



The Squeaky Wheel

Issue No. 34

Newsletter of the Sacramento Area Bicycle Advocates

January 2006

From the President Bike Trail Flooding Presents Opportunities

By Lea Brooks

A series of warm winter storms beginning the last week of December was a somber reminder that the American River Parkway bike trail is within a flood control project.

When the U.S. Bureau of Reclamation

Area Bike Accomplishments

We asked area bike coordinators to tell us what their bike-related accomplishments were over the past year and what significant activities they anticipated in 2006. Many thanks to those who responded. Here's what they said.

Elk Grove

- Began construction on citywide bicycle lane project. Constructing 21 miles of bike lanes and six miles of bike routes on

Year in Review

By Walt Seifert

The year 2005 again demonstrated SABA is an extraordinary grassroots organization.

Over 75 SABA members volunteered more than 2,600 hours of their time to create the newsletter you're reading and a for variety of other tasks: trail cleanups, valet bike parking, building the Web site, guiding the organization, stuffing envelopes and everything else needed to keep an organization running and healthy. SABA staff and volunteers also lived up to the organization's name and advocated for bikes in many different venues and ways.

Elsewhere in this issue, you can read about accomplishments from across the region. It's gratifying that accomplishments such as these can happen without SABA's direct involvement.

In addition to those, here are some projects and programs that SABA was involved with.

- In the city of Sacramento, P and Q Streets through midtown were reduced from three lanes to two lanes and bike lanes added on each side. A new portion of the Sacramento River bike trail opened between Broadway and R Street.
- At SABA's initiative, five transit providers agreed to give Share the Road training to bus drivers. SABA's efforts resulted in more road space being made available to cyclists, space that was always there, on the Tower Bridge and on J Street in front of California State University, Sacramento.
- SABA worked with the League of American Bicyclists to get apologies and mitigation from Clear Channel Communications after local radio personalities suggested threatening



cranked up releases from Nimbus Dam to more than 34,000 cubic feet per second, the first part of the bike trail to go under water was Discovery Park at the confluence of the Sacramento River. Limited access and several low spots made the trail from Discov-

arterial roads and collectors that link to schools, parks, and commercial centers.

- Started work on the city's Trails Master Plan. That plan will help the city and the Community Services District identify important trail gaps.

President, page 3

Accomplishments, page 6

Review, page 7

SABA Mission

*SABA represents bicyclists.
Our aim is more and safer trips by bike.*

SABA Vision

*Bicycling for everyday transportation is common
because it is safe, convenient and desirable.*

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7 p.m. the third Thursday of the month. For more information, call Chapter Chair Tony Powers at (916) 353-1745 or you may e-mail FABA at faba_info@sacbike.com.

The Squeaky Wheel

The Squeaky Wheel is published monthly by the Sacramento Area Bicycle Advocates, 909 12th Street, Suite 114, Sacramento, CA 95814. POSTMASTER: Send address changes to SABA, 909 12th Street, Suite 114, Sacramento, CA 95814.

SABA Board Members and Officers

Lea Brooks, President	
Tony Powers, Vice-President	
John Whelan, Secretary	Joe Hartzog
Skip Amerine	Owen Howlett
Scott Clark	Ivan Rarick
Jennifer Finton	Kevin Regan

SABA Staff

Executive Director: Walt Seifert (saba@sacbike.org)
Volunteer Coordinator: Larry Robinson
(volunteer@sacbike.org)

SABA Advisory Board

Jane Hagedorn, *Chief Executive Officer*
American Lung Association
Eric Heiden, *Orthopaedic Surgeon*
Sports Medicine, UC Davis Health System
Wendy Hoyt, *President*
The Hoyt Company
Matt Kuzins, *President*
Matt Kuzins & Kumpany
Michele McCormick, *Principal*
MMC Communications
James Moose, *Partner*
Remy, Thomas, Moose and Manley, LLP
Craig Stradley, *Principal*
Mogavero Notestine Associates
Jim Streng, *Partner*
Streng Brothers Rentals

Contacting SABA

Phone: (916) 444-6600
E-mail: saba@sacbike.org
Web site: <http://www.sacbike.org>
Listserv: To sign up, send blank message to
saba-subscribe@topica.com

