article, 10/2/04: *Indian museum panel chooses parkway.*

Dear Editor:

The choice of the Parkway site by the California Indian Cultural Center and Museum Task Force (CICCM), as the location for the California Indian Heritage Center and Museum, is a wise and wonderful choice, and one all knowledgeable Parkway stakeholders should applaud and support wholeheartedly.

This is the area of at least three historic Nisenan villages, *Pujune* (the largest), *Momol* and *Yamanepu*, and is also a glorious, and long overdue, physical return of the Indian people to the Parkway, from which they have never been separated spiritually.

It will have a tremendous economic and cultural benefit to the entire region and particularly the North Sacramento area of the Parkway, traditionally forgotten about when resources are distributed, and currently suffering great deterioration.

It cannot be seen as a 'development', as some have said, in the sense that the Parkway Plan envisions, but is more appropriately compared to the Effie Yeaw Nature Center in Carmichael, only much larger.

If the national Indian Museum just opened in Washington D.C. is any guide, we are in for a truly beautiful Museum that will bring admiration and attention to our community and embody the founding spirit of the Parkway.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

Cc: ARPPS Board & Membership

October 12, 2004

OPEN LETTER TO THE BUSINESS CHAMBERS IN THE PARKWAY COMMUNITY

The American River Parkway, one of the strongest economic engines in our community, which “generates an estimated \$259,034,030 in annual economic activity in the local economy” *, is in deep trouble and you can help us preserve, protect and strengthen it.

As community leaders, you know how important it is to care for our greatest outdoor recreational resource and why the Parkway is a major contributor to the quality of life we enjoy in our river communities. It is part of why people want to live here and why business is strong here.

Last year the Parkway was almost closed, and while many can argue about the reasons, the bottom line is that we need effective management of this precious community resource, and perpetual funding that doesn't come from increased taxes. To help make this happen, we need community leadership.

Our organization believes much of that leadership can come from business, and we want to invite your chamber to consider establishing a Parkway Task Force, modeled on what has been done by the North Sacramento Chamber, to provide leadership with strategic information about the Parkway.

As a member of your chamber, we would help with this process, by either chairing the committee or serving as a member.

Our strategy to protect the Parkway, available on our website, www.arpps.org calls for the creation of a National Heritage Area, modeled after the Rivers of Steel National Heritage Area www.riversofsteel.com in Pennsylvania, independent management by a nonprofit conservancy modeled after the Central Park Conservancy, www.centralparknyc.org, creation of an financial endowment to provide perpetual funding, additional water storage on the American River Watershed to protect the salmon, work to ensure visual intrusion by development on the Parkway is prohibited, and the existing laws against illegal camping are enforced.

With your help we can preserve the American River Parkway, develop effective management and a stable funding source, for as long as the river runs through it.

* *American River Parkway: Financial Needs Study* by the Dangermond Group, July 2000)

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

Cc: Matt Mahood, Metro Chamber; Joe Gagliardi, Folsom Chamber; Rex Albright, Rancho Cordova Chamber; Heidi Jones, East Sacramento Chamber; Franklin Burris, North Sacramento Chamber; ARPPS Board & Membership.

November 15, 2004

**AN OPEN LETTER TO THE BOARD OF THE AMERICAN RIVER AND SACRAMENTO VALLEY
CONSERVANCIES**

The American River Parkway, a vital part of one of the most treasured and historic natural resource areas in the country, the American River Watershed, is under attack.

It is being attacked by bad management, a lack of funding, and no coherent vision that will preserve, protect, and strengthen this vital public resource in perpetuity.

As the leadership of important local conservancies, you are, either collaboratively or singularly, in a position to be of major help in averting this emerging public tragedy.

A key part of our strategy, available on our website, www.arpps.org, is the development of a daily management capability by an existing nonprofit conservancy, to provide the focused and deliberate management needed by this national resource. We envision management buttressed by a permanent financial endowment, operating within the boundaries of the Rivers of Red Gold National Heritage Area, and with funding support from a Joint Powers Authority (JPA). A JPA is already being discussed by local government leaders.

You represent mature conservancy leadership in the region, and for your organization to consider the possibility of becoming the managing entity of the Parkway in a new alignment of resources, governance, funding, and management, would be performing a great public service for the regional communities that have been watching in horror as the Parkway slowly disintegrates, almost closing this past spring.

Your organization has shown, in its work over many years, that you have the potential resources, vision and commitment to play an ever larger role in the preservation, protection and strengthening of our most precious natural resource.

This is obviously a very long term project, and we have just begun our part, which is to research solutions, and identify those leaders within the community able to play a role in this work, and invite you to consider a larger role for your organization.

I would be delighted to meet with you to discuss this further.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

Cc: Alan Ehrgott, Executive Director, American River Conservancy, Aimee Rutledge, Executive Director, Sacramento Valley Conservancy, ARPPS Board & Membership

November 23, 2004

Mayor Heather Fargo
City of Sacramento
730 "I" Street
Sacramento, CA 95814

Dear Mayor Fargo:

Your talk to the North Sacramento Chamber in October was enjoyable and informative. I deeply appreciated your response to my question, asking for your thoughts on a Joint Power Authority for the American River Parkway, that you believed in that approach and were working in that direction.

This is a priceless national resource whose survival is threatened and we look to public leadership for visionary action.

Our organization was founded to educate the community, provide advocacy and strategic input for public leadership to preserve, protect and strengthen the Parkway.

Our strategy (available on our website www.arpps.org) calls for collaboration with the National Park Service through designation of the Parkway as the *Rivers of Red Gold* National Heritage Area, modeled after the *Rivers of Steel* National Heritage Area in Pennsylvania, management by a local nonprofit conservancy modeled after the *Central Park Conservancy* in New York, and core operating funding provided through an endowment raised by a capital campaign.

As the most significant government leader within the Parkway community, and with your deep knowledge of public resources, we applaud your emerging leadership around this vital issue and look forward to hearing more about your vision for the Parkway, our community's natural heart.

Sincerely,
David H. Lukenbill
David H. Lukenbill

Cc; ARPPS Board of Directors

November 28, 2004

Letter to the Editor, Sacramento Bee

Re: Article, 11/28/04: *Cosumnes crown jewel: Private trusts step in to save key wildlands.*

Dear Editor:

The good that can come from a conservancy being involved in public land preservation and management is significant and needs further community discussion.

Can a conservancy provide better management of a public resource than local government? It depends, among other things, on how well the local government has been managing it.

Our strategy is to see the American River Parkway managed by a conservancy, while leaving land ownership in the hands of local government.

In conjunction with other aspects of our strategy, available at www.arpps.org, conservancy management of the parkway will bring it the focus and care it has lacked for years, shockingly evident in its threatened closure earlier this year.

The article also noted the difficulty of raising funds for conservancy operational expenses. Our strategy would bring in local capital campaign professionals to help build an endowment for that purpose. It will be difficult, as are most good things we strive for in life, but you do it because it is worth it.

We are confident that public leadership will embrace an effective and comprehensive strategy to preserve, protect and strengthen the American River Parkway in perpetuity, and help the good folks working to do the same along the Cosumnes.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

Cc: ARPPS Board & Membership

December 9, 2004

OPEN LETTER TO LEADING FUND RAISING COUNSEL FIRMS

Your good work as fund raising leaders, has given wing to the spirit of philanthropy, deepened community compassion, and awakened other great good works.

Preserving, protecting, and strengthening the American River Parkway is a great good work and is the founding mission of the American River Parkway Preservation Society (ARPPS).

The Parkway is severely and seriously challenged. Earlier this year, closure was threatened and barely averted.

We have developed a strategy, involving fund raising counsel firms, which is built upon ARPPS's five guiding principles and encompasses several actions:

(1) Preserving the Parkway is not an option, it's a necessity. a) Build a permanent financial endowment for perpetual Parkway funding support. b) Creation of the American River Parkway as the *Rivers of Red Gold* National Heritage Area, a program of the National Parks Service, where the land remains in local ownership and management is provided by a local nonprofit conservancy.

(2) What's good for the salmon is good for the river. a) Increase the water storage capacity of the American River Watershed, providing cooling waters and increasing or decreasing flow when needed for optimal spawning conditions.

(3) Regarding the illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person, and the poor and distressed community. a) Ensure public safety for Parkway users in one of Sacramento's poorest communities and compassion for the homeless, are equally assumed by Parkway management, homeless and parkway advocacy organizations, and local government.

(4) If it can be seen from the Parkway, it shouldn't be built along the Parkway. a) Ensure visual intrusion by new development is absolutely prohibited forever, with no mitigation.

(5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion. a) Ensure local public ownership and local conservancy management, operate under the guiding principle that the Parkway belongs to all of the people, who have an inalienable right to recreate within the commons.

This is a strategy for the future (see our website www.arpps.org for the complete strategy), but for the present, we support the creation of a Joint Powers Authority to help the Parkway, as the Sacramento Bee has called for and which local government leadership is now working on.

If this resonates with your vision of the Parkway, in the future, when funds become available to enlist your services, you will hopefully respond to that vision.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President, American River Parkway Preservation Society

Cc: Charles Ansbach, Ansbach & Associates; Rose Lester, Lester Consulting Group; William Schopfer, Fund Development Associates

February 20, 2005

Letter to the Editor, Sacramento Bee

RE: Permanent funding remains elusive for river parkway, by Walt Wiley, February 18, 2005

Public leadership for the Parkway also remains elusive:

The article once again brings attention to the untold story of how ineffective management and elusive public leadership have brought our community's greatest public natural resource to such a sad state.

The founding visionary thinking, strategic community initiative, and sound management, accompanying the beginning years of our Parkway is rightly praised, but since then, all three have been elusive.

While other regions of the country are using Joint Powers Authority's (JPA), nonprofit conservancies, and endowments to govern, manage, and fund their natural heritage, Sacramento appears to be allowing theirs to fall into ruin.

Raising taxes, apart from increasing pressure on already over-burdened tax payers, is a poor option, and doesn't address the essential problem the Parkway has, which is the lack of dedicated funding and effective management.

Raising taxes, though the plan being discussed, puts the money into a regional park pot, but still fails the needed goal of separate and dedicated funding exclusively for the American River Parkway.

Using models operating throughout the country, the Parkway could be governed by a JPA of Sacramento County, the City of Sacramento, and Rancho Cordova. Management could be contracted out to a public nonprofit conservancy, which would be a public benefit 501 c (3) nonprofit corporation, subject to public oversight, but more responsive and capable of effective daily management, as well as the tax exemption and community accountability necessary for endowment building.

Through a JPA, if Sacramento County can continue paying \$4 million annually, with Sacramento and Rancho Cordova contributing \$1.5 million each, that will meet the current needed maintenance needs, exceeding what is now available, while the conservancy contracts with local fund raising counsel to build an endowment of \$25 million, which could produce income to improve the Parkway while the JPA funds maintain it.

The Parkway, because of its national historic value, is also a candidate for designation as a National Heritage Area, which could free up federal funding and support during the endowment building period.

A viable strategy, that does not include raising taxes, is available on our website, www.arpps.org.

Sacramento, meanwhile, continues seeking that elusive public leadership.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

June 7, 2005

OPEN LETTER TO PUBLIC LEADERSHIP CONCERNED ABOUT THE PARKWAY

The American River Parkway, a national historic treasure, vital regional recreational area, and one of the strongest economic engines in our community, which “generates an estimated \$259,034,030 in annual economic activity in the local economy” *, is in deep trouble and you can help us preserve, protect and strengthen it.

You know how important it is to care for our greatest outdoor recreational resource and why the Parkway is a major contributor to the quality of life we enjoy in our river communities and why it is a large part of why people want to live here.

