



FELL STREET BIKE LANES HERE AT LAST!

By the time you read this, freshly painted bike lanes should grace Fell Street between Scott and Baker Streets. This three-block section of Fell has been the focus of on-going debate and organizing for over a decade. The new bike lanes will provide a welcome (if not terribly roomy) relief to bicyclists, especially during rush hour on this crucial link in the citywide Bike Network.



Keep in mind, these bike lanes have been approved for a six-month trial period and will need support (again!) to make the lanes permanent. In the meantime, we will be strongly urging the DPT to install colored bike lanes on this short stretch, which would provide the extra visibility clearly needed on this heavily traveled bike route.

Many thanks to the literally hundreds of volunteers over the years, to the DPT bike program for its convincing study of this long-controversial project and the last-minute compromise to widen the bike lane, and to the Board of Supervisors who unanimously passed the proposal!

Join us on August 10 for a Panhandle Picnic to celebrate the City's newest bike lanes as well as the city's longest bike lanes on Cabrillo (see Chain of Events, p. 4).



www.sfbike.org

BIKE CAMPING 101: How to make a self-propelled summer vacation

Have you ever planned a weekend in a pristine spot in the Sierras, only to spend the first three hours getting no further than the Nut Tree on I-80? Or camped at a popular site and spent the night cursing generators? Or arrived at camp stultified and too exhausted from the drive to move?

Now that you're enrolled in Bike Camping 101, it won't be hard to take a break in gorgeous surroundings with plenty of time to relax, exercise, and enjoy the fresh air. Bike camping is an instant vacation you can take with minimal planning and just a few supplies. Your vacation starts as soon as you close the front door. The following lessons will show you how fun and easy bike camping is in the Bay Area.

LESSON 1: Nature is not a place you drive to. When we experience natural settings only in places a four-hour drive away, we unnecessarily compartmentalize our experiences of the natural world. Michael Pollan writes in *The Botany of Desire* "... nature is not only to be found 'out there'; it is also 'in here,' in the apple and the potato, in the garden and the kitchen, even in the brain of a man beholding the beauty of a tulip or inhaling the smoke from a burning cannabis flower. My wager is that when we can find nature in these sorts of places as

readily as we now find it in the wild, we'll have traveled a considerable distance toward understanding our place in the world in the fullness of its complexity and ambiguity." Let's not shortsightedly "Keep Tahoe Blue" while letting the last green spaces close to home fall to ruin.

Fortunately, the Bay Area is full of natural places to enjoy. (See sidebar, "Bikeable, Campable State Parks," p. 6.) And when you ride there, you're interacting with nature the whole time, not removed from it.

LESSON 2: Light and easy. You can travel lightly and luxuriously with the right gear and a little planning.

✓ **Gear** Much of the camping equipment sold today is unnecessarily heavy, designed to be tossed into a truck and replicate a house upon arrival. You'll pack smarter. Backpacking tents, down sleeping bags, and Thermarests are lightweight. (If you're buying a tent, look for a free-standing one, which won't require stakes to stand up.) Long underwear, wool jerseys, fleece hats, wool socks, and neckwarmers weigh just ounces and provide all the



Bike camping, alone or with friends, is fun and easy.

warmth you'll need in the Bay Area. Many State Park campsites sell firewood so there's no need to haul it if you cherish a fire while camping.

✓ **Riding Loaded** Carrying a load on your bike is surprisingly easy. With your freshly loaded bike, you will go a little slower on hills, and drop down to your granny gear a little sooner, but overall the effect is minimal. The bike, not you, is carrying the stuff. Really, we swear. If it were hard, we wouldn't do it.

✓ **Planning** Now that you're going by bike, you no longer need to worry about traffic. You are free to spend that time biking the scenic route to your campsite, stopping wherever you like along the way. You don't need reservations at parks that have hiker-biker sites (set aside for

CONTINUED ON PAGE 6

SPECIAL BIKE RACING COVERAGE INSIDE:

T-Mobile Int'l (Grand Prix), Giro di SF, and more in September -- and you can race! Yes, you!

The Season for Reaching out to Recreational Bicyclists

It's a funny phenomenon in the Bay Area bike community that people seem to identify as either commuter cyclists or recreational cyclists. Two years ago I would have considered myself someone who rode solely for transportation, even though I loved taking occasional weekend rides across the Golden Gate Bridge or along the Great Highway. But I rode a "city bike," upright with a basket and rack, and I didn't identify with what I considered the "Lycra crowd."

Then I got my first road bike — a beautiful, I mean beautiful, Bianchi — and my perceptions changed. Suddenly I was craving long weekend rides, and even wearing those fancy clip-in shoes I'd once been bewildered by. As I started to notice the hordes of other people biking on weekends and loving it, I began to wonder where all these people were on weekdays? If I could "cross over" into the weekend rider crowd, wasn't there a way to reach all these weekend riders with the SFBC's message of promoting bicycling for everyday transportation?

Because the Coalition's emphasis has been on improving bike commuting conditions in San Francisco, it may seem that we take for granted the unparalleled opportunities for recreational biking in the Bay Area. But there is simply nothing like a long ride through the East Bay hills or picturesque Marin County. Right in San Francisco, we can easily take breathtaking waterfront rides along the Embarcadero, Crissy Field, and the ocean pathway.

There is no doubt that the SFBC's work is benefiting recreational bicyclists. Our #1 priority of building the citywide Bike Network dedicates bike space on key routes, such as the bike lanes on Arguello Boulevard connecting the Presidio and Golden Gate Park. Motorists' heightened level of awareness of bicyclists' rights through media campaigns (see page 12) benefits all riders. It is largely thanks to advocacy groups like SFBC and the Marin County Bike Coalition that we can still ride across the Golden Gate Bridge without

paying a fee (which was proposed last year), and that the new safety railing is being added on the Bridge (see page 3). And advocates have slowly but surely won increased bike access to regional transit to allow car-free bike trips covering several counties.

Of course, work remains to be done, including winning bike access on the Bay Bridge, more safety improvements in the Presidio and Golden Gate Park, and other key bike routes, particularly improving pavement quality on popular routes like Arguello. The SFBC's integral involvement this year in both the citywide Bike Plan Update and the Golden Gate Park Bike Plan will ensure that popular bike routes used for recreation and commuting are improved.

As this issue of the Tube Times demonstrates, San Francisco is a focal point for bike activities in the Bay Area — including the exciting TMobile International and Giro di SF races in September and the first-ever VeloSwap in November. In the next few months, the SFBC has an amazing opportunity to invite thousands of people who identify as recreational cyclists to join our steady, successful movement toward a more bike-friendly Bay Area.

We could use your help. If you are an SFBC member with friends who ride recreationally but think the SFBC does not represent them, talk to them, share a newsletter with them, encourage them to get involved. If you are part of an organized riding group, invite us to make a short presentation to your members about the SFBC's work. And we always need volunteers to help at SFBC tables at big events like the Giro, and on regular weekends near the GG Bridge and GG Park. Call us at 431-BIKE to help with this vital outreach.

While the SFBC's 4,200 members is definitely impressive, just imagine our strength if we had the direct support of the nearly 50% of San Franciscans who own bikes.

BY LEAH SHAHUM

EXECUTIVE DIRECTOR, SAN FRANCISCO BICYCLE COALITION

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The SFBC is a 4,200-member advocacy organization working to transform San Francisco's streets and neighborhoods into more livable and safe places by promoting the bicycle for everyday transportation.

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Even More Boulevard and Less Freeway?

With demolition of the freeway back to South Van Ness complete, the difference in the City is remarkable. Vistas not seen for over 40 years have opened up, and the City feels connected in ways it hasn't for decades.