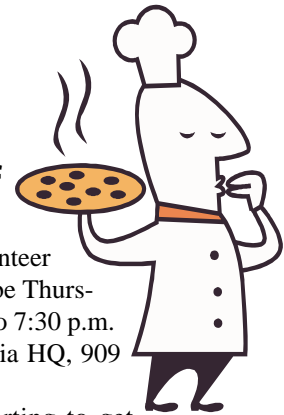
Welcome New Members

William Appleby
John Facundo
Fred & Jeanne Hoffman
Meghan Hunt-Rider
Joe Lesh
Paige Lettington
David Matson
Kathleen Mead
James Ogata
M Perri
Clay Schmelling
Rick Wood

Welcome back
Dave Brubaker



SABA Pizza Party — Pizza, Soda and Doin' Stuff



The monthly SABA Volunteer Work and Pizza Party will be Thursday, February 9 from 5:30 to 7:30 p.m. at SABA Superior California HQ, 909 12th Street.

The days are finally starting to get longer. You soon won't have to ride both to and from work in the dark! Come celebrate with us as we tend to the details of improving bicycling in Sacramento, and eat pizza.

SABActions

Meetings

SABA members attended these meetings:

- Bike Commute Month Planning
- American River Parkway Plan Update Citizens Advisory Committee

Letters

SABA sent letters to:

- Yolo County on the Bicycle Transportation Plan
- Department of Fish and Game on the Yolo Bypass Wildlife Area Management Plan

Other

- Gave **Can the Trash!** presentation to Davis Bicycle Advisory Commission

President, from page 1

ery Park to approximately mile post 6 at Cal Expo also unusable. The trail under the Howe Avenue Bridge was also inundated as was a stretch at about mile 20.5 between the Fair Oaks Bridge and Hazel Avenue.

Many bicycle commuters, including yours truly, discovered the flooded sections first hand because no communication system is currently in place that cyclists can access to find out which sections of the bike trail are closed. In addition, the posting of closure and detour signs needs improvement.

Those of us who regularly commute or recreate on the American River Parkway bike trail treasure the fact that we can pedal for miles in a natural setting through an urban area uninterrupted by traffic signals and vehicle traffic. So it's a shock when we are suddenly forced off the trail by high water flows.

For cyclists who live or work in Natomas, the lack of a safe and convenient all-weather crossing of Discovery Park is particularly frustrating. Cyclists are allowed to use Interstate 5 over the American River when Discovery Park is flooded, but fast and heavy traffic and debris on the shoulder make this crossing intimidating and dangerous.

The last time major stretches of the bike trail were flooded in 1997, SABA advocated for supplemental bikeways to be built on top of the levees that parallel portions of the bikeway that normally flood. We have also advocated for development of a communication system so cyclists know when and where sections of the trail are flooded and specific detour routes.

Over time, those efforts were placed on the back burner due to a lack of funding and years of normal weather patterns that dimmed the reality that it was a matter of time before the bike trail flooded again.

Fast forward to today, when the passage by voters of Measure A in November 2004 and the update of the American River Parkway Plan currently under way present an opportunity to better prepare for future flooding. Beginning April 1, 2009, and for the next 30 years, \$1 million annually of the half-cent sales tax for transportation in Sacramento County will be dedicated for "transportation purposes" in the Parkway and bikeway network.

As SABA's representative on the Parkway Plan Update Citizen's Advisory Committee, I have suggested that the revised plan include a section on bike commuting that requires the Sacramento County Department of Parks, Recreation and Open Space to develop a regular maintenance schedule for resurfacing of the bike trail. This plan should also address the paving of levee tops as alternative routes when the trail is flooded.

For sections of the trail where levee tops are not a viable alternative, on-street detour routes need to be posted in a timely manner, if not permanently. Cyclists also need quick access to information regarding where the trail is flooded and alternative routes.

SABA Potluck on January 25

SABA will be presented with the "Club of the Year" award in Region 6 from the League of American Bicyclists during our quarterly general membership meeting and potluck on Wednesday, Jan. 25. Region 6 includes the states of Alaska, California, Hawaii, Nevada, Oregon and Washington.

Also on the agenda will be a presentation by the Sacramento Area Council of Governments regarding its upcoming Metropolitan Transportation Plan update process. Come find out how you can help advocate better regional facilities for bicyclists.

The meeting will begin at 6 p.m. in the American Lung Association's large conference room at 909 12th Street. Guests are welcome and bicycles are allowed in the conference room. Please bring a main dish, salad or desert to share. SABA will supply plates, napkins and utensils.