Last year it was almost closed, shocking the region, reminding us that the Parkway is of national importance, needs dedicated funding and effective management to ensure its legacy as a historical, recreational, and open space resource.

The ability to accomplish that will come largely from visionary political leadership and we want to encourage you to become part of that process.

Our strategy to protect the Parkway, available on our website www.arpps.org , calls for the creation of a National Heritage Area, independent management by a nonprofit conservancy, and creation of an financial endowment to provide supplemental funding, additional water storage on the American River Watershed to protect the salmon, regulations to prohibit visual intrusion by development, and public safety and community access strengthened.

We have also enclosed a membership application and return envelope and would encourage you to support our vision through your membership.

With your help we can preserve, protect, and strengthen the American River Parkway for as long as the river runs through it.

- *American River Parkway: Financial Needs Study* by the Dangermond Group, July 2000)

Sincerely,

Deborah Baron
Deborah Baron
Executive Director

David H. Lukenbill
David H. Lukenbill
Founding President

Michael Rushford
Michael Rushford
President

Cc: enclosed list

Public Leadership Letter Recipients

Barbara Boxer, Senate
Dianne Feinstein, Senate
John T. Doolittle, Congress
Dan Lungren, Congress
Doris Matsui, Congress
Richard Pombo, Congress
Governor Arnold Schwarznegger
State Senator Dave Cox
State Senator Deborah Ortiz
Dave Jones, State Assembly
Tim Leslie, State Assembly
Roger Niello, State Assembly
Darrell Steinberg , State Assembly
Mayor Heather Fargo, City of Sacramento
Ray Tretheway, City Council, City of Sacramento
Sandy Sheedy, City Council, City of Sacramento
Steve Cohn, City Council, City of Sacramento
Rob King Fong, City Council, City of Sacramento
Lauren Hammond, City Council, City of Sacramento
Kevin McCarty, City Council, City of Sacramento
Robbie Waters, City Council, City of Sacramento
Bonnie Pannell, City Council, City of Sacramento
Robert P. Thomas, City Manager, Sacramento
Illa Collin
Board of Supervisors, Sacramento County
Roger Dickinson
Board of Supervisors, Sacramento County

Susan Peters
Board of Supervisors, Sacramento County
Roberta MacGlashan.
Board of Supervisors. Sacramento County
Don Nottoli
Board of Supervisors. Sacramento County
Terri Schutten, Sacramento County Executive
Mayor Ken Cooley
City of Rancho Cordova
Vice Mayor Robert McGarvey
Rancho Cordova
Linda Budge, Council Member
City of Rancho Cordova
David Sander, Council Member
City of Rancho Cordova
Dan Skoglund, Council Member
City of Rancho Cordova
Ted A. Gaebler, City Manager
Rancho Cordova

January 13, 2005

Letter to the Editor, Sacramento Bee

Re: Article, 1/13/05: *Bombs found at Auburn building site* & Letter, 1/13/05, *Flexing developer muscle*

Dear Editor:

The harmonic convergence of the article and letter (same day, same section, same subject) reveal cause and effect of an attitude more often destructive of community than constructive.

Developers and the other professions involved in the business of building and structuring the communities we live in are not evil criminals [as the letter writer referred to them] whose work justifies bombing.

They are valuable community partners and particularly should be so to organizations claiming to represent the natural part of our community within which the human-made part exists and grows.

All of us involved in the building of community make mistakes and hopefully we learn from those to become better at creating the communities that enrich us all.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

Cc: ARPPS Board & Membership

April 12, 2005

Letter to the Editor, Sacramento Bee

Re: City, county look for ways to stop trashing of parkway: Attempts to stop camping by the homeless haven't worked. March 31, 2005

The framing of the issue, by your writer and the people interviewed, reveals in stunning clarity why North Sacramento has almost given up on public leadership ever responding to this issue.

Comments like, "enforcement is not solving the problem", "Where do we put them?" "People are going to be displaced from the Parkway" "They need housing"; all lead to the obvious conclusion that it is merely a housing problem and there is nothing that can be done.

Stopping illegally camping on the Parkway and restoring the community of North Sacramento's right to enjoy their Parkway in safety can be done in a compassionate way. Helping restore the homeless to a productive way of life and modeling community respect for law-abiding behavior need not be mutually exclusive.

Other communities have found ways to deal with this problem in a compassionate way and we look forward to the day our public leaders arise from their long-slumbering denial on this issue by following their example.

Our Parkway is certainly no 'crown jewel' as long as this situation is allowed to continue.

Sincerely,

David H. Lukenbill

David H. Lukenbill, President

American River Parkway Preservation Society

**AMERICAN RIVER PARKWAY PRESERVATION SOCIETY
FINANCIAL STATEMENT**

October 1 2004 to September 30, 2005

Public Support & Revenue-All Sources

1. Contributions.....	\$5,027.00
2. Special Events.....	\$10,876.00
3. Legacies & Bequests.....	\$0
4. Fees & Grants From Gov. Agencies.....	\$0
5. Membership Dues.....	\$4,400.00
6. Program Service Fees Net Incidental Revenue.....	\$0
7. Sales of Materials.....	\$0
8. Investment Income.....	\$0
9. Miscellaneous Revenue	\$0
10. TOTAL SUPPORT REVENUE (Add 1-9).....	\$20,303.00

Expenses

11. Salaries.....	\$0
12. Employee Benefits.....	\$0
13. Payroll Taxes.....	\$0
14. Professional Fees.....	\$ 9,535.86
15. Insurance.....	\$0
16. Supplies.....	\$ 200.78
17. Telephone.... Donated by President	\$0
18. Postage & Shipping.....	\$ 921.48
19. Occupancy.... Office Space Donated by President	\$0
20. Rental & Maintenance of Equipment Equipment use donated by President	\$100.00
21. Printing & Publications.....	\$1,392.40
22. Travel..... Travel Expenses donated by President	\$0
23. Conferences, Conventions & Meetings.....	\$ 4,881.95
24. Specific Assistance to Individuals.....	\$0
25. Membership Dues.....	\$ 240.50
26. Awards & Grants.....	\$186.73
27. Miscellaneous.....	\$0
28. TOTAL EXPENSES (Add 11-27).....	\$17,459.70
29. Board Designations for Future Specifics.....	\$0
30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29).....	\$17,459.70
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS.....	\$0
32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS (30-31).....	\$17,459.70
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32).....	\$2,905.78
34. Depreciation of Buildings & Equipment.....	\$0
35. Major Property & Equipment Acquisitions.....	\$0

**AMERICAN RIVER PARKWAY PRESERVATION SOCIETY
BUDGET NARRATIVE**

Public Support & Revenue – All Sources

1. Contributions: \$5,027.00 **(24.76% of revenue)**
 - Individual donations. \$343.00 (1.69% of revenue)
 - In-Kind. \$4,684.00 (23.07% of revenue)
2. Special Events: \$10,876.00 **(53.57% of revenue)**
 - Fall for the Parkway 2005
3. Legacies & Bequests: \$0
4. Fees & Grants from Government Agencies: \$0
5. Membership Dues: \$4,400.00 **(21.67% of revenue)**
6. Program Service Fees Net Incidental Income: \$0
7. Sales of Materials: \$0
8. Investment Income: \$0
9. Miscellaneous Revenue: \$0
- 10. Total Support Revenue: \$20,303.00**

Expenses

- 11. Salaries: Total \$0**
- 12. Employee Benefits: Total \$0**
- 13. Payroll Taxes: Total \$0**
14. Professional Fees: Accountant (\$193.26), Capacity Building Consultant (\$8,900), Website Maintenance (\$266.00), **Total \$9,359.26 (46.10% of revenue)**
- 15. Insurance: Total \$0**
- 16. Supplies: Total \$200.78 (.99% of revenue)**
- 17. Telephone: Donated by Consultant (valued at \$124 annually, \$20 monthly) Total \$0**
18. Postage & Shipping: 2,300 @ .37 stamps and 100 @ .23 stamps, for mailing of newsletters, invitations to event, and membership development mailings, **Total \$921.48 (4.54% of revenue)**
19. Occupancy: Home office space donated by Consultant, (Valued at \$2,400 annually, 200 sq. ft @ \$1.00 per sq ft. monthly) **Total \$0**
20. Rental & Maintenance of Equipment: Use of Equipment donated by Consultant (valued at \$1,200 annually, \$100 monthly rent) **Total \$0,**
21. Printing & Publications: Envelopes, stationary, photo copying, document copying, books, **Total \$1,392.40 (6.86% of revenue)**
22. Travel: Donated by Consultant, (valued at \$960 annually, .40 a mile @ 200 miles a month) **Total \$0**
23. Conferences, Conventions & Meetings: Lunch Board Meetings, Annual Event, Chamber Meetings, **Total \$4,881.95 (24.05% of revenue)**
24. Specific Assistance to Individuals: **Total \$0**
25. Membership Dues: Am. Soc. Public Admin (\$115.50) North Sacramento Chamber of Commerce (\$70), Sec of State (\$20), Franchise Tax Board (\$35): **Total \$240.50 (1.18% of revenue)**
26. Awards & Grants: Slobe Advocate Award to Franklin Burris, Awards by Kay Plaque: **Total \$186.73 (.92% of revenue)**
27. Miscellaneous: \$0
- 28. TOTAL EXPENSES (Add 11- 27) \$17,397.22 (85.69% of revenue)**
29. Board Designations for Future Specifics: \$0
- 30. TOTAL EXPENSES FOR BUDGET PERIOD FOR ALL ACTIVITIES (28+29): \$17,397.22**
31. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY RESTRICTED FUNDS: **\$0**
- 32. TOTAL EXPENSES FOR ACTIVITIES FINANCED BY UNRESTRICTED FUNDS \$17,397.22**
33. EXCESS (DEFICIT) OF TOTAL SUPPORT & REVENUE OVER EXPENSES (10-32) **\$2,905.78 (14.31% of revenue)**
34. Depreciation of Buildings & Equipment..
35. Major Property & Equipment Acquisitions:

American River Parkway Preservation Society Current Membership Status

FINANCIALLY SUPPORTING MEMBERS

The membership composed of students, individuals, families, businesses, nonprofit organizations, chambers of commerce, and foundations that provide financial support on a regular basis.

Subtotal **665 members**

HONORARY MEMBERS

Honorary memberships given to students, individuals, families, businesses, nonprofit organizations, chambers of commerce, and foundations that have provided extraordinary support to the organization.

Subtotal: **10 Members**

ADVISORY GROUP MEMBERS

The membership comprised of community members who have donated time and support working on one of several committees and/or advisory groups, or who are part of a community leadership group.

Subtotal: **56 members**

TOTAL MEMBERSHIP **731 members**

Strategic Plan Report June 2004- July 2005

Preserving the American River Parkway: For as long as the river runs through it.

Our strategy is also posted on our website. Our work in 2004-2005 in each area is noted under the Action Taken (2004-2005) headings throughout this report.

Introduction

The leadership in our community has a responsibility to reach above all of the recent confusion about the Parkway and create a vision that preserves, protects and strengthens this treasured resource in perpetuity.

This strategy is our contribution to that effort, and relies on using and adapting existing organizational and funding structures, which can:

- Provide permanent funding
- Provide effective management

Implementing this plan will not be easy, but we believe our public leaders can rise to the task of creatively assuming the responsibility vested in them by the public, and provide community leadership to preserve, protect, and strengthen this national treasure.

We, our children, and generations yet to come, are counting on them to do exactly that.

Strategic Summary

The American River Parkway is the most valuable natural resource in our community and one of the most valuable in the nation. To preserve it, building on the foundation of our five guiding principles, we propose the following:

(1) Preserving the Parkway is not an option, it's a necessity.