But the current plan will rebuild the elevated structure back over 13th, Mission, and Valencia to Market. Streets will again be in permanent shadow, and a barrier will again divide the Mission from the rest of the City. Now that San Franciscans can see what the City is like without the freeway there, maybe it's wise to revisit that plan. Maybe Octavia Boulevard, which will replace the freeway structure north of Market, could be extended to the present freeway terminus at Mission and

Duboce. Or maybe it would be better to pull the freeway back another three blocks to Bryant and extend the Boulevard along 13th/Division, as some planners have proposed.

Whatever we build is going to be around for another 40-plus years. Although it would mean a short delay, another few months of reasoned, objective evaluation in order to ensure we get it right this time is worth it.

ROBIN LEVITT

Caution on Boulevards

We here at Transportation Alternatives in New York City are big fans of the SFBC, and we follow bike and auto-free news from the Bay Area with interest. We cheered when it was announced that the Central Freeway was to be torn down. Thus, we were interested to see that a new "multi-tiered urban boulevard" with

fast center lanes and slow side roads was to be built to replace the elevated highway.

Beware! These streets have been a disaster in NYC. On Queens Boulevard and the Grand Concourse in the Bronx — major streets with the same two-speed design as the future Octavia Blvd. — an average of twenty five pedestrians and seven cyclists were killed every year for decades. The multi-tier design creates dangerous situations for cyclists, such as the merges where fast inner traffic slips into slow outer lanes. Also, the two-tier design creates very wide intersections, where fast-turning motorists don't yield to pedestrians and cyclists and pedestrians don't have enough time to cross.

Bike and pedestrian advocates should be asking very hard questions about the safety of such "two-tier" designs. Here in NYC we are trying to undo such streets and convert them

into boulevards with single medians and protected bicycle lanes.

JOHN KAEHNY
EXECUTIVE DIRECTOR,
TRANSPORTATION ALTERNATIVES

Design details are critical to good boulevards, and NYC's troubles are well documented. The keys to the success of Octavia Boulevard for bikes will be ensuring that there is limited auto traffic on the side roads, that auto traffic is low speed, and that high-speed auto turns are discouraged across or into the access roads.

Octavia Blvd. will still be a major street, carrying very high traffic volumes. Its boulevard configuration is a good tool for mitigating some of the negative impacts of a major arterial road, but, for many of us, parallel low-volume Laguna may offer a better ride.

—Jeffrey Tumlin

Bicycle Legislation in the Works

Several bike-related bills are moving through both the state legislature and the U.S. Congress. They all need your support, so please take a minute to write your legislators. Contact info for SF legislators can be found on our web site at

www.sfbike.org/campaigns/instant_activist/contact_your_leaders.html

U.S. Congress

• **PACE, the Pedestrian & Cyclist Equity Act (HR2568)**, has 22 sponsors, including Mike Honda and Lynn Woolsey locally. This bill will establish funding for a national Safe Routes to School program and a Transportation and Active Living program to help create walkable and bikeable communities throughout the country. You can help by contacting our local representatives, Nancy Pelosi and Tom Lantos (www.firstgov.gov, click on Contact Elected Officials) and asking them to help pass this bill.

• **TEA-3 - Our federal transportation bill, now called TEA-21**, is reauthorized every six years. This year, Congress will be deciding how to modify the bill, so it's particularly important for citizens to let their representatives know what they want to see in the new bill. Particularly important for cyclists are full funding of the TEA (Enhancements) program which has funded thousands of great paths, bike lanes, and sidewalks, as well as the Congestion Mitigation Air Quality Program (CMAQ)

State Legislature

• **Bicycle Racks on Commuter Buses (AB1409)** - This bill updates the law to accommodate bike racks on 45-foot commuter coaches. It looks likely to pass through the legislature and on to the Governor's desk in the next couple of months.

• **Bike Lane Exemption from the California Environmental Quality Act (AB 594)** - Presently, groups opposed to bike lanes on many roads can

create delays and radically increase costs by demanding environmental reviews for bike lane striping. This law would exempt bike lanes from the environmental requirement. Mark Leno has sponsored the bill, but it has been tabled for at least six months, pending additional research and meetings with key stakeholders. Write to Leno and let him know of your support for this important legislation.

• **Bicyclists Roadway Rights Bill (AB1408)** - This bill modifies the code to reflect "Ride Predictably" safety requirements, recognizing cyclists' need to ride outside of the deadly "door zone" and use the full lane when required for safety. Although the CHP has agreed to move from opposition to "neutral" if some provisions are modified, AAA and other auto advocacy groups are opposing the bill. As many people as possible must mobilize to promote this bill. Read the weekly SFBC Biker Bulletin email to learn about specific initiatives to move this bicycle safety bill forward.

Pedal Power Invented in Japan, Not Europe?

An old drawing preserved in the Japan's Hikone Municipal Library suggests that Japanese early-adopters may have been pedaling around town a century before the invention of the bicycle in Europe.



Dating from 1732, the plan describes a "boat-style ground vehicle" — a crankshaft-driven tricycle protected by a wooden body. After being developed by an unnamed farmer, word of the invention spread to the local feudal lord, Kuheiji Hiraishi, who surmised the mechanism inside and drew up the plan. This year, Kenjiro Kawakami, professor of industrial archeology at Tama University of Arts, studied the document and built a 1/5 scale working model of the vehicle. "Our discovery that a bicycle with pedals existed in Japan in the 1730s has drastically changed the history of bicycles," Kajiwara said.

(Source: *Manachi Shimbun*, July 5, 2003) — **BY PAUL SPINRAD**

Still Wishing for One Less War

Several months into the U.S. occupation of Iraq, I continue to appreciate the SFBC taking a stand against the war. It reminds me why I joined the SFBC: not only so my life will be nicer with more bike lanes, but because I support building alternatives to a culture and infrastructure based on cars, dependent on oil, and hell-bent on world domination. U.S. foreign policies rob, imprison, and kill people all over the world to maintain the unsustainable lifestyle held up in this country as the "norm," including car ownership. Promoting ways for people to walk, share transit, and ride bikes challenges that norm and provides a vision for sensible policies that can change the way this country does business. A *Tube Times* anti-war editorial inspired me to renew my membership and

become an activist for traffic calming in my neighborhood. It's not only appropriate for the SFBC to make connections between bicycle advocacy in SF and U.S. foreign policy, it's the reason I'm a member!

RUTH GRABOWSKI

Those Lovely Berkeley Boulevards

Recently my fiance and I took our bikes on BART to Berkeley. We biked from the Rockridge to the North Berkeley BART stations and everywhere in between. We were delighted by all of the Bicycle Boulevards and traffic calming we saw all over Berkeley. Many of these bicycle-priority streets have speed bumps for cars on every block. Berkeley was an absolute joy for riding.

It seems that Berkeley is light years ahead of SF when it comes to bikes. We need to step it up big time. How about making Page a Bicycle Boulevard? How about offi-

cially naming/markings "the Wiggle"? How about JFK in the Park? Some Berkeley info can be found at www.ci.berkeley.ca.us, look under Transportation then Bicycling.

JOHN S. GREENE

One reason SF doesn't have bike boulevards is that DPT's traffic calming guidelines treat traffic diverters (an essential ingredient) as a "last resort." Let's work on changing this antiquated city policy. In the meantime, check out the tour of Berkeley's great Bike Boulevards on Sept. 13 (see p. 4).