Agenda

6:00 p.m.	Potluck.
6:30 p.m.	Introductions (Lea Brooks, President).
6:45 p.m.	League of American Bicyclists Award Presentation.
7:00 p.m.	Guest Speaker from SACOG.
7:40 p.m.	Executive Director's Report (Walt Seifert).
7:55 p.m.	Other Business.
8:00 p.m.	Adjourn



In terms of an all-weather crossing of Discovery Park, update committee members have asked that a proposed crossing of the river for an extension of Regional Transit light rail to Sacramento International Airport accommodate bicyclists and pedestrians. The exact site for this crossing has not yet been decided, but it would be upriver of Interstate 5 at Truxel Road on the north side of the river and Fifth or Seventh street on the south side.

SABA intends to seize the moment to enact some permanent solutions for future flooding on the bike trail. ☺

Parking Plan Looking Better

By Walt Seifert

The city of Sacramento may give a substantial boost to cycling in its Central City Parking Master Plan. Staff recommendations, made after discussions with SABA and other organizations, now include the following:

- Seek funds for Transportation Management Associations and employers to promote transit, cycling and walking
- Seek funds for retrofit of bike parking provisions
- Require all new developments to provide short-term bicycle parking
- Require bicycle valet parking at special events
- Consider permanent bike parking services, such as “bike station” where intense demand is expected
- Provide on-street bicycle parking where on-street vehicle parking is provided (initial focus on streets with diagonal parking)

The staff recommendations have not yet been approved and the “seek” and “consider” language means even if approved they may not be fully realized. This month the City Council will be reviewing all aspects of the Parking Master Plan, including the bike parking recommendations. While what the Council finally approves remains to be seen, the new bike-specific recommendations represent the possibility of substantial gains for cyclists. ☉

California Smog Fighters May Make Builders Pay

From CenterLines, the e-newsletter of the National Center for Bicycling & Walking

According to a Dec. 15th L.A. Times article, “Convinced that sprawl begets smog, Central Valley air quality officials are expected today to become the first regulators in the nation to force builders to pay air pollution fees for new development. Builders would pay less if their new homes, shopping centers and office complexes were designed in ways that limited automobile use — by locating banks and dry cleaners closer to houses, for example, or linking bicycle trails and walking paths to schools and work centers. The developers could avoid the fees entirely if their projects were environmentally friendly enough. The idea is to prod builders to cut down on traffic in an area where huge growth, and the cars that come with it, have combined with factory farming to create some of America’s dirtiest air.

“The proposal for the San Joaquin Valley, the southern part of the Central Valley, is being closely watched by regulators around the country. It pits the building industry, which loathes the idea and fears that it may spread, against farm groups, the valley’s other major industry. Builders and some advocates for low-cost housing say the fees will raise prices. Agriculture industry leaders fear that if developers are not required to help clean the region’s air, farmers will bear the entire, costly burden. The San Joaquin Valley has the highest asthma rates in California and now rivals the Los Angeles Basin for the nation’s worst air quality, according to the health standards set by the U.S. Environmental Protection Agency...” ☉



Sacramento Area Bicycle Advocates Membership Application

Please fill out, include your check payable to "SABA," and mail to:

SABA
P. O. Box 1295
Sacramento, CA 95812-1295

I want to be a part of an organization that is doing things for cyclists and the community.

Name: _____
 Address: _____
 City: _____
 State: _____ Zip: _____
 Phone (home): (____) _____ - _____
 Phone (work): (____) _____ - _____
 E-mail address: _____

Membership level:

- \$325 Life* (individuals only)
- \$100 Century*
- \$75 Business/Group
- \$50 Sustaining*
- \$35 Sponsoring
- \$25 Family
- \$20 Individual

* Free T-shirt – indicate size below

Money's not enough! Contact me about volunteering.

I must have a SABA T-shirt! Shirts are \$12 each.

Size: S M L XL

Members, please share with a friend or acquaintance.

Member Profile

John Febbo

By Jerry Lovejoy

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

When I was 10, I remember having a Royal Blue Schwinn Stingray with upright handle bars. I used to hang my baseball glove on the handle bars and bike up to the field to play baseball with my friends.

What are some of your impressions of or on a bicycle?

I remember crashing and getting a fat lip the first day the training wheels came off. I'm glad I got back on after falling. The dirt trails in the woods near my house became my outlet for bicycling adventure and were my early experiences with "single-track."

Why do you still ride?

Most of my "posse" prefers to travel by bike in lieu of auto and we've developed camaraderie around it. It's always fun and takes people by surprise when we roll up to a party on our bikes like some kind of Velo-Bonanza!

Where and when do you primarily ride?