- Work to ensure a long-term funding goal of building a permanent financial endowment for perpetual Parkway funding support.

Action Taken (2004-2005): William Schopfer, President of Fund Development Associates, *Fund Raising Counsel to Not-For-Profit Organizations*, has generously agreed to chair our

Endowment Advisory Group. He will be available to provide advice and professional guidance during the planning and implementation of an endowment building plan.

- Work to ensure the creation of the American River Parkway as the *Rivers of Red Gold* National Heritage Area, a program of the National Parks Service, but locally managed by a nonprofit conservancy.

Action Taken (2004-2005): Open letter to 35 political leaders, at the federal, state and local level, who would provide the leadership needed to make this part of our strategy a reality, was mailed June 7, 2005.

National Heritage status, while allowing Parkway land ownership to remain as is, and allowing for a local conservancy to manage the Parkway, would ensure a federal funding stream [\$1 million annually for fifteen years, under new legislation] long enough to develop endowment funding, and provide additional benefits that national stature endows upon a natural resource.

- Work to ensure an existing [or create a new one] nonprofit conservancy assumes management of the Parkway, recruiting executive leadership with academic and experiential credentials in nonprofit administration and fund development, and embrace social enterprise fund raising strategies proven successful in other parks.

A local management conservancy can build a fund development strategy of committed local leadership and social entrepreneurship, through targeted capacity building of Parkway organizations and related social enterprise ventures compatible with the conservancy mission.

Action Taken (2004-2005): In a series of articles, letters to the editor, e-letters and newsletters, we have consistently raised the issue, educated the public about it by referring them to existing arrangements such as the Central Park Conservancy, and promoted the idea with community leadership.

(2) What's good for the salmon is good for the river.

- Work to ensure the availability of whatever amount of water is needed to ensure optimal flow and temperature for the salmon.

To provide optimal water temperature and water flow for the salmon, it is necessary to increase the water storage capacity of the American River Watershed, providing cooling waters and increasing or decreasing flow when needed. While the suggested increase of the water storage capacity of Folsom Dam will benefit the salmon, the community should be prepared to further increase water storage capacity, if needed. The increased pressure on the river, (primarily population-driven), will eventually destroy the river's capacity to provide the salmon the optimal conditions they need.

Action Taken (2004-2005): Other than mentioning this issue in general descriptions of our organization and in a couple of letters to the editor, we have done little on this, but plan to focus our efforts in 2006 on water supply from this perspective.

(3) Regarding illegal camping by the homeless in the North Sacramento area of the Parkway, social and environmental justice call upon us to help the poor and distressed person, and the poor and distressed community.

- Work to ensure all stakeholders realize public safety and compassion for the homeless, illegally camping in the Parkway in North Sacramento, should be equal responsibilities addressed by Parkway management, homeless advocacy organizations, and local government.

The public safety issue must be of equal concern to helping the homeless. Rapes, murders, beatings, assaults, and robberies occur regularly in the North Sacramento area of the Parkway, and many in the North Sacramento community are justifiably fearful about venturing into it. As a community, we can never give up on the vision that public compassion and public safety are compatible concepts.

Action Taken (2004-2005): Helped with three public forums: facilitated 2 with North Sacramento Chamber of Commerce, sponsored discussion on Indian Museum (legitimate use).

Action Taken (2004-2005): Facilitated series of meetings on the development of a homeless job training project, which city councilmember Steve Cohn has taken on as a project, and will be asking city staff to see what can come of it.

(4) If it can be seen from the Parkway, it shouldn't be built along the Parkway.

- Work to ensure visual intrusion by new development is absolutely prohibited forever, with no mitigation.

Private property owners are not to be faulted for wanting to build large homes or commercial buildings along the Parkway, as it offers some of the most beautiful development sites in our area. However, none of us wants to see the Parkway become Malibuized. Confusion about the building regulations, as now exists, encourages that type of development. National Heritage Area status and the accompanying elevation in oversight will begin to offer the type of protection from visual intrusion caused by new development that current, virtually unregulated, Parkway development is now threatening.

Action Taken (2004-2005): Other than mentioning this issue in a couple of letters to the editor and in e letters, we have not focused much on this issue during the past year, but will be our focus in 2007.

(5) Regarding new Parkway usages, inclusion should be the operating principle rather than exclusion.

- Work to ensure local public ownership and local conservancy management operate under the guiding principle that the Parkway belongs to all of the people, who have an inalienable right to recreate within the commons.

- Work to ensure there are designated seats on the Parkway conservancy management board of directors for organized recreational and sports users, as well as other organized stakeholders.

As a locally managed National Heritage Area, the management position regarding use of the Parkway will become more inclusive. We will encourage a local conservancy management structure that incorporates all stakeholders and brings organized, responsible users to the decision making process by creating designated seats on the conservancy board of directors. We all want to encourage responsible usage of the Parkway, as legitimate usage is the best antidote to illegitimate usage.

Action Taken (2004-2005): Offered support and encouragement to groups working to become an accepted user group, including SacDog Owners Group (to develop a policy of being able to walk dogs without leashes in a designated area) SAMBA (Sacramento Area Mountain Bike Association, who wants to build a trail for their use and which they will pay for and take care of, in the Parkway), California Indian Heritage Museum (who wants to build a Heritage Center in the Parkway in North Sacramento), Rancho Cordova Fourth of July Fireworks Celebration (who wanted the exercise some governance over the part of the Parkway in their city limits and have a fireworks display)

Implementation Summary

1) Build a critical mass of public support for creating the American River Parkway National Heritage Area with local management, endowed funding, and folding the five guiding principles of the Society into management's mission.

- **Society Leadership and Membership:** Through a continual campaign of informational mailings, public presentations, meetings, fund development, and ongoing community marketing, we will work to build a Society leadership team representative of the community, and a stable membership base of at least 5,000.

Action Taken (2004-2005): Approximately 3,000 pieces of mail have been delivered in the Parkway area community since September of 2003 along with 6 quarterly newsletters, 25 regular e letters to community Parkway leaders and ARPPS members, sponsorship of 2 public forums and several issue oriented meetings, 1 ongoing Parkway website and blogsite and one sponsored blogsite question at Prosper Magazine, and that has resulted in a current annual dues paying membership of 311. Along with membership and public education, there has been a continuous growth in board leadership, growing from three members to seven, the development of the endowment advisory group leadership, appointment of an executive director, Deborah Baron, and new board president, Michael Rushford, as well as ongoing relationships with community Parkway leaders.

Action Taken 2004-2005): Sent out open letter, on December 10, 2005, to three local fund raising counsels inviting them to assume a leadership role in discussing their possible involvement with endowment building for the Parkway in the future.. The response was positive from one of them, and William Schopfer, President of Fund Development Associates, has agreed to serve as the chair of the ARPPS Endowment Advisory Group.

2) Educate the relevant communities: business, religious, educational, public, nonprofit, and government, of the value of the strategy and ask for their help in implementing it.

- **Business Community:** Working with chambers of commerce within the Parkway community, we will work to establish a Parkway task force in each chamber, whose charge is to understand the national heritage value of the river and Parkway, as well as the contribution of a safe and accessible Parkway to the economic vitality of the region. Too few people know that the Parkway is an economic engine that “generates an estimated \$259,034,030 in annual economic activity in the local economy.” (2000 figures) We will also work to involve local business in the development and maintenance of additional Parkway nature centers, encouraging a local community building and co-creation process that will enhance responsible usage of the Parkway.

Action Taken (2004-2005): An open letter was sent to the business chambers of Folsom, Sacramento Metro, Rancho Cordova, North Sacramento, and East Sacramento, on October 12, 2004, asking them to consider establishing Parkway advisory committees to develop and report information concerning the Parkway to their boards, and positive relationships with North Sacramento (who already had an established Parkway committee which ARPPS consultant now chairs), Rancho Cordova, and Folsom were begun and are ongoing

- **Religious Community:** We will work with the interfaith pastoral leadership of the region’s religious communities to help create a pastoral letter on the value of the American River Parkway to our community and the nation, by embracing all ethnic and cultural groups whose history helped build our Parkway heritage and our spiritual and reflective life. As one model for this we would look to, *The Columbia River Watershed: Caring for Creation and the Common Good*, an International Pastoral Letter, by the Catholic Bishops in the United States and Canada.

Action Taken (2004-2005): An open letter was sent on September 7, 2004, to the Bishop of the Sacramento Catholic Diocese, Episcopal Diocese of Northern CA, Sierra Pacific Synod Evangelical Lutheran Church of America, California Nevada United Methodist Church, Executive Director of the California Catholic Conference, Director PICO California Project, asking them to consider creating a Bishop’s Pastoral Letter on the American River Watershed modeled after one completed by the Bishops in the Northwest on the Columbia River Watershed. The response was positive from the Sacramento Catholic Diocese and California Catholic Conference, and because the Fresno Diocese is currently exploring a similar project, we will consider folding in the positive response to our book project which has similar goals.

- **Educational Community:** The educational community will be encouraged to become involved in academic research enriching the National Heritage Area status and the importance of the Parkway to our region. As a National Heritage Area, the Parkway can become a major ground of environmental, biological, natural resource, park and greenway management research that will help grow the capability of the community to preserve this national resource.

No Action Taken (2004-2005):

- **Public Community:** Public forums will be encouraged to clarify the problems facing the Parkway, the advantages of creating a National Heritage Area under local management with endowed funding, and the strategy of implementation. The public, as the major supporter and user of the Parkway, needs continual information about the great treasure we have in our midst, and the increasing importance of preserving its natural and created beauty for future generations.

Action Taken (2004-2005): Two public forums were co-sponsored concerning public safety issues in the North Sacramento Parkway, ARPPS sponsored an informational table at the Salmon Festival in October of 2004, and extensive written comments were submitted to the Parkway Coalition Summit meeting of February 2005, as well as to ARPPS membership and Parkway Community Leaders.

- **Nonprofit Organizations:** Nonprofit organizations working to preserve regional history, and Parkway organizations, will be encouraged to join together to help create a National Heritage Area. We will provide capacity building resources about social enterprise concepts, strategic planning, fund development, board development, communications & marketing, the benefits of collaborative management, and how to become more closely aligned to the ongoing community needs and issues throughout the entire Parkway.

Action Taken (2004-2005): Extensive communication and outreach efforts were extended to other Parkway organizations, government entities, and other community groups working on Parkway issues, including American River Natural History Association (ARNHA), American River Parkway Foundation (ARPF), Save the American River Association (SARA), Friends of the River (FOR), Sacramento County Parks Commission, Sacramento County Planning, Sacramento County Parks Department, Lower American River Task Force (LARTF), American River Operations Working Group (AROG), Auburn Dam Council, SacDog Owners Group, Parkway Coalition, Sacramento Valley Conservancy, American River Parkway Funding Group, American River Conservancy, as well as many one-on-one and small group meetings with various other leaders and community groups.

Action Taken (2004-2005): Sent open letter to two nonprofit conservancies on November 15, 2004, asking them to consider whether they would provide management to the Parkway should that become an option in the future. There was no formal response to ARPPS, but the conservancies did discuss the issue with each other, sharing the results with ARPPS informally, and decided not to pursue it at this time.

- **Government:** Working with public leadership, we need to establish the case for creating the American River Parkway National Heritage Area, managed by a local non profit conservancy. Public leaders can help develop long-term funding for the Parkway, by working with community leadership to develop and build the capacity of conservancy management. Public officials will be encouraged to bring their leadership to the planning

process and support the designating of the American River Parkway as a National Heritage Area.