Being Sedentary, not Obese, is the Problem

In the May/June *Tube Times* Index, you listed the rates and costs of obesity in the U.S., making the assumption that biking promotes health and saves tax dollars through weight loss. But contrary to widely held beliefs, the health

implications of obesity are ambiguous. The real culprit is lack of exercise, not obesity. One thing is clear: sedentary thin people have the same health issues as sedentary, fat people. You do a disservice to fat riders by implying otherwise. Not only do fat cyclists face the jeers of drivers, but worse is the fat-phobia of the bike community that should know better. Yet I am constantly impressed by the number of fat riders on the streets — riders who, just like their thin friends, are staying healthy.

STEFAN LYNCH, BERKELEY

You're right. "Obese" has wrongly become shorthand for "sedentary lifestyle," and healthy people come in all sizes. We pledge renewed awareness to our choice of words and stats. — Ed

Send letters to tubetimes@sfbike.org or SFBC, 1095 Market St., #215, SF 94103. Please keep them brief; letters may be edited.

CHAIN OF EVENTS



AUG - SEPT '03

RIDES

The SFBC's Cultural History Tours and Recreational Rides are free to SFBC members (a \$5 donation is requested of non-members). Unless otherwise noted, call 431-BIKE or email tours@sfbike.org (for bike tours) or recride@sfbike.org (for rec. rides) for more information. Or visit our online calendar at www.sfbike.org. Rain cancels rides.

VELO GIRLS CITY CYCLE RIDE

Thursdays, Aug. 7 - Sept. 25 | 5:45pm
McLaren Lodge, Golden Gate Park
(Fell & Stanyan)

Join the Velo Girls for a weekly ride of the Lake Merced Loop at a moderate pace. 16 miles, helmets are mandatory. Non-Velo Girls members under age 18 must have parent/guardian accompany them to the ride start, and parent/guardian will be asked to sign a ride waiver. See www.velogirls.com for more information.

4TH ANNUAL BIKE TO THE LAB

Sun., Aug. 10 | 12:30pm - 5pm
Sproul Plaza, Berkeley

Ride to the Livermore nuclear weapons lab for a nonviolent rally and march. About 30 miles with some hills. Bring sunscreen and adequate water. Contact David Weddingdress at weddress@juno.com for more info, or see the Western States Legal Foundation site at www.wslfweb.org for event details.

CRITICAL MASS #132 & 133

Fri., Aug. 29 & Sept. 26 | 5:30pm
Justin Herman Plaza (foot of Market St.)

A car-free grand tour of San Francisco — 11 years old in September! Still organized and sponsored by No One. Questions? Bike by and ask someone, or check out www.criticalmass.org.

LICK & RIDE ICE CREAM TOUR

Sat., Aug. 16 | 1 - 4pm
City Hall, Polk St. Steps

Come enjoy an ice cream social on wheels! Due to popular demand, we are licking and riding yet again.

We will visit several ice cream parlors and enjoying the best locally made ice cream. The ride will be at a social pace with a few hills.

GIRO DI SAN FRANCISCO

Mon., Sept. 1 Short, fast course for bike racers pro and amateur. See p. 10.

BICYCLE BASH & BENEFIT

Fri., Sept. 12 Great American Music Hall, 859 O'Farrell at Polk

Kick off the Bay Area's biggest bike weekend with the biggest bike party, converting the Great American Music Hall into bike heaven for one night. See cool live bands, mingle with professional bike racers, and meet hundreds of local cyclists. All proceeds benefit the SFBC's work promoting bicycling. Valet bike parking provided, of course. Party details, including start time and bands, at www.sfbike.org.

TOUR DE BERKELEY BIKE BOULEVARDS

Sat., Sept. 13 | 10:30am
Civic Center BART (in front of Burger King, Market at 8th)

Berkeley has developed a safe and effective bicycle network based on bicycle priority streets, paths, and lanes. Cosponsored by the Bicycle Friendly Berkeley Coalition, this tour will include the Berkeley marina via the new bike/ped bridge over I-80, pedestrian safety flag intersections, and of course plenty of Berkeley Quirk. Bring a bag lunch! Contact Sarah Syed at ssyed@lmi.net for more info.

TMOBILE INTERNATIONAL

(formerly SF Grand Prix)
Sun., Sept. 14 Long, hilly, big, huge pro race. See p. 10.

OPEN GARDEN DAY BIKE TOUR

Sat., Sept. 20 | 11:00am
Corona Heights Community Garden (Corona Heights Park, at the end of States St.)

Join the SFBC and the San Fran-

MAYORAL CANDIDATES FORUM

Weds., Aug. 6 | 5:30 - 7:30pm
SF Main Library, Koret Auditorium, Grove St. entrance

Hear it straight from the sources on top environmental issues, including biking and transit, at this forum cosponsored with Walk SF, the League of Conservation Voters, and other groups. Submit questions as an audience member. Valet bike parking provided.

FELL STREET & CABRILLO PICNIC CELEBRATION

Sun., Aug. 10 | noon - 2pm

Tip of the Panhandle, Fell @ Baker

This picnic is ten years in the works! The SFBC's longest running campaign finally has something to celebrate: brand-spanking-new bike lanes on Fell between Scott and Baker! Come admire the paint job and celebrate the latest link in the citywide Bike Network at this potluck picnic! (If the bike lanes aren't striped yet, contact the SFBC at 431-BIKE x24 to get the new date.)

BIKE HUT BICYCLE HAPPY HOUR

Tues., Aug. 12 | 6 - 10pm
26 Mix, on Mission at 26th St.

Rock out to bicycle bands while enjoying \$2 drink specials and an update on the city's Bike Plan. Meet your newly appointed Bicycle Advisory Committee members. \$5 cover for non-members, or join at the door for \$10. Fabulous prizes!

BIKE SWAP MEET

Sat. and Sun., Aug. 16-17 & Sept. 20-21 | 10am - 6pm

The Bike Hut, Embarcadero & Townsend

The Bike Hut offers rentals, sales, and repairs, and it teaches skills

to kids from low-income communities. Come by on Swap days to sell some stuff or browse the wares for sale. See www.thebikehut.com for more info.

SFBC BOARD MEETINGS

Tues., Aug. 19 & Sept. 16 | 6:30-8pm
SFBC HQ, 1095 Market St., #215

All members are invited to attend. Call 431-BIKE x22 for the agenda.

BIKE ED URBAN BIKE TRAINING

Sat., Aug. 30 | 10am - 4pm

Park Branch Library, 1833 Page St.

SFBC's BikeEd Urban Bike Training Course is great for cyclists new to urban riding or just needing a refresher and some tips to navigate the streets of San Francisco. The class is limited to 20 participants, costs \$20 for non-members, \$10 for SFBC members. To sign up, contact Josh Hart at joshua@sfbike.org with your name, address, e-mail, phone number, and SFBC member status.

SFBC VOLUNTEER NIGHTS

Every Weds. night | 5 - 9pm
SFBC HQ, 1095 Market St., #215

A great opportunity to meet other members and SFBC staff, eat snacks, and hang out with our Volunteer Night hostess, the fabulous Lori!

SAVE THE DATE VELOSWAP SF

World's Largest Bicycle Show & Swap. Sat., Nov. 15, The Cow Palace

VeloSwap, a fundraiser for the SFBC and the Northern California Mountain Biking Association, will be 100,00 square feet of bikes, parts, demos, accessories, clinics, samples, and fun. www.veloswap.com.

BIKE CAMPING AT CHINA CAMP STATE PARK

Sat., Oct. 11 | 10am

Justin Herman Plaza, foot of Market

Enjoy an overnight campout at a park that preserves the rich heritage of Chinese fishing villages that once dotted the Bay. Plus scenic trails through varied wildlife habitats. 20-mile ride along the relatively flat Bay Trail. Cost (camping and communal dinner and breakfast) will be about \$25. Reservations required. Contact Libby, 377-3075 or bikemore@excite.com.