I ride a road bike on my commute home from the airport and on the American River Bike Trail. I also like riding hills in Loomis and El Dorado and never miss the Pardee Party Ride in April. The annual Thanksgiving ride by the guys at the Rubicon is not to be missed either. I like to mountain bike the Forest Hill Loop and in and around Auburn. I also enjoy riding my hybrid down to the Concert in the Park and out and about with my posse.

What is the most interesting place you have ridden?

I've rented bikes in a number of places I've visited and consider it a great way to see a city. Seattle, Chicago, New York and Portland all come to mind. Probably the most exotic bike ride I've ever done was out of San Juan, Puerto Rico to the foot of the El Yunque Tropical Rain Forest.

What intrigues/annoys you about riding in and around Sacramento?

Easy, drivers not using their turn signals!

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

This past summer there was construction in the northern part of the county, on Bayou Road and Del Paso Road. I went home a different way each week and was turned around by the active construction projects. I even ended up on Garden Highway. I've yet to have

<p><i>Lives:</i> Tahoe Park <i>Works:</i> Sacramento International Airport <i>Occupation:</i> Senior Airport Planner <i>Age:</i> 39 <i>Life Mission:</i> To make the city I live in a better place!</p>

to bike on Interstate 5... but if there's no other option!

Does anything ever prevent you from riding to work?

I usually take transit in to work and bike home. The only thing that prevents me is when the bike rack is full on the Airport Bus in the morning. I was very lucky this summer and always got a spot on the bike rack. I hate being late for work

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

Bicycle City, USA! I'd like to see bike lanes and trails everywhere that facilitate commuting for all. Taking transit to work in the morning and biking home is a lifestyle. Over time, with gas prices and traffic worsening, I hope others give it a try. The clear weather and flat topography make it very feasible.

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

As a member of the city's Design Review and Preservation Board and a volunteer for SABA on numerous committees and issues, I'm always looking out for the interests of cyclists in the region. We have tremendous untapped potential in Sacramento and need to build on the great work that has already been done by SABA. ☺



Photo by Natalie Morris

Accomplishments, from page 1

Planned for 2006

- Start construction of the East Stockton Boulevard Bicycle and Pedestrian Improvement Project. Construct four miles of bike lanes, including nearly one mile of pavement widening for bicycle lanes.
- Adopt Trails Master Plan.
- If funding is approved, begin preliminary engineering on the Elk Grove Creek Trail Crossing at Highway 99.

Roseville

- Bicycle Detection Loop Program - Amended improvement standards to require the installation of bicycle detection loops in bike lanes at all new traffic signals.
- Bike Lanes Get Wider - Amended improvement standards to increase bike lane widths from four feet to five or six feet on arterial roads with 4 or more lanes.
- 11th Annual Bikefest - Roseville's Pedalsafe Committee held its annual Bikefest. The event was a huge success, with bicycle safety lessons provided to over 180 school-age children.
- North Roseville Bike Trails - Access to Cooley Middle School and Blue Oaks Elementary School just got easier for students in Roseville's Quail Glen neighborhood! Roseville's Parks Department recently completed installation of roughly a one-mile stretch of bike trail, including a bridge over the South Branch of Pleasant Grove Creek at Adam Baquera Park that will facilitate safe and convenient access to local schools and shopping centers.

Planned for 2006

- Construction will begin on the Antelope Creek Bike Trail, which is planned to run 1.5 miles from Galleria Boulevard at Berry Street north to Rocklin and will include Roseville's only separated crossing of State Highway 65.
- The city will begin final engineering on the Harding to Royer Bike Trail, a 1.5-mile segment of Class I bike trail that will connect existing bike trails in downtown Roseville to the existing Miners Ravine Bike Trail in northeast Roseville. When completed, the project will result in six miles of continuous Class I bike trail facilities that include Roseville's only separated crossing of Interstate 80.
- Construction will begin on bike trails in the West Roseville Specific Plan area, which is planned to have over 11 miles of continuous Class I bike lane facilities, including four grade-separated undercrossings of arterial roads.
- Bikefest 2006 - Roseville's annual bicycle safety event will be held Saturday, May 20, 9:00 a.m. to noon, at Cirby Elementary School, 814 Darling Way, Roseville.