Action Taken (2004-2005): An open letter was sent, on May 25, 2005, to the political leadership of local cities (Sacramento, Rancho Cordova, and Folsom) Sacramento County, State Senators, State Assembly Members, and Federal Congressional Representatives and Senators, whose responsibility impinges on some area of the Parkway, advising them of our strategy about the creation of the River of Red Gold National Heritage Area, and asking them to consider supporting our work. There has been no response as of yet.

Review & Update

- This plan is scheduled to be reviewed and updated every five years.
-

In the Coming Year

Program Focus

Our primary program focus in 2005/2006 will be on water; congruent with our second critical issue:

2) Relieving the continuing pressure on the river, whether through flooding, illegal sewage discharge, or taking water for new development; all of which hurts the salmon, habitat and other aquatic life, and ultimately our enjoyment of the Parkway experience.

Our Approach: The Sacramento region is becoming one of the most desirable places to live in the country, recently topping *Fast Company* magazine's list of the 15 most creative cities in the nation, (November 2005: Issue 100), so it is not surprising that development continues at record levels. Each new city in our area brings new pressure for growth and more pressure on the optimal water conditions the American River salmon need to thrive. We will develop and advocate policies to improve river water supply and quality.

Our Guiding Principle: What's good for the salmon is good for the river.

The salmon are like the canary in the coal mine. Their health and continued survival is an indication of the health of the river and ultimately of us, as their ancient and founding presence in the waters of the west mark time as sure as the seasons. We need to ensure that they always have the optimal conditions, after due consideration of human needs, that we can provide for them.

We believe that the salmon's health provides far more than the obvious benefit, and over the next year we will be researching and developing a report on the water in which they should thrive, for presentation to our members in September of 2006.

Organizational Focus:

Now that we have completed two years of operations, it is time to begin seeking grant funding to build organizational membership to the stated goal of 5,000, the level needed to sustain the organization.

We will be asking for funds to develop and sustain a year-long membership drive incorporating direct mailing, advertisements in local media, public presentations, and academic conferences, with the aim of reaching our membership goal within the grant period.

Guardian Angels: ARPPS was one of the sponsors bringing Curtis Sliwa to Sacramento where he has begun a Guardian Angels chapter and this picture, by Bob Slobe, is of his first patrol on the Parkway's Lower Reach, 10/22/05. ARPPS, through our membership in the North Sacramento Chamber of Commerce, will continue to support this effort to restore public safety in the Lower Reach.



Conclusion

This has been a wonderful two years for our organization. We have grown, learned much, remain so very grateful for the continued support of the community, and feel deeply the obligation to discover answers to the problems of the Parkway and work to see them implemented.

This is a work always requiring a partnership, of the community who supports our work, of the public leadership who finds value in our work that can be adapted to public policy, and for our colleagues in the community also working to preserve, protect, and strengthen the Parkway.

The Sacramento region is a wonderful place to live, grow families and businesses, and see futures come into being.

Working together, we can ensure that the future of our Parkway is truly visionary, and fulfills the vision we have crafted and believe deeply in.

Vision

We want our Parkway, seven generations from now, to be a vibrant, accessible, and serene sanctuary, nourishing and refreshing the spirit of all who enter it.

APPENDIX

E-Letters

Letters sent electronically to members, advisory groups, and other community leaders.

E-Letter of November 15, 2004

Here is a guest comment published in the Sacramento News and Review this month by Marie Wilson, one of our board members, after a tour she took conducted by Bob Slobe, recipient of our first Parkway Advocate Award, for his dedicated work to clean up the North Sacramento Area of the Parkway, and after reading this, you can see the work still needing to be done.

David H. Lukenbill, President, American River Parkway Preservation Society

This article was printed from the Columns section of the *Sacramento News & Review*.
Printed on 11/15/2004 11:18:33 AM.

Guest Comment

Can't see the river for the trash

By Marie Wilson

My companion opened the door of the car to let his dog out. Immediately, someone began shouting expletives at us, and two dogs began snarling and growling in our direction. Several homeless people appeared to be permanently camped in the shade of the trees with nearby trash strewn everywhere.

That was my introduction to the "pristine" entry to the American River Parkway in North Sacramento. The definition of pristine is: "uncorrupted by civilization; free from soil or decay, fresh and clean."

Although the American River itself was clear, clean and quiet, the rest of the area, from the trail to the banks of the river, was anything but pristine. We walked on the trails for about two miles, during which time I saw one campsite after another. There were campfires, broken tree branches, piles of trash, shopping carts, human excrement, abandoned bicycles, a weed-cutter and a broken bike lock, plus three separate locations where fires had burned the brush and trees--in one instance, right down to the riverbank.

Conversely, I recently sat at the bank of the American River in Fair Oaks near the Capitola Bridge, where I felt safe and saw no signs of homeless campers, trash, etc.



Marie Wilson is active in the North Sacramento Chamber of Commerce and the American River Parkway Preservation Society

Why is one area of the river so well cared for and truly deserving of the description "pristine," while another area near the confluence of the American and Sacramento rivers, and at the beginning of the bike trail, is a disgrace? I would never return to an area overrun with trash and illegal campers and fraught with crime.

In the past two years, a number of crimes have occurred in that general area, including numerous robberies and rapes, and there was a homicide about two years ago. The offenders are rarely caught.

In the early 1980s, I lived in the Santa Cruz area, where a "no-tolerance zone" was established in the popular downtown Pacific Street Mall. In a recent conversation with Len LaBarth, city editor for the Santa Cruz paper, he said that the success of such a zone depends on enforcement. In Sacramento County, we have a law that says camping along the American River Parkway is illegal. Why do we have to wait for additional crimes to occur before such enforcement takes place?

E-Letter December 8, 2004

The conservancy concept, which we see as a viable management vehicle for the American River Parkway, has been in the forefront of national public space thinking for many years, including the folks at our National Mall.

Here is some information, from their website, <http://www.themallconservancy.org/info.html>

David H. Lukenbill, President, American River Parkway Preservation Society

THE NATIONAL MALL: THE NEXT 100 YEARS An Initiative for a Mall Conservancy January 2004

The Mall, now 100 years after the 1901-02 McMillan Plan and 200 years after the 1791 L'Enfant Plan, needs an updated vision and plan for the *next* 100 years. L'Enfant saw the Mall's vast public space and majestic vistas as symbolic of democracy and the optimistic spirit of the young nation. The McMillan Commission revitalized the L'Enfant concept and created an even more vivid expression of democracy. Yet, once again that vision is sorely in need of updating. This great symbol of our national culture and stage for civic gatherings and celebrations is increasingly threatened by overbuilding, restrictions on public use, and too many, often conflicting planning documents. The many claims made on this hallowed 2-mile expanse of green are eroding its purpose.

The problem is not unique. Grand spaces such as Central Park and the Golden Gate National Parks have been successfully brought under the umbrella of a conservancy. The Initiative for a Mall Conservancy is designed to explore the conservancy concept as a way to coordinate and implement a new visionary planning process for the Mall, and so assure its vitality into the 21st century.

Goals:

1. Update and revitalize the L'Enfant/McMillan planning concepts of the Mall for the next 100 years
2. Establish a National Mall Conservancy to coordinate the planning process and implement its recommendations

Strategy:

1. Identify and coordinate local, regional, and national stakeholders in partnership with the National Park Service, Smithsonian, National Capital Planning Commission, Commission of Fine Arts and other related agencies and organizations
2. Educate stakeholders on successful models: L'Enfant and McMillan plans; Central Park Conservancy; Golden Gate National Parks Conservancy; other national and international models
3. * Establish Working Groups whose task will be to:
 - a. identify problems (e.g., overbuilding, security, maintenance, weak enforcement of laws, competing jurisdictions and plans)
 - b. identify what's missing (e.g., visitor amenities, updated surveys and maps, usage plans)
 - c. draft guidelines for fixing a. and b.
4. Report by Working Groups on Guidelines and public forum on "What's Our Vision?"
5. Design short term and long term plans and processes for implementation
6. Pull together all planning pieces into a new 21 st century vision and build a constituency for it

*Steps 1 and 2 are already in progress. A public forum entitled **The National Mall: The Next 100 Years. An initiative for a Mall Conservancy** will be held on January 28, 2004 with representatives of New York City's Central Park Conservancy and San Francisco's Golden Gate National Parks Conservancy. We will discuss how to unite the many stakeholders of the Mall in the planning process, how to achieve the goal of a new vision of the Mall, and whether the Conservancy model fits the National Mall and its future.

E-Letter of December 22, 2004

This is another in a series of e-letters sent to leaders of the parkway community providing ideas to help with the illegal camping by the homeless in the North Sacramento area of the Parkway, mentioned again this morning in the Graswich column of the Bee

The issue often seems intractable, but there are solutions, usually micro, but the micro becomes macro if enough people work on it, so here is another great homeless program (scroll down) whose work seems very applicable to our local situation.

Perhaps the American River Parkway Foundation could, by building on their Adopt a Mile Program and partnering with homeless advocacy groups, secure some grant funding for this type of effort.

We will be glad to help facilitate the process in anyway we can.

David H. Lukenbill, President, American River Parkway Preservation Society

Retrieved on December 22, 2004 from:

<http://www.doe.org/about/aboutTheDoeFund.cfm?aboutID=1>

October 19, 2004

The following speech was given by George McDonald [founder of the Doe Fund] on October 19 2004, at the Manhattan Institute Social Entrepreneurship Awards Ceremony at the Princeton Club in New York City:

It's a pleasure for me to be here tonight to recognize the social entrepreneur - an individual who has the courage to believe that even the most seemingly intractable social problem can be solved. Someone who sets out in an uncharted direction to make this a better society for us all.

In a few weeks, we will elect a president. Whichever candidate wins, we cannot expect him, or government, to solve our most pressing societal problems. It is for that reason that The Manhattan Institute honors those who can and do - the social entrepreneurs.

I began working with the homeless in 1984, giving out sandwiches to the people living in and around Grand Central Terminal. At that time, the conventional belief was that these folks were victims that needed to be protected from the requirements and responsibilities of mainstream society - and that mainstream society needed to be protected from them. The best our government could do was to mail out monthly entitlement checks that fostered dependence, rather than self-reliance, or offer a cot for a night in dangerous and drug-infested shelters.

After a while, a refrain began to emerge in my conversations with these men and women that seemed to fly in the face of conventional perceptions. I heard it over and over again: they appreciated the sandwich, but what they really wanted was "a room and a job to pay for it. A room and a job to pay for it." They weren't asking for a handout, they were asking for a hand-up, an opportunity to build better lives. And isn't that the promise of America? Isn't that what our forefathers, and every immigrant since, came to this country in search of - opportunity ?

I attended Catholic School. From the nuns, I learned lessons that would influence the decisions I would go on to make. They taught me that 'other people's miseries are your miseries.' I have

carried that with me all of my life. (The nuns also taught me that there is more than one use for a ruler).

The marriage of that sentiment with what I learned from the homeless men and women in Grand Central Terminal prompted me to act. And my marriage to a beautiful, compassionate and talented woman who was, and still is, the best partner anyone could ask for, helped me start a program that would offer something more than just a sandwich or a cot for the night.

My wife, Harriet Karr McDonald, shared my belief that we could not and should not exclude homeless people from our great economic system.

We recruited our first program participants for *Ready, Willing & Able* right from Grand Central Terminal. We entered into a contract with 70 homeless men and promised them that if they gave up drugs and went to work, The Doe Fund would be there to support and open doors for them.

To keep our promise we had to provide decent, drug-free housing and, most importantly, paid work. Both came through the City's Department of Housing Preservation and Development. (You can't write government out of the equation completely!) The Doe Fund won a contract to employ homeless people to renovate city-owned low-income housing and a separate contract to purchase and renovate a building for them to live in.