The SFBC's Intro to Bike Touring ride to Pt. Reyes in June



Recommended: Potrero Bike Lanes, Other Great Bike Projects

The SF County Transportation Authority has forwarded its recommendations for projects to receive TFCA (Transportation Funds for Clean Air) funding from the Bay Area Air Quality Management District. A prominent project on the list is the removal of two travel lanes on Potrero to provide a turn lane and two bike lanes from 17th St. to Cesar Chavez. (Although these projects aren't guaranteed to happen, funding is a huge step toward making them a reality.) Also included in these recommendations are the following projects:

- ✓construction of a bicycle channel on the stairs at 16th St. BART
- ✓financial assistance for construction of Caltrain 4th and King Bikestation
- ✓purchase of 50 bicycles with helmets and locks and 10 bicycle trailers for use by city employees
- ✓installation of bicycle signs and lights in the Broadway Tunnel
- ✓construction of a bicycle parking area using a car parking space in front of the main library
- ✓striping of a bike lane on Crescent Ave. from Putnam to Murray Streets in southern Bernal Heights

Get Involved in Your SFBC Leadership

The SFBC is governed by its members. Our board of directors includes 11 members with a variety of perspectives and skills. The board's important tasks in 2003 include re-calibrating the SFBC's strategic direction, supporting the executive director, focusing our fundraising efforts, and guiding our first-ever endorsements in a mayoral election.

Board service is a great way to support the SFBC and learn about leadership in your community. If you believe in our mission, consider making a commitment to serve a two-year term on our board of directors. An open election happens at the end of every year. If you would like to learn more, attend our next board meeting or contact Dale Danley at danley@itsa.ucsf.edu

Embarcadero Bike Station Is Open

San Francisco has joined the ranks of Bay Area cities including Berkeley and Palo Alto that have Bikestations available to the public. The Embarcadero BART Bikestation quietly opened in June, and it is now providing free secure daytime parking. The new intermodal facility is open from 7am to 7pm each weekday and features space for over 150 bikes, repairs, accessories, and free bicycle maintenance and repair classes. It's operated by Mike's Bikes under contract to BART.

The station will fill a great unmet need in San Francisco's Financial District, where there are no other bike shops, says Amad Demetrious, Bikestation attendant (and SFBC member). He expects more and more bicyclists will use the new facility as part of their transbay travel routines, storing their bikes at the station before heading east. East Bay folks could also leave their "SF bike" at the station, for quick travel around the city when they're here. Check it out at the Embarcadero BART station.

New Railing Improves Safety on GG Bridge

Correcting a 64-year-old design flaw, the Golden Gate Bridge finally has a railing to separate cyclists and pedestrians from high-speed motor vehicle traffic. The project is slated for completion at the end of July.

Cyclists in San Francisco and Marin have advocated for a safety railing since at least the 1980s, but the Bridge's board of directors did not have the political will to pursue the project. In the mid-90s, cyclists increased their advocacy in hopes that seismic retrofits could be opportunities for improved bicycle access and safety. Responding to this advocacy, in 1996 the Golden Gate Bridge District and the Bay Conservation



Amad Demetrious and Dan Sankey, Bikestation manager from Mike's Bikes, await the throngs of bicyclists seeking a parking place at the Embarcadero BART station.

and Development Commission agreed that a railing was a good idea.

The railing needed to fit many requirements: it must hold up to strong winds, not crowd cyclists, and not interfere with the character of or views from the landmark bridge.

In other bridge news, the Vista Point overlook at the Marin end of the bridge has reopened. The Marin County Bicycle Coalition is to be thanked for the improved

bike access through that congested and potentially confusing nexus.

— BY STEVEN BODZIN

Walk to School Day Coming to SF

What would our city be like if every child could safely walk to school? Far better! That's what a lot of people around the world are thinking, and that's why the third International Walk to School Day is being celebrated on October 8.

The SFBC is teaming up with Walk San Francisco to encourage parents and children to walk to school on October 8, and to keep on walking in the future.

Call Walk SF at 431-WALK (9255) for more information or e-mail director@walksf.org. To register your school for the event, visit www.walktoschool.org, and check out www.iwalktoschool.org for international news.

The Bike Kitchen Cooks Up Community

Located within the Mission Village Market at 18th and Alabama, the Bike Kitchen is a new shop and community space for people to learn about and fix their bikes. Its mission is to promote bicycling through learning and labor, by empowering people to understand the basics of bike maintenance.

The Kitchen is run by volunteer mechanics who will work you through your bike repairs. The Bike Kitchen is dedicated to taking bikes out of the waste stream and keeping them on the road. They patch tubes, save spokes, and resurrect just about anything.

The Bike Kitchen is running on the proverbial shoestring and is seeking support with all aspects of the shop, from tool storage to fundraising, program development to wheel truing. For details or to volunteer or donate, call 401-0316, e-mail the-bikekitchen@yahoo.com, or just stop by. — BY JESSE BASBAUM

Credit where it's due...

In the April/May '03 "What's Shaking on the Wiggle?" article (page 9), we thanked the Recreation and Parks Dept. for bike route improvements. Although Rec & Parks certainly played a role, the project was initiated and led by Peter Tannen of the Department of Parking and Traffic's Bicycle Program. We apologize for the error and thank Pete and the Bike Program folks for their work to improve the City's bicycle facilities.

Bike Community Mourns

Cody Sherr died in June in an accident in the mountains near Lake Tahoe when his bike malfunctioned. Whether hammering up a long winding hill solo or commuting to work amongst the rush-hour traffic, Cody was always happy and at ease on his bike. He was a SFBC member and volunteer, and he will be profoundly missed by his family and friends. (BY GREGG FOSTER)

Matthew Sperry was killed while riding to work in Emeryville.

Matthew was a talented creative musician, and a loving father, friend, and compatriot. He had just started riding his bike to work again on Bike To Work Day 2003. He was a bicyclist in the '90s in Seattle, and was so happy to be riding again. (By Patrick David Barber)



Bike Camping 101

CONTINUED FROM PAGE 1



A little gear, your regular bike, and you're ready!

people arriving under their own power, on a first-come, first-served basis). If you wake up with no obligations on a glorious morning, you're free to go.

One of the best things about camping close to home is well-stocked stores, bakeries, and restaurants on the way to your site, so forget the stove and pots if you wish. Make the grocery store your final stop before the campsite, and load up on staples plus treats of your choice. Bread, cheese, hummus, veggies, fruit, and snacks can make dinner and breakfast. Friends of ours have purchased hot baked chickens, ice cream, kegs of beer, and even waterproof shoes at the last stop before camp.

LESSON 3: A sustainable investment. You don't need a special bike to go camping, just your everyday one. You have a rack on your bike already, right? Now, how do you get your stuff on your bike and keep it there? Panniers are your most versatile option. **You will never regret investing in panniers,**

"PACKING LIST"

Here's a suggested pile of stuff that's not too much to carry but will take care of your needs:

Tent, sleeping bag, Thermarest (3/4 length packs smaller), sierra cup, knife/fork/spoon, pocket knife, bandana, paperback book or notepad, maps, sun-screen, bike tools including patch kit and pump, bike lights (doubles as flashlight), and item of interest such as camera, Frisbee, binoculars, deck of cards...

Clothing: bike clothes, warm socks, long-sleeved shirt and/or jacket, longjohns, hat...

Optional kitchen: roll-up cutting board (or a Frisbee), matches, stove, fuel, cooking pot, can and bottle opener with corkscrew, angel hair pasta, instant soup, tea, or whatever you like to eat.

which you will love for shopping and commuting. Importantly, they can be removed and carried when you combine bikes with transit. You could strap items to the top and sides of your rack with lots of bungee cords, but panniers do that job better and leave room on the top of the rack for a sleeping bag. It is possible, even preferred by some expert bike tourists, to pack everything into a handlebar bag and a large saddle bag that hangs under the seat, with bulky items strapped to a rack. With panniers, pack the heavy stuff in the bottom to keep the weight closer to the center of your wheels for better balance.