Citrus Heights

Most of the Citrus Heights projects were focused on improving safety at intersections by installing traffic signals or making improvements to existing intersections:

- Auburn/Van Maren Intersection Improvement: Shortened pedestrian crossing distances, striped bike lanes and reconfigured vehicle travel lanes to improve safety for all.
- Old Auburn/Twin Oaks/Wintergreen Intersection Improvement: Replaced a pedestrian signal with a fully operational traffic signal to improve safety for bikes,

pedestrians and vehicles through this intersection.

- Antelope/Saybrook Intersection Improvement: Installed a new traffic signal to improve safety for side street traffic. Traffic volumes on Antelope Road impeded north-south travel on Saybrook Drive. This signal helps facilitate safe travel north-south for pedestrians, bikes and vehicles.

El Dorado County

- Adopted first Bicycle Transportation Plan
- Adopted first Non-Motorized Transportation Plan

Transportation Enhancements funds programmed for two Bicycle and Pedestrian Projects:

- 1) \$1.2 million programmed for Class I bike path on 2.7 miles of the Sacramento-Placerville Transportation Corridor (SPTC Rail Trail, aka El Dorado Trail) from Forni Road in Placerville to Missouri Flat Road in El Dorado County. Includes improvements to the magnificent Weber Creek Trestle Bridge which sits approximately 100 feet above the Weber Creek Canyon. Construction is anticipated for 2007.
 - 2) \$200,000 programmed to Phase 1, Project Approvals & Environmental Document for development of a bike/pedestrian overcrossing in El Dorado Hills adjacent to the El Dorado Hills Boulevard interchange.
- Construction completed on a new section of Class I bike path on the El Dorado Trail from Mosquito to Clay Street in Placerville

Bicycle Transportation Account funds awarded to El Dorado County for two projects:

- 1) Increased capacity bike racks on all El Dorado Transit buses (from two bikes to three)
- 2) Bike lanes on Green Valley Road in two segments: county line to Francisco Drive in El Dorado Hills and Pleasant Valley School to Cameron Park Drive in Cameron Park

West Sacramento

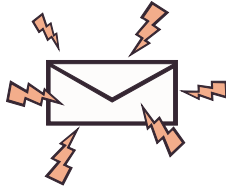
Bike lane projects

- Jefferson Boulevard from Park Boulevard south to Marshall Road
- Sacramento Avenue from Jefferson Boulevard east to 6th Street
- Industrial Boulevard between Enterprise Boulevard and Harbor Boulevard

Planned for 2006

- Adopt the comprehensive Bicycle, Pedestrian, and Trail Master Plan
- Construct a bicycle/pedestrian bridge over the Main Drainage Canal, connecting Summerfield Park and Patwin Park
- Begin planning for the Main Canal Recreation Corridor, a 5.5-mile bike/pedestrian trail through the southern part of the city
- Begin planning for the Clarksburg Branch Rail-to-Trail project, a 4.5-mile bike/pedestrian/horse trail through the southern part of the city
- Begin planning for a four-mile bike/pedestrian trail through the northern part of the city, following the regional sewer trunk line alignment

Letters to the Editor



We want to hear from you!

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

or mail it to: **SABA**

P.O. Box 1295

Sacramento, CA 95812-1295

Letters may be edited for length or clarity.

Editor:

I do lots of grocery shopping at Ralph's. My bikes have racks, panniers and kickstand. If I can't bring my bike inside the store, I shop elsewhere. I've never been refused this convenience. Perhaps it's because I've ridden bikes for over 70 years that I demand that my bikes go inside the store with me.

Boycotts sure are an effective tool. Happy cycling and shopping.

Stephen E. Halton

Accomplishments, from page 6

Sacramento County

Completed 2005 Bikeway Projects

Class II bike lanes

- Waterman Rd, East of Vintage Park Dr.
- International Dr., from Zinfandel Dr. to Mather Field Rd. (City of Rancho Cordova)
- North Watt Ave. Enhancements Phase I, Don Julio Blvd to Poplar Ave. (Gaps to be completed in Phase II)
- Laguna Blvd. Overlay project (City of Elk Grove)

Planned for 2006

- Sacramento Northern Bikeway, M Street to Elverta Road
- Sunset Avenue Bikeway, Hazel Avenue to Dredger Way
- North Watt Ave. Enhancements, Phase II
- Calvine Road Widening, 1,000 feet east of Kingsbridge Drive to Vineyard Road

Class II bike lanes

- Larchmont Dr., from Watt Ave. to Don Julio Blvd.
- Linda Sue Way, from Dewey Dr. to the City of Citrus Heights
- Lake Natoma Dr., from Main Ave to Madison Ave
- Winding Oak Dr., from Madison Ave. to Main Ave.
- Crestview Dr., from Jan Dr. to Schuyler Dr.
- Schuyler Dr., Crestview Dr. to Madison Ave.
- Morse Ave., from Fair Oaks Blvd. to Northrop Ave.