From day one, our crew of formerly homeless construction workers exceeded the performance expectations of the city work contract. From the revenue earned, we paid their wages, hired staff and implemented social services that helped them stay drug free and on the right track.

By 1994, *Ready, Willing & Able* was thriving. We had helped 90 men leave the streets behind, get full-time private-sector jobs and their own apartments. They had proven that when given a good opportunity homeless people would seize it and succeed. But, later that same year, a change in city housing policy pulled the rug out from under us. Our work contract was slashed by more than 60%. Suddenly, there was no money and no work.

This was a decisive moment in the history of The Doe Fund and an invaluable insight into the danger of over-reliance on government funding. Even though our work contract, which was the sole source of funding for the program had been cut, I was determined not to break the contract we had made with the men of *Ready, Willing & Able*. I would not make them homeless again.

At the time, our city was losing its battle with litter. Overflowing trash cans were a common sight throughout Manhattan. Back at the residence in Brooklyn was a workforce of 70 men who were more than able to clean up New York, while they cleaned up their lives in the process.

But, could I really send these men out to sweep the streets they once slept and panhandled on? Would Upper East Siders accept them into their communities? While my staff and even the men in the program were unsure, I was certain that they would.

We bought bright blue uniforms and had the American Flag sewn on the sleeves. I wanted passers-by to recognize our men - and I wanted our men to feel they were part of something larger than themselves.

We started with one crew, on a small stretch of East 86th Street. Harriet wrote letters to neighborhood residents explaining who these "men in blue" were and asking for financial support. The response was extraordinary and it came immediately, in the mail and even in envelopes slipped under our front door. As the donations grew, so did the areas we cleaned. In just three years, we went from being a start-up operation, cleaning only one mile, to a small business cleaning 25. Today, ten years later, we clean more than 150 miles of New York City streets and sidewalks every day. We are the largest street-cleaning project, not just in New York City, but in the nation.

Over the years we have grown tremendously, and because we are social entrepreneurs, we have not depended on donations or on government alone to do so. We have actively sought and won many private cleaning contracts with city council members who want their districts clean, community associations who want to improve the quality of life in their neighborhoods and BIDs looking to attract more tourists and shoppers to their areas. Today, our street-cleaning operation brings in nearly \$8 million a year -- \$5 million from grateful New Yorkers and \$2.6 million from paid contracts.

Just as we diversified our funding sources, we diversified our business, always with an eye towards getting our graduates better paying jobs and generating revenue for the organization. In 1997, we opened Back Office of New York, a bulk-mail center where our trainees learn data processing and clerical skills, while doing mailings for companies like Toyota, Bear Stearns and Coach. Our newest venture, *Pest at Rest*, trains program participants in the field of integrated pest management, while generating revenue from contracts with real estate firms and non-profits throughout the city. Our slogan is "The bug stops here."

The revenue generated from these businesses and from private individuals and foundations has allowed us to improve the services in our program and offer the opportunity of paid work to thousands of homeless people. From that one 70-bed facility in Bedford-Stuyvesant, we have opened 5 more, including our latest and greatest in East Williamsburg, Brooklyn - The 400-bed "Peter Jay Sharp Center for Opportunity."

But most importantly, we have helped over 1,700 people who society had given up on - drug addicts, high school drop-outs, ex-offenders - re-enter the mainstream and become responsible, self-sufficient citizens. More than 50% of those who come into our program - despite all their barriers and burdens - come out the other side - successful - and stay that way.

I started The Doe Fund because I couldn't stand to see human lives being wasted. I heard from the mouths of many homeless people that they were willing to work towards self-sufficiency and I believed them. They started out by grasping a broom instead of a welfare check. Today, they have exchanged their blue uniforms for suits and ties and private company uniforms. They have returned to their families and communities as drug-free, tax-paying citizens, joining the greatest social program in the history of the world - America.

E-Letter December 30, 2004

Here is an article about the Parkway crime situation.

David H. Lukenbill, President, American River Parkway Preservation Society

Sacramento News & Review, December 2, 2004

Trail of fears

The American River Bike Trail is idyllic, as long as you don't get maced, mugged or beaten with a rock

By Jason Probst

Encompassing 32 miles from downtown Sacramento snaking east into Folsom, the American River Bike Trail is a regional jewel of recreation and outdoor splendor. But some enthusiasts point to a discomfiting trend of incidents--including muggings, vehicle burglaries and assaults--that suggest public safety on the trail is sorely lacking. Those trail users argue that a combination of understaffed park rangers and law-enforcement agencies can make an everyday outing turn ugly.

Lloyd Billingsley, who has eluded two attempted muggings while riding on the trail, said he saw a sheriff's deputy with an M-16 on July 4, while riding between Watt Avenue and Goethe Park.

"He's sort of ready to rock and roll with this thing. I stopped and asked what was going on," Billingsley said. "He said someone was out there shooting off a gun. But I talked to some people at the park, and they said there have been four people robbing bike riders."

Between May 10 and June 30 this year, there were six robberies, assaults or combinations of the two reported on the trail in the Northgate and Del Paso Heights areas. In one incident, the victim was stabbed before the assailant took money; in two, the assailants pointed a gun or what appeared to be a firearm; and in another, a victim was hit with a stick.

According to reports filed by the Sacramento Police Department, in all cases, the suspect descriptions were different, as was the method of operation.



Photo By Larry Dalton

Observers say the trail's first five miles east of Discovery Park are the most problematic.

In addition to those, since 2002, there have been 11 other reported cases of assault or battery on the trail, two robberies, one rape and one attempted rape. In one case, a bicyclist was seriously injured after riding into a head-high length of what may have been fishing line strung across the path.

For Skip Amerine, the daily commute means getting on his bike at his home near Hazel Avenue and riding to downtown Sacramento; he's been making the 40-mile round trip for 16 years and proudly maintains that it's much better than taking Highway 50 into the crowded downtown commute.

But he still remembers the June evening in 2001 when he was heading home from work. At mile 3.7, he came upon two white, male skinheads who parted, ostensibly to let him go by. When he passed, he was pepper-sprayed.

Luckily, Amerine's glasses deflected most of the chemicals, and he was able to ride to a call box down the trail.

"I called the police and fire people to come out, and they came in about 20 minutes," Amerine said. The two suspects, whom he says he was able to glimpse with his good eye, were never caught. "My major issue with enforcement of the trail is that county Parks and Rec. are spread real thin," said Amerine.

Amerine isn't bitter about the incident, despite the fact that it could have been much worse had the pepper spray disabled him at his 20-mph-plus pace.

Bill Rhea wasn't so lucky. In July 2000, paddling with a friend in the American River at Goethe Park, Rhea came across a half-dozen young skinheads throwing rocks at him from the bank. He approached the group in his canoe and asked them to stop. Rhea was trying out a new flat-water boat and readying himself for Eppie's Great Race.

One of the men "picked up a big baseball-sized rock and hit me in the head with it, like a club," he said.

The blow inflicted a compression fracture of the skull, 2.5 to 3 inches wide. He tipped over in his canoe but made it to shore to try to recuperate. The group fled, and his friend and witnesses were left to deal with the scene.

After reconstructive surgery, \$72,000 in medical bills and six weeks of recuperation, Rhea returned to work with the state's Franchise Tax Board. He battled problems with equilibrium that lasted a year, and he managed to get his driver's license back after it was suspended because of his injury.

"The doctor said if it had been a half inch in either direction, I would've died instantly," he added.

Rhea also said he contacted the sheriff's office to hopefully find his assailant.

"I called them six or eight times," Rhea recalled. "They said, 'Don't call us; we'll call you.' I was very upset over that."

However, a law-enforcement source, who declined to be named for this story, said that incident would fall under the jurisdiction of the park rangers.

Dave Lydick, chief ranger for Sacramento County Parks, said his staff of 14 covers 26 miles of the trail--5,000 acres in all. A ranger most likely will be the first person to show up at an incident report.

"There's been changes over the years," Lydick said. "The sheriff's department used to have a unit in the unincorporated part of the parkway, eight on horseback and four on motorcycles. But that was in the early 1990s, before budget cuts."

Billingsley said his weekend outings on the trail have been increasingly problematic in the past one-and-a-half years. He typically rides from Discovery Park to Natomas and back. Last March, he had just entered the path along Garden Highway for his ride; up ahead, three men came into view--one lying down in the middle and the other two lurking on either side.

"I was thinking it was a fake," recalled Billingsley, 55. "I just kept going and didn't slow down." When he got to within approximately 20 feet of the seemingly downed man, "he jumped up out of the way."

It was the second time it's happened to Billingsley; in both cases, he kept pedaling, refusing to slow down, and got by without a confrontation.

"Just around Discovery Park, you have homeless types there. Sometimes it looks like the yard at Folsom Prison," Billingsley said. "People yell stuff at you for no apparent reason. I shouldn't have to carry a .45 to go for a bike ride."

After the incident near Garden Highway, Billingsley said, he called the Sacramento County Sheriff's Department. "If I'd waited for them to give me an answer, I'd still be on hold. I waited about 15 minutes before hanging up," he said. "I called back the next day. The lady that answered just kept saying, 'Sir, do you realize how many of these we have?'"

Although the bike trail runs through a variety of law-enforcement jurisdictions--including Sacramento police, the Sacramento County sheriff, and the Rancho Cordova sheriff--people who have had incidents on the trail report similar responses when phoning in a crime.

On October 20, Sacramento cyclist Tim Freeman called 911 after seeing a man who appeared to be planning to burglarize vehicles near the Fair Oaks bridge. "I would soon realize how completely useless 911 is at a time like this," Freeman later wrote to the other members of his cyclists e-mail group. "As I'm waiting for 911 to even pick up, I hear the crisp 'pop' of a window breaking, and a car alarm goes off."

Once Freeman got through, his frustration only increased: "After a five-minute report of what was happening, the operator says it's a county issue and transfers me. I end up having to tell the sheriff's operator the same story. They took my cell number and said they would have someone check it out."

Freeman tracked down the victims in the parking lot and suggested they stay until police came, but he added that he's having second thoughts about parking his own vehicle there in order to use the trail.

"I know that law enforcement is strained, and a minor crime like this is probably low on the priority list, but I felt really frustrated by the lack of urgency and the impartiality that 911 emergency portrayed," he wrote. "I really got the impression that it was the first priority for them to see if they could pawn it off on another jurisdiction."

Of the several cyclists, runners and paddlers interviewed for this story, most agreed that the especially problematic portions of the trail are within the first five miles east of its beginning at Discovery Park, as well as in the Northgate and Del Paso Heights areas.

Walt Siefert, executive director of Sacramento Area Bicycle Advocates, says that having more people on the trail would make it safer, but that solution has problems, too.

"It's real tough. On the one hand, we want people to use the trail. But on the other, especially the first four or five miles of the trail, it's hard to recommend to people, especially women riding alone, that they venture out there," Siefert said. "We'd like to have more eyes on the trail, but we don't think it's as safe as it could be right now."

<http://www.newsreview.com/issues/sacto/2004-12-02/news2.asp>

Letter To Editor of December 16, 2004

On the trail of old news

Re "Trail of fears" by Jason Probst (SN&R News, December 2):

Please explain the point of this article, in which the author seems to cast a shroud of terror over the American River Bicycle Trail.

Nowhere in the article does he mention how many people per year actually use the trail without incident. Nowhere in the article does he note even the frequency of incidents. His "evidence" for instilling fear, however, does speak vaguely to this issue. Because, among the events he uses to imply a lurking danger, he writes of a cyclist who was Maced three years ago, and a person who canoed across the lake and was then attacked--presumably without provocation--by a group of skinheads at the river's edge in Goethe Park.