Sturdy baskets work great for camping, especially combined with a rear rack, and they look so cool. A trailer is a fine option, but not without its drawbacks. Trailers make it difficult to get on buses and to lift your bike up stairs. Consider that you could encounter stairs at home, on ferries, on bridges, and on trails. (Note: the Bob Coz trailer can double as a rodent-proof food locker at camp, very useful.)

As for backpacks – don't ruin a great time with a heavy, sweaty weight on your shoulders. Your riding position, no matter how upright, prevents you from carrying the weight properly. Save backpacks for when you take transit most of the way to camp and walk from the bus stop.

LESSON 4: But I can't bike that far – you don't have to! All of the State Parks listed here, with the exception of Half Moon Bay on weekends, can be reached with a bike ride shortened considerably by public transit. You can do the easy part, or go the whole way if you like. If you're experienced, you can meet a more timid camper at the transit stop near the site.

LESSON 5: Independent Research. Try bike camping for yourself at the upcoming SFBC camping trip to China Camp (see p. 4).

- The Marin County Bicycling Map is unbeatable for route planning. A very wise investment. Pick it up at most Marin County bike shops.

- Look up transit connections at

www.transitinfo.org

- Get state park information, and make reservations for traditional sites at www.parks.ca.gov (hiker-biker sites are first come, first served).

- www.openspacecouncil.org/Camp has a link for campgrounds accessible by public transportation (but does not tell you how to get there by public transit!)

- www.baynature.com/2003apriljune/camping_2003apriljune.html#2 is a lovely article about Bay Area camping

- www.kenkifer.com/bikepages/touring/index.htm for helpful info. on bike camping, including gear and strategies.

BY ANNA SOJOURNER

Bikeable, Campable State Parks

We have camped at or visited all of the sites listed here and recommend them heartily. All of these parks have running water, and many have coin-operated showers. Best of all, they have sites set aside for hikers and bikers for just \$2 per person (first come first served). Most of the hiker-biker sites are comfortably far away from the other sites – and the cars parked in them.

☐ *Angel Island*

Bike to Tiburon or take the ferry from SF. Make reservations well in advance for weekend nights – there are no hiker-biker sites here. The Ridge sites are especially recommended. Experience your own private island for a night. For self-propelled campers with boats, there are paddle-in sites, too.

☐ *Marin County – China Camp*

Ferry to Larkspur or bike all the way from SF. Plenty of grocery stores in San Rafael. The campground has showers, sells firewood. Astoundingly beautiful. Haunting history. Check out the visitors center and its artifacts from the heyday of Chinese shrimp fishermen (one descendant still makes a living fishing here).

☐ *Marin County – Samuel P. Taylor*

Bike on Marin bike routes or ferry to Larkspur and ride up Sir Francis Drake to the park – bike map shows alternatives to Sir Francis Drake as far as possible. Small stores along the way in Lagunitas. Love the redwoods. Bike path including ex-railroad trestle bridge into the park is easier to find on the way home than the way out, but then you'll know for next time.

☐ *Marin County – Muir Woods State Park, Alice Eastwood group site*

Tell 25 of your closest friends and reserve the smaller group site (there's two). You can bike from SF (challenging but fun), shorten it with the Sausalito ferry, or take Golden Gate Transit bus number 63 to Alice Eastwood road. Down from Panoramic Highway in a beautiful redwood grove. Sells firewood.

☐ *Half Moon Bay State Park*

There are grocery stores and restaurants in Half Moon Bay close to the site. Bike from SF in 3 hours or less. The Samtrans bus from Hillsdale Caltrain runs on weekdays only (boo). Located on a lovely Class 1 bike path along the beach.

☐ *Santa Cruz – Numerous State Parks*

The state parks along the coast in Santa Cruz are very popular in summer. Look for parks with hiker-biker sites or reserve early. Most have showers. Bike from SF, Palo Alto (Old La Honda Road to Highway 1), San Jose Caltrain station, or load your unboxed bike on the Amtrak bus from San Jose Caltrain station.

BIKE PLAN UPDATE:

Announcing the Big 20

Expect to see a markedly different streetscape starting next year as priority projects from the Bike Plan Update go from bright idea to actual physical infrastructure improvements, creating space for bikes along key corridors in the city. The top projects have been identified by the Bike Plan Update's project partners (the Department of Parking and Traffic, SF County Transportation Authority, and SFBC). Here's a quick preview of the top projects that will be fully designed, analyzed, and engineered (by the DPTs consultant team) in the coming months:



DISTRICTS 1, 2 & 5

Masonic corridor Possible designs for this miserable stretch of Masonic between Geary and the Haight include regular bike lanes or a bike path on the wide uphill sidewalk.

Fell & Masonic intersection

Probably the most requested intersection for improvement. Designs for this dangerous Panhandle street crossing are ready for viewing and comment.

DISTRICTS 3 & 6

Townsend St. A bike path or bike lanes would provide a safe haven for bicyclists in this busy SOMA area, and connect cyclists to the ballpark, Caltrain, and the soon-to-move Exploratorium.

Second St. Another much needed link for bikes between Market and King. Bike lanes would connect SOMA with downtown and link trips to work or the ballpark.

Fifth St. Long lost in the bureaucratic process, bike lanes on Fifth Street between Market and Townsend are once again rising to the top. Bike lanes here should help bicyclists hightail it out of downtown.

Polk This two-block stretch between Market and Grove could be the City's first contra-flow bike lane. It's needed to provide a safe, legal route for Market Street bicyclists connecting to the Polk Street bike lanes.

DISTRICTS 4 & 7

Laguna Honda Work is planned to close the bike lane gap on Laguna Honda between Clarendon and Woodside.

Broadway Tunnel

Not a millimeter available for bike lanes or aths, so this projects will alert drivers to bikes' presence in the tunnel

via a rider-activated blinking light (ala the Bunker Road tunnel in the Marin Headlands).

Portola It's a long, hilly stretch, yet the only link for bikes to connect the central and west parts of the city. Potential for bike lanes here.

SFSU connection Students will know why this proposed bike path is so important—it links SFSU through the Stonestown Galleria.

DISTRICT 8 & 9

16th/17th Corridor Bike lanes along an east/west corridor of the Mission was one of the most popular proposals voiced at the community planning workshops. Possible options include bike lanes in both directions on 16th, or in one direction on a combination of these streets, from Market all the way down to Third Street.

Cesar Chavez

Corridor Another extremely popular request – this is a key corridor connecting bicyclists to the Mission, Bayview, and all places in between. Bike lanes will be a tricky yet critical link along this corridor, from Church to Mississippi.

Market Street Market between Embarcadero and Octavia is in concurrent design stages within a separate planning process led by the SF Transportation Authority. This section between Corbett and Octavia is being redesigned for the Bike Plan Update to close existing gaps.

14th Street This wee stretch starting at Market was overlooked for bike lanes, but now has its own to connect with the existing bike lanes starting at Dolores.

DISTRICT 10 & 11

Alemany Bike lanes on Alemany would provide smooth sailing through the Excelsior all the way from Brotherhood Way to Bayshore, providing residents with the only continuous bike lane through the neighborhood.

Bayshore Bike lanes on Bayshore could connect riders from Cesar Chavez all the way down to the County line.

Oakdale A short but sweet stretch to connect the floating bike lanes from Phelps to Bayshore.