That's quite a list, by almost any measure. This shows how a dedicated group of concerned citizens can make a difference in the quality of their lives. Let's keep the ball rolling into this coming year and continue to make improvements that make our little part of the world a nicer place to live - and bike! ☼

Review, from page 1

cyclists with cars.

- SABA started work on a Safe Routes to Transit study in conjunction with SACOG, although the study seems stuck right now.
 - SABA volunteers led the attack against tire-threatening goathead thorns along the Sacramento River and in the American River Parkway.
 - SABA kicked off the Can the Trash! Coalition. The Coalition's goal is to end the year-round dumping of green waste in the streets — right in the places cyclists ride — in the cities of Sacramento, Davis and Woodland. While the outcome of this effort is by no means certain, getting rid of the waste piles would reduce a long-standing hazard and annoyance to cyclists.
 - SABA participated in several long-term, continuing efforts such as the Central City Parking Master Plan and the American River Parkway Plan update. The five-year Sacramento Transportation and Air Quality Collaborative finished its work and produced some tangible products that should make things better for cyclists.
 - Organizationally, SABA surveyed its membership and gained many valuable insights from the responses. SABA added a prestigious and expert Advisory Board and increased its governing board's size. SABA's board held a strategic planning retreat and is working on a series of action plans. SABA's work was formally recognized four times — with a Club of the Year award from the League of American Bicyclists, by the Sacramento Environmental Commission for its environmental leadership and, in appreciation for what it has done for the American River Parkway, by the Save the American River Association. In December, the Sacramento Area Council of Governments gave Citizen of the Year awards to all members of the Sacramento Transportation and Air Quality Collaborative, including SABA's representatives Lea Brooks and Walt Seifert. ☼
-
-

Share the Road

By Walt Seifert

The city of Elk Grove has agreed to use materials from SABA to train its bus drivers. Elk Grove represents the fifth transit provider to use the training.

The city of Rancho Cordova has agreed to place Share the Road bumper stickers on its vehicles. While the city currently has few vehicles, it will also be asking its contractors to consider using the bumper stickers. SABA has asked other area jurisdictions to display the bumper stickers on government vehicles. ☼

Startling Stat

In 2001, the Federal Bureau of Investigation reported an estimated 7,076,000 "larceny/thefts" of which 4.1 percent, or approximately 290,000, were bicycle thefts. ☼

SABA

909 12th Street, Suite 114
Sacramento, CA 95814

Address Service Requested

**Nonprofit
Organization**
U.S. Postage Paid
Sacramento, CA
Permit No. 1424

2005 Accomplishments
See page 1

Shop by Bike

Story and photos by Lisa Rae

As a SABA volunteer, I was recently asked to research the status of bicycle racks at grocery stores in the Sacramento area. The idea was to get an assessment of how many stores have bicycle racks, where the racks are located and what type they are. The idea came from work by the Chicagoland Bicycle Federation.

For my study in the Sacramento area, I went to 23 large grocery stores and seven smaller stores. They were located in midtown, College Greens, Rosemont, Arden-Arcade and Carmichael. I took photos of the racks and paid attention to what type of rack they have and where it is located. I spoke to store employees about what they knew of the bike racks. The good news is that about half of the stores had their bicycle racks near the front entrance. Several more had them in fairly accessible locations on the side of the store. Surprisingly, 10 stores, including several large stores, had no rack at all.

Unfortunately, even the stores with racks or good locations did not always have the best racks available. The most common rack was the U-rack and often it was installed too close to a wall, making it difficult or impossible to fit more than one bike. Others were old “wheel-benders” where you put the front wheel in the rack with no support for the rest of the bike. If I did not see a rack, I asked an employee where their bike rack was. A common response was: “We don’t have one” or “We don’t have one,

but we should.” One person said, “You can lock your bike to the grocery cart rack.” Hmm ...

The next step of my project will be to write each store manager or corporation, tell them about my findings and explain how they can make their store more accessible for cyclists. We’ll be trying to get stores to upgrade their bicycle racks and put them in a prominent place.

We’ll be posting more information on the SABA Web site, sacbike.org.



Good—Bel Air Market, Arden Way and Eastern Ave



Bad—Bel Air Market, 4005 Manzanita Av