What canoeing in the river has to do with the dangers one might face on the bicycle trail is certainly up for debate. In addition, the aforementioned incident occurred in July 2000--that's four-and-a-half years ago!

This community respects your journalistic approach, which often skirts the fear mongering that is the bread and butter of commercial journalism. In addition, you are apparently here to report the news, as in recent events. The meat of the article in question is not news at all. These events are stale. Please pay closer attention the next time you are reporting the news of the trail.

Howard Parr
Sacramento

Letter to Editor of December 25, 2004

Trouble on the trail

Re "Trail of fears" by Jason Probst (SN&R News, December 2):

This recent article and the Guest comment of November 11 ("Can't see the river for the trash" by Marie Wilson) both repeat concerns for the crime element on our bike trail.

I can specifically relate to the problematic area of the Northgate and Discovery Park area.

As a business owner in the area and near the trail, I constantly combat after-hours trespassing and burglaries, and the cleanup of human excrement around my perimeter. The main crime problem specific to this area and decimation of the bike trail can be summed up in these words: Loaves & Fishes.

Brad Martin
Sacramento

E-Letter March 10, 2005

When talking about seeing a nonprofit conservancy assuming the management of the Parkway, (which we do all the time) nothing makes the point better than an example of that model with a conservancy management arrangement that is working.

To give you a sense of the relationship between local government and a nonprofit conservancy at the Central Park Conservancy in New York, the main model we use for what could happen with the American River Parkway, here is some info from the Central Park Conservancy's website:

David H. Lukenbill, President, American River Parkway Preservation Society

<http://www.centralparknyc.org/thenandnow/partnership/contract>

Public/Private Partnership

In 1998, the City of New York awarded the Central Park Conservancy a management contract that ensures the continuing maintenance, public programming, and capital restoration of Central Park. This contract confirms the City's confidence in its nearly twenty-year partnership with the Conservancy. Both the Conservancy and the City of New York have invested to date nearly \$300 million in Central Park operations, capital improvements, programs for visitors and volunteers, and endowment; it also has played an increasingly active role in Park management. Under this agreement, the Conservancy will receive an annual fee for services. The amount of the fee will be determined by a formula that requires the Conservancy to raise and spend a specified minimum amount of private funds in the Park on an annual basis. The minimum Conservancy annual expenditure – which can include maintenance, programming and landscape improvements – is \$5 million. The annual fee from the City will depend on the Conservancy's expenditures in the Park and on the revenues generated by concessions in Central Park.

Contract with New York City

Under this eight-year agreement, the Conservancy will provide for the Park's day-to-day care. Specified in the contract are: landscape maintenance, replacement of dead trees and plants, mowing and reseeding/resodding, graffiti removal, cleaning playgrounds and comfort stations, clearing walkways; cleaning drains, sewers, and walkways; repairing benches, and maintaining and repairing structures and monuments.

The Conservancy's responsibilities also include providing public programs to educate visitors about the Park's built and natural assets. Over the term of its partnership with the City, the Conservancy has expanded its activities to include all of the above activities; the management contract ratifies those activities.

The City of New York's Role in Central Park

The City of New York retains control and policy responsibility for Central Park. Capital improvements in the Park will continue to undergo public review at each stage of development with advice and consent from the Commissioner of Parks & Recreation. The City of New York/Parks & Recreation has discretion over all events in the Park, and that will continue. At present, all revenues generated from concessions in the Park go into the City of New York's general fund, and that will continue.

The Conservancy's Qualifications

The Central Park Conservancy is uniquely qualified to manage Central Park. The Conservancy has a proven track record in restoring and managing the Park. With its partner, the City of New York, it brought the Park from its deteriorated state in the late 1970s to its present condition, with major landscapes and historic structures restored and well-maintained. The Conservancy is a model for public-private partnerships for parks throughout the country and has developed an excellent staff of park management professionals.

The Conservancy also has a track record in raising private funds to improve and preserve Central Park. Since its founding in 1980, the Conservancy has raised nearly \$300 million in private dollars, which, combined with the City's investment, turned Central Park into a living symbol of New York City's revitalization. Further, of every \$1 the Conservancy raises, more than \$.80 goes toward direct spending on horticulture, operations, maintenance, education, recreation, and public programs.

The Conservancy's Governance

The Conservancy is and will be accountable to the City of New York. The City of New York retains control and policy responsibility for Central Park.

The Commissioner and officials of the City of New York/Parks & Recreation Department are involved in all Park planning and must approve all of the Conservancy's capital improvements in the Park. In addition, the Conservancy's 60-member Board of Trustees includes the Parks Commissioner and the Borough President of Manhattan, both ex officio, five Trustees appointed by the Mayor of the City of New York, and private sector members representing the City's business and philanthropic communities.

The Conservancy's Community Outreach and Public Review Process

Central Park will always be a public park. The Conservancy will continue to involve the public in the planning of any improvements to the Park. Starting with approval by the Commissioner of Parks & Recreation, the Conservancy's community outreach on capital projects is one of the most extensive and inclusive in the City. For any project, the Conservancy consults with Park users and surrounding communities to help develop its plans. The Conservancy then presents its plans to Community Boards, the Landmarks Preservation and Art Commissions for their review and approval. This process will continue unaltered.

Advisory boards comprised of community residents work with the Conservancy on a range of projects and issues. They include the following, and will be expanded as projects and programs create the need: The Upper Park Community Advisory Committee, the Woodlands Advisory Board, the Great Lawn Advisory Committee, the Central Park Recreation Roundtable, the North Meadow Recreation Center Advisory Committee, the Public Programs Community Advisory Committee, and the Frederick Douglass Circle Community Advisory Committee.

E-letter March 21, 2005

Here is a good overview article, (scroll down) from the Boston Globe, about the public/private funding of parks, with a focus on their area, but noting also the larger picture.

Good balance of pros and cons, and it is also posted on our blog, which you can find at: <http://parkwayblog.blogspot.com/>

David H. Lukenbill, President, American River Parkway Preservation Society

Public parks hunt private aid

Groups that give funds expect a say in spending

By Beth Daley, Globe Staff | March 21, 2005

The state of Massachusetts, which has slashed park funding by almost 40 percent in the last four years, is soliciting private citizens to contribute money to maintain the public spaces.

In the next six months, almost \$1 million worth of improvements and repairs made possible by the new program are slated at 16 parklands or recreation areas, from fixing a warped theater ceiling at Fall River Heritage State Park to painting rusty flagpoles at the Mohawk Trail State Forest in Western Massachusetts.

The donations so far are a tiny fraction of an \$800 million maintenance backlog at about 150 metropolitan parks and state recreation areas, but the 19-month-old Office of Public/Private Partnerships, which matches the contributions that citizen groups are able to raise, is hoping to do much more.

The effort has fierce critics, especially those who say it attempts to absolve state officials of responsibility for basic park maintenance. Debate is beginning to percolate over control of the parklands and donations, with some fearful the practice will result in donors placing private demands on public spaces. Others worry that parklands with wealthy neighbors will get more attention than those in poorer areas.

But state officials say the partnerships are the only realistic way for some 150 metropolitan park and state recreation areas to get visitor centers reshingled, paths repaved, and water fountains replaced during tight budget times.

"You can make two choices" when you see parks in disrepair, said Betsy Shure Gross, executive director of the partnership office in the state Executive Office of Environmental Affairs. "You can walk away and say people aren't taking very good care of it, or you can get involved."

Shure Gross said she knows the citizen groups won't be able to raise all the money that is needed for parks. But any project is a help, she said, and develops a constituency that will advocate for parks in the future.

Greater Boston residents have long relied on private fund-raising from park friends' groups to maintain the area's most treasured places, such as the Public Garden, the Esplanade, parts of the Charles River, Commonwealth Avenue Mall, and the Boston Harbor Islands national park area. Businesses took the lead in creating Post Office Square Park, and a public/private effort is underway to raise as much as \$50 million for the new Rose Kennedy Greenway above the Big Dig.

Most other park areas throughout the state, however, get little or no private funding and have fallen into disrepair, with poorly maintained trails, illegal dumping, and vandalism so severe that some buildings have been shuttered. Budget cuts have led the state to remove rangers and

environmental police officers from dozens of parks and campgrounds, while rusted playgrounds and broken benches are a common sight on state-owned land.

Park friends' groups praise the new program, largely because it appears to be the only way they can get areas repaired. Still, some want to ensure that if they raise money for parklands, they get a significant say in what those donations are used for.

"If we raise the money and beat the bushes, we want to have a say in what goes on," said Mike Ryan, president of the Friends of the Middlesex Fells Reservation north of Boston. His group has raised \$15,000, often through donations of just a few dollars, that is being matched by the state to help rehabilitate a crumbling Tudor barn on the shores of Spot Pond.

Massachusetts has already had some missteps. Later this month, the state Department of Conservation and Recreation will uproot and move 100 cherry trees along the Charles River Esplanade that were donated last year. Officials and residents bitterly complained the trees were planted with little public review and went against a master plan for the area. Meanwhile, a group of House Republicans has floated an idea to sell naming rights for some parklands.

Shure Gross says projects will be chosen jointly with the private groups and the state. She is also adamant that no parks will have corporate names or advertising. Her office is finalizing a set of guidelines for how park partnerships should work, including a list of ways corporations and individuals could be generously thanked for donations, but not to the detriment of a park's character.

Ever since New York's Central Park Conservancy was established in 1980, private citizens have taken on the job of finding money to repair and maintain public parks that governments failed to. Most were urban parks, from Pittsburgh to Louisville, Ky., which had fallen into decrepit conditions as city residents flocked to the suburbs after World War II.

While Massachusetts is creating a program far more expansive than one limited to a single park, officials are looking at Atlanta's Piedmont Park for a hint of the challenges ahead. Drug dealers once camped out in abandoned buildings on its rolling grounds. Prostitutes solicited customers near a putrid lake. The city gave the park's dying trees scant attention.

Then 15 years ago, a powerful group of citizens and civic leaders stepped in to forge a partnership with the city that has raised almost \$20 million in private money. Today, joggers and stroller-pushing parents flock to Piedmont's pansy-lined pathways, white-pillared lakeside gazebo, and a popular off-leash dog park.

In the Piedmont Park partnership's early days, critics were angry with city officials for past failures to fund the park, but eventually came around as it became clear the park would not be improved without private donations. Suspicion abounded over who would control the park, and it took three years to hammer out a compromise that kept Piedmont in city ownership but allowed the Piedmont Park Conservancy to control the funds it raises.

"Many people thought we were going to put a fence around the park at first," remembers Aaron Watson, former board president of the conservancy.

Today, the Conservancy brings in \$250,000 a year by renting out a renovated building for weddings. Donations have cleaned up the lake, restored a beloved, sweeping meadow, created the dog park, and built dozens of benches, among many more projects. The Conservancy funds 85 percent of park maintenance and even pays for extra security officers.

Atlanta has had its challenges. A \$125,000 donation from MCI in 1998 caused a public outcry when a local newspaper reported that it came with plans to name a viewing area MCI Point. Today, a watchdog group remains critical of the Conservancy and is currently fighting a plan to build an 800-space parking deck with the adjacent Botanical Garden, in part because they say it would cause congestion by encouraging people to drive to the park.

Meanwhile, in Massachusetts, state officials say they want to hear from more parks groups about projects.

Critics, however, say they won't be satisfied until the state increases its budget for parklands. Private donations, they say, should go only to complement state investment, not replace it.

"I reject the notion that the state can't afford to provide public parks anymore," said James Gomes, president of the Environmental League of Massachusetts, which got its start protecting state forests and parks. "All I can see is an administration that wants to spend less and less on special public places for everyone to enjoy."