Illinois Light rail on Third Street has gobbled up any potential space for bikes on Third Street. A partial alternative is bike lanes on Illinois including on the proposed bridge over Islais Creek.

You might have noticed a few too many “would”s and “could”s in the above list. That's because it's ultimately not up to the SFBC to determine the final street designs. We're working double-time to encourage Bike Plan Update partners to design the best street option for bicyclists – even if it means taking out parking or travel lanes. As the Tube Times goes to press, we don't yet know the proposed scope of work planned for each project.

Then it's up to you! Proposed designs for the Fell/Masonic intersection, Oakdale, Illinois, and 14th Street are online and available at the SFBC office. Feedback is a criti-

cal part of community planning. Let us know what you think.

You can also add your comments online. In November, the SFBC will host five community feedback workshops to gather opinions from all stakeholders about the proposed designs. Watch your inbox and our web site for details.

JOIN A NEIGHBORHOOD BIKE TEAM!

We're starting committees in each of the five regions to plan the best design and gather support from neighbors, merchants, and bicyclists. These will be short-term committees, with a goal of shepherding through each proposal within six months. Contact Mary Brown at 431-BIKE x24 or mary@sfbike.org if you'd like to join bicyclists in your district to get the best bike facilities for your neighborhood.

BY MARY BROWN

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The advertisement features a black and white photograph of a person on a bicycle in the foreground, with a car blurred in the background. The text is overlaid on the image in a clean, sans-serif font.

Brooke Kuhn: Helping More Women Ride and Race

How did you get into biking, and why racing? I've been riding since I got a tricycle. My first group ride was the New York-Boston AIDS Ride in 1997, and I totally loved it. On a cross-country fundraiser ride the next year, I met a couple of racers, talked a lot, and really got into it. I found a real sense of community.

When I lived in Atlanta, at bike races there'd be four to six women, and 50 to 100 men. There were so few women that it would be one group, the pros and the beginners together. On the starting line, you'd know how it was going to end up. But then someone did a great local women's riding clinic and series, where we got skills and confidence, and after that it was night-and-day different — 20 brand-new women were at the races.

What's Bay Area Women's Cycling all about? Our mission is to get women and girls physically active and improve their health and well-being by encouraging them to bike. It's open to all women

and girls. After I moved to San Francisco, I was thinking about what I'd seen happen in Atlanta, and how something like that could help women's racing here. I was at a conference for work that included bike gear manufacturers, and I found myself saying, "I'm starting a women's cycling club. Would you be interested in sponsoring it?" And a few people did. I started collecting donated products for prizes, and it's been growing ever since.

Does the BAWC put on races? BAWC doesn't organize races, but I put together a group of existing races into a series. You get points based on how well you place, and accumulate points over the 10 races of the season. We have a leader's jersey that the person in the lead wears for that day, and we give out prizes and post results.

What's taught in the clinic? The clinic is once a year in the spring, a two-day seminar where women learn bike handling skills, like how to take corners effi-



Name Brooke Kuhn
Occupation Public health professional; founder, Bay Area Women's Cycling
Age 31
Neighborhood Potrero Hill
Member since 2001
Anyone can do it: "Trying out your first race is easy for women who are already riding."

ciently, how to climb better, how to descend hills more comfortably, avoiding objects in the road, and some racing skills, plus a little classroom discussion. It's led by a current or former professional cyclist, and it's open to anyone.

Are there more casual group road rides that women can join? Yes, we host monthly rides, the first Saturday of each month, and all women and girls are welcome. Details and calendar are posted on the web site (www.bawcycling.com) and I send out an email newsletter. It's really a "viral" networking type of thing, women forwarding it to their cycling friends. The goal is to not do the same route twice, and encourage women to share their favorite ride and invite their friends. Rides are open to all women, no one left behind, and always have both 25 and 50 mile options. Our web site lists other local groups' regular rides, too.

Is it true that any bicyclist can join a race that's open to amateurs? Definitely. Any woman or guy who shows up at a race with a bike, helmet, and biking clothes can race. You pay a one-day license fee to USA Cycling, the national umbrella organization, and you fill out a form—and you're a racer.

I love track racing, too, and there's also Hellyer Park Velodrome in San Jose. On Saturday mornings they have beginner sessions, where anyone can pay \$10 to rent a fixed-gear track bike and get a basic lesson on riding it. Their twice-a-week evening races are a ton of fun. It's a wonderful community.

So is it really that simple for bike riders to try out bike racing? To try out your first race is easy for women who are already riding. Once you get addicted, though, it can be a big time commitment. But it all depends on how seriously you want to do it. At beginning to intermediate levels, you don't need to quit your day job, not at all. A few training rides a week will keep your legs loose. A beginner could do 8 to 10 hours of riding a week, which can realistically fit into your schedule.

What keeps you pedaling? Besides it being fun, there's so much to learn. You're constantly picking up tips from other people and improving your skills. On a recent ride, someone showed me how to get help up a hill if you're exhausted and riding with someone who has a little more energy. They can actually pull you along without too much more effort on their part. If you just put two fingers on the front of their hip bone, and keep your arm stiff as you pedal along next to them, they'll pull you up the hill. It's amazing.

INTERVIEW BY MATTHEW HOOVER
PHOTO BY DAVID GARTNER



TUBE TIMES INDEX

- 1 Percentage of bike crashes that involve a motor vehicle: **12%**
- 2 Percentage of urban bike-car collisions that involve a turning or crossing movement: **89%**
- 3 Percentage of urban bike-car collisions that involve the motorist overtaking the cyclist: **7%**
- 4 Number of times more space that driving a child to school rather than walking requires: **70**
- 5 Percentage increase in the carbon dioxide content of Earth's atmosphere from pre-industrial levels to today: **35%**
- 6 Upper estimate of amount Earth is forecast to warm by 2100 due to carbon dioxide emissions primarily from cars, power plants, and deforestation: **5.8 degrees centigrade**
- 7 Degrees centigrade colder this planet was at the height of the last ice age 18,000 years ago: **5**
- 8 Degrees centigrade the Earth has already warmed, most scientists agree, due to carbon dioxide emissions from fossil fuels: **0.6**
- 9 Amount of gasoline sold in San Francisco, according to the state Board of Equalization:

1999	437,000,000 gallons
2000	466,000,000 gallons
2001	478,000,000 gallons

Sources: 1-3, *Effective Cycling* by John Forester; 4, *Street Reclaiming* by David Engwicht; 5-8, *Dead Heat: Global Justice and Global Warming* by Tom Athanasiou and Paul Baer; 9, *Transportation for a Livable City*

Bike, Bus, and Taxi

Safety Program:

Reducing Tensions and Increasing Safety on Streets

As critical elements of a transportation network that allow people to travel around San Francisco without a car, bicycles, buses, and taxis need to learn to share the road peaceably if we are to realize the SFBC's vision of "a balanced transportation system that works for all and equal access to public spaces," as our mission statement says.

In January, the SFBC was selected by the San Francisco Department of Public Health to receive a grant to improve bike/taxi and bike/bus relations. Funded originally by a grant from the California Office of Traffic Safety through the Business, Transportation, and Housing Agency, the grant is allowing the SFBC to work with Muni, the taxi companies, the Taxi Commission, and of course bicyclists to identify and discourage behaviors that cause conflict on our streets. Through our work on this grant, we are getting the message out that **drivers of buses, taxis, and bicycles are all allies in creating a more livable city.** Buses provide an intermodal option for bicyclists, especially since about 85% of Muni's buses are equipped with bike racks. Most taxi drivers are also happy to accommodate bicyclists. For taxi and Muni drivers, it can seem like bicyclists create unnecessary delays, but the reality is that the more bicyclists on the streets, the less severe the car congestion, and the greater the number of car-free residents who demand effective taxi and bus service.