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E-Letter May 17, 2005

Great story from www.tpl.org about an urban greenway in Baltimore that has many parallels to the American River Parkway.

David H. Lukenbill, President, American River Parkway Preservation Society

Blazing a Trail to Renewal



A young cyclist enjoys the trail.
Photo by: Marcia Carola

More than a decade in the making, a Baltimore trail shows how urban greenways can provide recreation, link neighborhoods, and serve as a catalyst to change.

By Tom Chalkey

For 50 of his 81 years, Ed Ash has fished Gwynns Falls, a rocky, green-banked stream that flows seven miles through several city parks and 30 neighborhoods in Baltimore, Maryland. Wetting his line at favorite spots along the stream--one of them in the shadow of America's oldest railroad bridge--Ash catches smallmouth bass and sunfish. "It's scenic down there," he says. "A nice place to look around."

Until a few years ago, Ash and other urban anglers in this city of 650,000 would not have seen many people while fishing this scenic river and enjoying the semiwild forested parks through which it runs. City government and local residents all but abandoned the stream corridor after Tropical Storm Agnes ravaged them in 1972. It didn't help that Gwynns Falls runs through some of Baltimore's most depressed, crime-ridden neighborhoods. In a city where homicides happen almost daily, fearful parents warned children to stay indoors, away from the streets and nowhere near the woods. Once-lovely roadsides in the parks became dump sites.



Ed Ash fishes along the trail.
Photo by: Steffi Graham

As for city government, in the 1970s and 1980s its dreams for renewal were focused on the tourist-oriented Inner Harbor and a redevelopment project that would climax in 1992 with the opening of the Baltimore Orioles' new Camden Yards baseball stadium.



Eight new bridges were built during trail construction.
Photo by: Steffi Graham

help rebuild damaged parks.

But help was on the way for Gwynns Falls. In 1989 the late Ralph Jones, then director of Baltimore's Department of Recreation and Parks, met Professor William Burch, of Yale University's School of Forestry and Environmental Studies, at a parks conference. In a presentation, Burch argued that parks and green space could and should help revive communities and local economies. Intrigued, Jones invited the professor to use Baltimore as a laboratory for some of his ideas. The city was relatively rich in green space and parks but chronically short on funds for parks programs. Seizing the opportunity, Burch dispatched 18 Yale interns to assist Baltimore with park-related projects, particularly working with local young people to

Burch recalls wandering in the woods near Gwynns Falls with one of his Yale colleagues. In a 1904 plan for the Baltimore park system, the firm of famed landscape architect Frederick Law Olmsted had envisioned a green ribbon of parks along Gwynns Falls, and Burch saw the opportunity to revive that idea. "There we were within this great wild park in the city, but one that most folks were afraid to visit. We found huge trees, great vistas, and a feeling of being in the far reaches of the countryside, and we began to promote the idea of a greenway where one could bike, walk, skateboard, or whatever--from the county line to the [planned downtown] ballpark."

A Partnership for Gwynns Falls

The greenway concept gave rise to a partnership that would eventually include the city, the Trust for Public Land, Baltimore's Parks and People Foundation, and businesses and civic groups. TPL's Mid-Atlantic regional director, Rose Harvey, grew up in Baltimore and knew what an important resource an urban greenway could be for a city. "We've seen in city after city how greenways can connect neighborhoods, provide for recreation, and encourage renewal," Harvey says. "When we thought about that stream corridor, those incredible wild parks, and the more than 30 urban neighborhoods they could serve, a greenway just seemed like the right idea."



The trail and greenway along Gwynns Falls, foreground is a recreational oasis for urban Baltimore. Photo by: Ken Sherman

Harvey hired one of Burch's interns, Chris Rogers, to keep the greenway idea moving. In 1992 the partnership announced plans to create the 14-mile-long Gwynns Falls Trail, a series of hike-and-bike paths that would connect a dozen community parks and playgrounds, along with historic sites and forested areas along the stream, with a final segment linking the inland neighborhoods with downtown and the harbor. Two of the parks traversed by the stream and the planned greenway, Leakin Park and adjacent Gwynns Falls Park, together total 1,200 acres.

In cooperation with its partners, TPL commissioned a master plan for a trail that combined existing public parks and rights-of-way with new construction. To supplement public dollars from city, state, and federal transportation funds (secured through the unflagging support of Baltimore Congressman Ben Cardin), TPL raised \$3 million from private donors, most of which was used to fill in the missing links in the greenway by acquiring a dozen privately owned parcels. These were turned over to the city.

But money alone could not address one of the trail's biggest challenges: getting the immediate neighbors of Gwynns Falls to begin using, enjoying, and caring for this rediscovered resource. From the outset TPL involved leaders of community-based groups in creating the master plan, while the Parks and People Foundation took the lead in organizing the Gwynns Falls Trail Council, a diverse group of neighborhood leaders, city officials, artists, naturalists, cyclists, and runners, who serve as the trail's boosters and stewards. The council's many projects have included an annual Art on the Trail event; publication of a new, full-color trail map; and the creation of 13 historical markers to be erected in time for opening day--currently planned for June 2005.



Photo by: Marcia Carola

of life."

"We've had festivals, family reunions, and large-scale regional celebrations along the trail," says Jackie Carrera, executive director of the Parks and People Foundation. Carrera, who has been involved with the project since its earliest days, notes that "one of the greatest successes of the Gwynns Falls Trail project was the partnership that evolved between the city of Baltimore's various agencies, TPL, Parks and People, and the community." Kimberly Flowers, director of Baltimore's Department of Recreation and Parks, agrees. "It's a landmark collaboration--a shining example of how strong partnerships can enhance our environment and improve our quality

One Greenway, Many Constituencies

Slowly but steadily Baltimoreans are discovering the urban treasure the Gwynns Falls partnership has labored to create. The western seven miles of the trail are already open, hosting a growing number of walkers, runners, and cyclists. The Baltimore Walking Club is preparing for its invitational Volksmarch in June 2005, when more than a thousand hikers from around the nation are expected to walk the Gwynns Falls Trail. And each year for the last three years, hundreds of cyclists have participated in the citywide Tour du Parks, a 32-mile bike tour through Baltimore's parks and neighborhoods, with the Gwynns Falls Trail as its centerpiece.



Maryanne Nobile, her husband Jeffrey Johnson, and their dog, Sahji, hike the Gwynns Falls Trail daily. Photo by: Steffi Graham

"I send countless tourists to the trail," says Penny Troutner, owner of Light Street Cycles in south Baltimore and a member of the Gwynns Falls Trail Council. "They're always asking me where to ride. In the summer it's cool in the shade, and they get to see an aspect of the city they couldn't even imagine."

Along the now-open western reaches of the trail, mature beeches and tulip poplars form a green wall in summer. Autumn reveals dramatic hills and rock formations. Foxes, great blue herons, and whitetail deer are often seen by hikers. Threading steep, wooded banks above the stream, the packed-gravel trail has become popular with dog owners, power walkers, and romantic couples from nearby neighborhoods.

"It's such an oasis," says Maryanne Nobile, who, with her husband, Jeffrey Johnson, and their dog, Sahji, hikes the path daily. At many points along the path, the only reminder of civilization is the muffled whirr of far-off traffic.

A few miles downstream, the trail reaches five-year-old Leon Day Park, one of the Gwynns Falls partnership's greatest successes. Before the trail came through, the site was a disused grass lot. Leading the effort to reclaim the space as an integral part of the trail system, TPL sponsored a neighborhood workshop on the park's design and raised funds to create the park, including a generous donation from the Baltimore Orioles. Named for a hometown star of Negro League baseball, Leon Day Park has become a sports destination for the city, complete with bleachers, lighting for night games, and showers. Basketball courts are in constant use, and hundreds of city youth play baseball and football in league competitions here, with games occasionally interrupted by curious deer.



Neighborhood activist Betty Hawkins sees Leon Day Park as an opportunity to teach unity through youth sports. Photo by: Steffi Graham

Park neighbor Betty Hawkins, a member of the Gwynns Falls Trails Council and the unofficial godmother of Leon Day Park, began providing guidance to neighborhood boys more than 20 years ago. Hawkins has a deep understanding of the trouble kids can get in when they lack structured recreation opportunities: of some 60 youths she has nurtured over the years, she says, "I've lost about five of them to the street." She sees Leon Day Park as an opportunity to "teach the children unity through sports and begin raising the standard of the whole community."

Every year since the park opened, its sports program has expanded; in 2005 a girls softball league will join the roster. Travis Chapman, the park's volunteer sports director, has set a goal of bringing back city baseball and football teams

that long ago moved their games to suburban fields. He has dubbed the plan "RBI"--Reviving Baseball in the Inner City.

A mile farther downstream, a former Police Athletic League building in Lower Gwynns Falls Park is home to the Academy of Success, a free after-school program for children who live in some of the city's toughest neighborhoods. Community activists Benjamin and Lisa Barnwell, who operate the program, view the new greenway as an important resource for their program. The Barnwells have encouraged parents to get involved in park programs as a way of engaging them in community work. "We'd like to see a lot of the activities we do indoors go outside," Benjamin Barnwell says. "We've talked about tying the trail into our regular schedule of activities."



Youth sports programs have expanded in every year since Leon Day Park was constructed along the Gwynns Falls Trail. Photo by: Steffi Graham

To TPL staffer Halle Van der Gaag, the academy is emblematic of how the trail and its parks are bringing together residents who never previously mingled. "Historically, the stream has been a dividing line among neighborhoods and the people who live there. The trail, this park, and our partnership with the academy have changed that by erasing the boundaries, real or imagined."

As the trail approaches its eastern end, where construction continues, its surroundings become increasingly urban. It crosses streets, vaults across custom-built bridges, and swoops under America's first railroad bridge, the Carrollton Viaduct. Marked by signs and painted pavement, the trail jogs through streets lined with small factories and classic Baltimore row houses before splitting into two branches. One offers residents of Baltimore's economically depressed western neighborhoods access by bike or on foot to downtown jobs and stores and to Inner Harbor attractions. The other heads south along the wide Middle Branch of the Patapsco River, at present a disused urban backwater. Planners envision that the trail will help transform this landscape of abandoned buildings and rotting piers into vital public waterfront.



Academy of Success director Linda Barnwell with students. Photo by: Steffi Graham



TPL project coordinator Halle Van der Gaag Photo by: Steffi Graham

"People want access to water and recreational opportunities within easy reach of where they live and work," says TPL's Halle Van der Gaag. "The Gwynns Falls Trail is an integral part of the future of this area. How else could you go birdwatching on your lunch hour and jump in a kayak with your kids before dinner? It's all here!"

As the trail nears its official completion, no one believes that the work is over. For one thing, TPL is still raising funds to complete its work in Lower Gwynns Falls Park. The trail will need ongoing maintenance, and outreach to nearby neighborhoods must continue if it is to realize its potential as a focus for community renewal.

"There are still whole communities that touch the trail but really don't know much about it," says Bill Eberhart, chair of the Gwynns Falls Trail Council. Still, he believes that trail use will continue to grow,

ultimately even attracting new residents to Baltimore. "It will be heavily utilized," he predicts. "People will use it to commute. It'll attract people to the city."

Baltimore mayor Martin O'Malley, an early and ardent supporter of the trail, has emerged as one of its most important boosters. "The Gwynns Falls Trail offers a wonderful opportunity for families to get outdoors, hop on a bike, and take in the natural sights right in their own backyards," he says. If all goes as planned, on National Trails Day, June 4, Mayor O'Malley will preside at the dedication of the completed Gwynns Fall Trail--an idea born more than 15 years ago that has already touched thousands of lives along its 14-mile length.