We are in the first phase of this program, reaching out to the public to determine recurring problems, and assessing attitudes

toward other road users. Focus groups for bicyclists and taxi drivers have been held, and one for Muni operators is in the works. Surveys will also be distributed and analyzed. We are researching safety programs in other cities, such as a **Toronto program that requires stickers in the back of taxis that remind passengers to "look for bicycles before opening your door."** Over the next five months, we will be working to place a similar sticker in SF taxis, as well as working with Muni on a bike education/promotion campaign on the backs of buses. This program is also an excellent opportunity to work with Muni to clarify their bicycle policies, including allowing folding bicycles on all Muni vehicles at all times and providing instructions to cyclists on the use of bus bike racks.

Phase two of the program will involve working with Muni's training department and the city's Taxi Commission to augment existing driver curriculum with specific information about how drivers should or should not interact with cyclists.

We are also incorporating taxi and bus specific information into our Bike Ed Urban Bike Training Courses, which are now being held bi-monthly. (See www.sfbike.org/campaigns/edu)

We have had an extraordinarily positive reaction to this program from Muni and the Taxi Commission. Everyone agrees it is long overdue, and that the tense relations on our streets (which frequently lead to injuries or worse) must come to an end.

If you have any feedback or rec-



Bikes, buses, and taxis are all important pieces of the city's transportation picture. A little education for all will help improve conditions for everyone.

ommendations regarding this program, please contact Josh Hart at joshua@sfbike.org

▼ Tips for Cyclists AROUND BUSES

Frequently, the average speed of a cyclist and a bus is about the same. This leads to the "leapfrog phenomenon," with a bus passing a cyclist between stops, and then the cyclist passing the bus while it is stopped to pick up passengers. There are simple ways to make the passing maneuver more comfortable for all those involved. **Muni operator Charles Haletky, who is also a SFBC member, recommends that cyclists give buses ample room when passing at a bus stop,** as the bus could pull out at any time. He frequently sees cyclists squeeze by buses with barely a foot or two to spare—this leaves no margin if the bus begins to pull out. "Ride at least 6 feet from a bus at a stop, and ring your bell, especially if the driver's window is open; it's an effective way to let a driver know you are coming. Also, if you can't see the driver's mirrors, the driver can't see you."

▼ Tips for Cyclists AROUND TAXIS

Be aware that when a taxi is stopped, passengers could open the doors at any time. In addition, taxis often suddenly make U-turns or left turns to respond to a call. Just as with any other stopped or parked vehicle, leave 3 to 4 feet of space when passing. If this is not possible, such as next to Muni islands on Market St., make sure you are going at a speed (less than 5 mph) that allows you to stop in time if a door does open. SFBC

member Rhonda Winter, who (when not riding her bike) drives a taxi for Yellow Cab, says that **riding predictably and taking steps to ensure that you are visible are the most effective safety steps cyclists can take,** especially at night when cabs are out in force. "Often I'm driving at night and won't see a cyclist without a light until the very last minute," she says. "Investing \$20 on a front and rear light is something every cyclist should do. You wouldn't drive a car without lights at night—why drive a smaller, more vulnerable vehicle without lights?"

▼ Tips for TAXI DRIVERS Around Cyclists

Getting both taxi and Muni drivers to understand cyclists' right to ride in the middle of a narrow lane (CVC 21202) will be a crucial addition to new driver training and existing driver re-training. In addition, **reminding passengers to exit curbside and look for bicycle traffic before opening the door** are among the most important pieces of advice for cabbies.

▼ Tips for MUNI DRIVERS Around Cyclists

One of the biggest complaints we hear from cyclists is that Muni operators sometimes pinch cyclists between the bus and the curb when pulling over to a bus stop. **Educational materials** will seek to encourage drivers to slow down and allow the cyclist to pass before pulling over.

BY JOSH HART

SFBC and Local Racing Team Sponsor
"Giro Di San Francisco" Race

Building Strength: Targeting Athletes to be SFBC Members

Local bike racing is getting a shot in the arm in September, with the SFBC joining the McGuire Real Estate/Cycle Couriers of San Francisco racing team to promote the Giro di San Francisco Bicycle Race on September 1.

The Giro di San Francisco, an event that boasted 500 starters in 2002, will be an exciting display of skill and athleticism on Labor Day this year. Both amateurs and pros will race laps around a challenging

course of four city blocks, complete with sharp corners on Green, Sansome, and Greenwich Streets, finishing on Battery across from Levi Plaza. Each event will feature crowd-pleasing mid-race "prime" sprint contests, in which a bell announces to riders that they're racing the following lap for cash or prizes.

Starting at 8am are the amateur men, women, and juniors; the professional women start at 3pm and the men at 4pm. (Any bicyclist can enter an amateur race!)

In its 29th year, the Giro is the longest-running bicycle race in San Francisco, with past winners including Tour de France champion Greg LeMond in 1980 and 1982. For more info, see www.sfbike.org.

The McGuire Real Estate bike racing team was founded as Cycle Couriers of SF by six bicycle messengers who loved competitive riding. It has grown to more than 50 men and women competing in races all over Northern California, with sponsorship by McGuire Real Estate. **Team members want safe streets for training rides, and in particular more streets with bike lanes — one of the SFBC's biggest goals.**

McGuire team members cite a preference for streets with bike lanes when mapping training routes. The Arguello Street bike lane, striped after a long campaign by Richmond district volunteers, is a popular link from Golden Gate Park to the Presidio and onward.

Many athletes put essential training miles in their legs by commuting and doing errand trips via bike, carving creative routes through the city. "I integrate training with my

HOW CYCLING WORKS AS A SPORT

MANY PEOPLE in the United States do not understand bicycling as a sport. First and foremost, cycling exists as an advertising tool for the sponsors, like most sports. People come out in droves to watch cycling races in Europe, and those uniforms are touting the grocery store, lottery, or car dealerships of the team's country or region. And those lucky fans get to go see it for free (try that at PacBell Park). The idea is no different here in the U.S., but with scant national attention, it takes a homeboy phenom like Lance Armstrong or Greg LeMond for big-team sponsors to get any return.

commuting, generally taking a more circuitous route home from work at night," says Teri Gardiner, a first-year racer with the McGuire Team. "It's an efficient way to get training hours in. For training rides, I climb Twin Peaks, ride in Golden Gate Park, the Presidio, and pedal along the Great Highway."

We're all interested in safer streets, whether we're athletes or commuters, or both (see "Demystifying Bright Lycra," p. 11). You don't have to be athletic to enjoy watching the fast laps on the short course of the Giro di San Francisco.

BY SARAH LIGHTFOOT



Photo by AbbiOrca.com

Jana Roberts of the McGuire Real Estate racing team takes a corner at high speed in the Wheels of Thunder race in Pleasanton in June. She took first place for Category 4 women.

SF Grand Prix Returns with New Name, New Women's Race

Also: a tough race up Mt. Tam that's open to everyone

September is again the biggest month of the year for bicycle racing in San Francisco. The feature event is the third edition of the popular T-Mobile International presented by BMC Software (formerly the San Francisco Grand Prix), which

takes over the city on Sunday, September 14. Last year's race featured great weather, huge adoring crowds, and **His Bikeness himself, Captain America Lance Armstrong, live-in-person** and deadly serious about leading his US Postal/

Berry Floor team to victory. The race is a hilly 104 miles for the men, with long laps from the Ferry Building to the Presidio and back, and shorter laps through the Marina, Russian Hill, and North Beach back to downtown. At press time, all signs point to Lance returning, and so will the

crowds. Valet bike parking provided.