"No park serves as many purposes and ties a community together as well as a greenway does," says Peter Harnik, director of TPL's Center for City Park Excellence. "The Gwynns Falls partners looked at a battered and neglected stream corridor that divided the community and saw that someday it could be a valuable resource that would bring residents together."

Tom Chalkley is a Baltimore-based freelance writer and illustrator. He first wrote about the Gwynns Falls Trail for this magazine when the trail was being planned, in 1993.

By the Numbers -- Gwynns Falls Trail

Length of Gwynns Falls Trail to date, in miles: **14**
Estimated number of adult strides needed to cover this distance: **24,640**
Number of city neighborhoods along the trail: **30**
Number of parks along it: **8**
Approximate total acreage of these parks: **2,000**
Number of acres by which this total exceeds the size of New York's Central Park: **1,157**
Number of acres by which it exceeds the size of San Francisco's Golden Gate Park: **987**
Number of new bridges constructed to build the trail: **8**
Number of new parks created to date as part of the trail effort: **1**
Additional number of new parks planned: **1**
Cost per mile, in dollars, to build the trail and its new parks: **1,000,000**
Amount, in dollars, contributed by the Baltimore Orioles to help build Leon Day Park on the trail: **100,000**
Annual number of youth baseball and football games at Leon Day Park: **102**
Annual number of young people participating in these games: **330**
Increase in Baltimore's civic pride resulting from the new trail and its parks: **beyond estimate!**

E-Letter June 22, 2005

As the story [about fireworks in Rancho Cordova] in this morning's Bee shows, we really need some public leadership on Parkway issues rather than the shoot from the hip and other inaccurate musings from various bureaucrats and other Parkway stakeholders.

As the County says, the use of Fireworks is prohibited in the 1985 plan, (Section 4.14.1 Activities; p. 2-5) but it could very well also be correct, as Rancho Cordova says, that it applies to individual use, not large scale organized and fire department supervised use.

1985 was well before Rancho Cordova incorporated as a city, and we would hope that the County has begun to accept the incorporation as legitimate, and is able to understand, and accommodate, Rancho Cordova's governmental rights and responsibilities.

The proclamation that the Parkway is a nature preserve is not quite accurate, and what the 1985 Plan actually says in the capstone fifth statement on the Parkway Concept is:

Balance of the preservation of naturalistic open space and habitat within the urban area with the provision of active recreational facilities **to serve the recreational needs of the community.** (Parkway Concept # 5 , p. 1.2 1985 Plan) (emphasis added)

The Parkway was always intended "to serve the recreational needs of the community", and organized, fire department supervised fireworks, for the community of Rancho Cordova, within whose boundaries lies a large part of the Parkway, would appear to fit that definition.

The County Supervisor asking for respect for local County governance, would also, we hope, direct the same request for respect towards Rancho Cordova's city governance.

The American River Parkway Preservation Society www.arpps.org has suggested the creation of a public nonprofit conservancy, with designated board seats for all local governments along the Parkway, providing daily management.

Under that scenario, the balance and mutual respect needed among public leadership of our most priceless natural resource will have a fuller opportunity to grow, and all of the people along the Parkway will be able to enjoy and use it as it has always intended to be used, "to serve the recreational needs of the community."

David H. Lukenbill, Founding President, American River Parkway Preservation Society

E-Letter July 24, 2005

As you can read from the enclosed editorial from the Bee today, the community consensus about the site of the Indian Heritage Center is moving towards the position the Indians have always preferred, and the one we supported from the beginning.

Our letter of support from October 2, 2004 is also enclosed.

The other Parkway organizations and current management opposed it, calling it a development prohibited in the Parkway.

Our argument was that it was not a development in the sense prohibited, but a center like the Effie Yeaw Nature Center, though larger, and the Northgate site is a perfect place for it.

We hope our argument is playing a role in this emerging consensus and additionally, that the political idea to split the facility gets dropped soon, for the bad idea it is.

A similar discussion involving the Crocker was rejected due to the increased cost and difficulty of marketing, servicing, and accessing two separate facilities with one mission.

David H. Lukenbill, Founding President, American River Parkway Preservation Society

Editorial: A home on the river

Northgate site should be home for new Indian Heritage Center

Published 2:15 am PDT Sunday, July 24, 2005

Minutes from downtown Sacramento, a lush riparian landscape of elderberry bushes, valley oaks, cottonwoods and horsetail reeds sits largely undisturbed. The tranquil stretch of American River bank looks much as it did before Europeans arrived in California, when Maidu people lived along the river.

A state task force has selected this location, a 201-acre property along the north shore of the American River near the junction of Highway 160 and Northgate Boulevard, as its preferred site for the new \$50 million to \$100 million California Indian Heritage Center to replace the aging Indian Museum at Sutter's Fort. A final vote is set for Tuesday.

This site is appropriate not just because of its historical connection with Indian people, but also because it offers a way to heal a troubled section of the American River Parkway. The lower American River has become home to large numbers of homeless people who pose a danger to bicyclists and hikers who use the nearby bike trail. The best way to rescue this area is to flood it with people. The planned Indian Heritage Center promises to do just that, attracting an estimated half-million visitors a year.

Sacramento city officials have proposed to spend \$2.4 million in redevelopment funds and loans to help get the project launched. The offer is tied to a plan to place some of the center facilities in the Richards Boulevard redevelopment area on the other side of the river, an intriguing idea that carries risks and opportunities.

Because the Northgate site is in the flood plain, anything built there would have to be raised to the same level as the levee's top. The city plan would place the center's interpretive sections and exhibit halls on stilts on the Northgate side; storage, offices, parking and other facilities would be built on the Richards Boulevard side. That would cost less than building the entire center on stilts and lessen the amount of river habitat that would be paved over. Quietly pushed by Mayor Heather Fargo and Councilman Ray Tretheway, the two-sides-of-the-river plan has helped secure the tentative support of the Save the American River Association.

Still, the city must be careful to avoid loading their offer with too many conditions. The state task force has identified a backup site in Folsom, which has some support. Sacramento leaders must not let their enthusiasm for building on both sides of the river get in the way of what must be their main focus - to secure the Northgate site for the California Indian Heritage Center.

This facility will be an important and rich cultural amenity for Sacramento, the American River Parkway and California and a fitting tribute to the Indian people who first occupied this state.

OUR LETTER OF OCTOBER 2, 2004

Opinion page editors
Sacramento Bee

Re: Article, 10/2/04: *Indian museum panel chooses parkway.*

Dear Editors:

The choice of the Parkway site by the California Indian Cultural Center and Museum Task Force (CICCM), as the location for the California Indian Heritage Center and Museum, is a wise and wonderful choice, and one all knowledgeable Parkway stakeholders should applaud and support wholeheartedly.

This is the area of at least three historic Nisenan villages, *Pujune* (the largest), *Momol* and *Yamanepu*, and is also a glorious, and long overdue, physical return of the Indian people to the Parkway, from which they have never been separated spiritually.

It will have a tremendous economic and cultural benefit to the entire region and particularly the North Sacramento area of the Parkway, traditionally forgotten about when resources are distributed, and currently suffering great deterioration.

It cannot be seen as a 'development', as some have said, in the sense that the Parkway Plan envisions, but is more appropriately compared to the Effie Yeaw Nature Center in Carmichael, only much larger.

If the national Indian Museum just opened in Washington D.C. is any guide, we are in for a truly beautiful Museum that will bring admiration and attention to our community and embody the founding spirit of the Parkway.

Sincerely,
David H. Lukenbill

David H. Lukenbill, President, American River Parkway Preservation Society

E-Letter September 1, 2005

Here are snapshots of five great greenways around the country (scroll down). The original story can be found at: http://www.tpl.org/tier3_cd.cfm?content_item_id=19937&folder_id=705

David H. Lukenbill, Founding President, American River Parkway Preservation Society

Greenway Gallery

01/01/05



Photo: Billy Weeks

Chattanooga Greenways *Chattanooga, Tennessee*

Chattanooga and surrounding Hamilton County enjoy one of the nation's great urban greenway systems. The Tennessee Riverpark stretches 12 miles along the Tennessee River, beginning in the heart of the city and passing along its route the Tennessee Aquarium, the University of Tennessee at Chattanooga, the city's arts district, a fishing park, and other attractions. The Chattanooga Greenways Master Plan envisions greenways reaching from the Riverpark along tributary creeks into the city's residential neighborhoods. In 1994, TPL entered into an agreement to help the city acquire new properties for the greenways. TPL's Chattanooga office also coordinates the Greenways Task Force, a network of greenway interest groups, watershed advocates, neighborhood representatives, land trust staff, and public agency staff working to expand the greenway system. To date, 28 miles of the proposed 150-mile system have been completed.

San Dieguito River Park *San Diego, California*

From its headwaters on 5,575-foot Volcan Mountain in rural inland San Diego County, the San Dieguito River flows westward 55 miles to Del Mar on the Pacific Ocean. In 1989 the county and five municipalities formed the San Dieguito River Park Joint Powers Authority to create a regional greenway, park, and trail system along the river through the rapidly urbanizing county. When the river park is complete, the Coast to Crest Trail will traverse its entire length, linking the ocean and coastal cities to the conifers and views atop Volcan Mountain. Since 1993 the Trust for Public Land has purchased more than 13,000 acres of Rutherford Ranch, which anchors the river park's eastern end. Now TPL is working with park officials to protect key downstream parcels.



Photo: Sam Roberts



Miami River Greenway

Miami, Florida

The Miami River threads the very heart of the city that shares its name. Over 4 billion dollars worth of cargo is shipped on this working river annually, passing commercial and hotel districts and diverse urban neighborhoods. But beyond its current benefits to the city, the river will be even more valuable to residents and visitors once efforts to clean it up, now under way, are complete, and once the river becomes more accessible to pedestrians. In 1999, TPL launched an initiative to create a greenway along the river-linking existing parks and connecting communities to the waterway. The

Photo: Michael Wray

Miami River Greenway Action Plan envisions a 5.5-mile trail of colored pavement, featuring canopy trees, benches, works by local artists, and historic markers highlighting the river's past. Groundbreaking takes place in spring 2005. Major support for the project comes from the John S. and James L. Knight Foundation and federal transportation funds.



East Boston Greenway

Boston, Massachusetts

Public demand for new open space in East Boston has been building since the 1960s, when 45-acre Wood Island Park was demolished to make way for the expansion of Logan Airport. In the 1990s, TPL began working with the Boston Natural Areas Network, neighborhood advocates, and the city of Boston to create a 3.5-mile greenway trail extending from the city's busy inner harbor through some of its most

Photo: Susan Lapides

crowded neighborhoods to a natural salt marsh on its outskirts. In 1997, TPL accepted a donation of more than a mile of abandoned rail corridor and helped arrange funding to clean up the land. Today the greenway has reached a half-mile in length and features two paths-one for pedestrians and one for bicyclists and roller-bladers-an interpretive center housed in a renovated Conrail caboose, signs, and decorative lighting.

Confluence Greenway

St. Louis, Missouri

Two hundred years after explorers Lewis and Clark left the confluence of the Mississippi and Missouri Rivers on their famous expedition to the continent's Pacific coast, a greenway conceived in commemoration of that bicentennial is enriching the lives of 2.5 million people living in and around St. Louis. First envisioned almost a decade ago, the bistate Confluence Greenway links two state parks, four museums, more than a dozen historic sites, and three natural areas-more than 9,000 acres-with 50 miles of hiking and biking trails, all beginning just north of the Gateway Arch. TPL has helped protect 2,400 acres for the greenway so far, using funding from six government agencies and foundations.



Photo: Michael DeFilippo

Posted 8/2005