New for this year is the women's race (48 miles) on the same demanding course. With likely appearances by top Canadian Genevieve Jeanson of Team Rona-Esker and Americans Kimberly Bruckner and Dede Barry of Team T-Mobile, some of the world's top women racers will be proving it on the streets of San

Demystifying Bright Lycra

Who are these brightly garbed people on two wheels, with closely shaved legs and a focused attitude? What is it with all the gear? Does the average Joe or Jane Bike Commuter have anything in common with these Lycra-clad freaks of aerodynamics? Yes, plenty.

Those "professional" looking racer types could be just commuting to their day jobs, or they may be taking a training ride, or perhaps both. A few years ago on Bike to Work Day, I was told I shouldn't be at an Energizer Station "because I wasn't a commuter" — I was totally geared up in my favorite team's attire. The guy was wrong. I was a half-block from work, and had donned my bike clothes to be comfortable as I squeezed an extra hour of riding into my morning commute.

THE TRUTH IS THAT RACERS ARE THE SAME BUNCH OF INDIVIDUALISTS like you who find something in bicycling that rewards them, challenges them to do better. Are they so different from most riders? Racer types are simply addicted to cycling. They might have a few other additions, such as to speed (as in velocity) and competition, but they certainly cannot live without their bikes.

MAYBE YOU ARE NOTICING SIGNS OF ADDICTION IN YOURSELF. First you were just riding to work, and then you realize you are "timing" your commute. And you notice you are racing to the next light., and then enthusiastically riding to your friend's house in Upper, Upper Heights, and starting to think about where you'd like to ride this weekend. You're admiring a nice bicycling jacket, something with good pockets so you don't have to carry a backpack. And then you're driving in some faraway beautiful place and see people riding there, and you wonder, could I do that? Or your friend's co-worker's brother is doing a race in Berkeley, and you could take BART to it, but would you just embarrass yourself?

If you are at that stage, I encourage you to embrace it. Racing is fun, it gets you to areas where you might not normally ride, and it's a great way to meet lots of people who ride at your level. Don't worry about embarrassing yourself — most races are divided by categories that keep the highly trained away from the novice, with levels in between, so you can jump right in. This allows you to build up knowledge, confidence, and some endurance. If you are thinking you don't have the skills to ride in a group, you are not alone, and there are clinics where you can develop these skills. (There's also an informal peloton on Tuesday evenings that rides laps around a bit of Golden Gate Park near JFK and Crossover Drive.)

A great resource is the Northern California/Nevada Cycling Association (NCNCA, www.ncnca.org), which is the governing body of racing in Northern California. They provide information about races, clinics, and licenses, among other things. Lots of great info and links are on the site, such as for beginners at www.ncnca.org/ncnca/Start_Racing.html

BUT DOES RACING KILL THE FUN OF BIKING? Well, anything done to excess—or done wrong—can do that. Even though a race may be only a few hours, preparation is still the key. Pick races that cover the kind of terrain you like (hilly, flat, whatever). Don't forget to eat correctly, carry extra food and water, and do plenty of warming up.

If you like racing, does this mean you are doomed to a future of Lycra? Not at all. Your legs, and knowing how to use them, are the only essential part. Cycling clothes do have their advantages—comfort, pockets, and most important, they keep your other clothes from getting stinky when you ride hard.

BY MAUREEN DEVLIN

Francisco. Best of all, it's free. See www.sfgrandprix.com for more info.

The Nor Cal season finale for 2003 is September 20-21, with the grueling Mt. Tam Hillclimb on Saturday and the Presidio Classic Criterium on Sunday, both put on by SF-based California Road Club. **The 12.4 mile hill-climb is open to all riders, so for those of you out there ready to**

test yourself uphill against the clock, start your training now. Sunday's Presidio Classic Criterium will feature open kids' races, as well as a bike safety rodeo, along with a full program of racing. For more information on both events, see www.californiaroadclub.org.

BY MIKE BISWELL



*Etiquette for the
Conscientious Cyclist*

Ask the Advice Pedaler

Dear Advice Pedaler: My partner says I have too many bikes. I think I don't have enough (I don't even own a road bike). How many bikes is too many?
— *Not Enough*

Dear Cyclist: I've put together a few simple questions for you to determine whether you have too many or too few bikes.

Can you get up in the middle of the night and go to the bathroom without tripping over a bike and severely injuring yourself?

Have you managed to stay out of extreme credit card debt? you spend quality time with your friends and family?

If you can answer yes to all these questions, then you don't have too many.

you have bikes to lend out of town visitors?

you have a backup bike for when your bike is in the shop?

you able to ride on all street surfaces in all weather conditions and be comfortable?

If you answer no to all these questions, you might have too few bikes. The Advice Pedaler has two bikes and she thinks that's just enough for now. But she has plans for when she gets her first royalty check.

Dear Advice Pedaler: Biking makes me really hungry. But those energy bars they sell at the bike shop are so expensive if you need to eat them every day.
— *Thrifty*

Dear Thrifty: You don't need some sort of special inutritional bari to get the energy you need to bike. Real food items will do just fine.

The Advice Pedaler prefers to make her own homemade power bars. Here's her secret recipe:

- 1 oatmeal cookie recipe from your favorite cookbook
- 2 cups chocolate chips

Follow directions for oatmeal cookies, skimping a bit on the sugar. Stir in chocolate chips.

Dump the whole thing on a cookie sheet and bake into one giant cookie. Cut into bars. Bring several with you wherever you go so you can share. Use the extras at your next tea party. Remember, the more you eat, the more you can bike.

SFBC DISCOUNTS

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Join today and get discounts all over town.

A CLEAN WELL-LIGHTED PLACE FOR BOOKS

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FREEWHEEL

FRESH AIR BICYCLES

JOHN COBB'S BICYCLE

SPORTS

MISSING LINK

NOE VALLEY CYCLERY

NOMAD CYCLERY

OCEAN CYCLERY

PEDAL REVOLUTION

RHYTHM & MOTION DANCE STUDIO

ROAD RAGE BICYCLES

ROARING MOUSE CYCLES

SALON DES BICICLETTES

SAUSALITO CYCLERY

SPORTS BASEMENT

VALENCIA CYCLERY

VISION CYCLERY

YE OLDE BIKE SHOPPE

*offers a discount to customers who arrive by bike

See www.sfbike.org for addresses and policy details.



San Francisco Bicycle Coalition
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 San Francisco, CA 94103
 (415) 431-BIKE

ADDRESS SERVICE REQUESTED

www.sfbike.org

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Become a member of the San Francisco Bicycle Coalition and help make the City a better place to ride. Members get:

- TUBE TIMES** newsletter six times per year.
- THE SFBC URBAN CYCLIST'S SURVIVAL KIT** bike map, reflectors, stickers, transit guide, hot advice and more!
- FREE RENTAL OF THE SFBC BIKE TRAILERS**
- ACTIVISM OPPORTUNITIES GALORE**
- BIKE SHOP DISCOUNTS** see list on p. 11.
- FREE ADMISSION TO SFBC PARTIES & CULTURAL HISTORY BIKE TOURS!**

OR JOIN ONLINE AT
WWW.SFBIKE.ORG!

NAME _____

OCCUPATION _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____

WORK PHONE _____

EMAIL _____

I WAS REFERRED BY _____

MEMBERSHIP LEVELS

- \$1,000 HIGH WHEELER
- \$250 TWO-WHEELED WONDER
- \$52 BUCK THE SYSTEM (includes FREE "Bikes Allowed Use of Full Lane" T-shirt: Men's Size ____ or Women's Tee Size ____)
- \$25 INTRODUCTORY MEMBERSHIP (families: add \$5 each additional member)
- \$500 VELOURINARY
- \$120 CRUISER'S CLUB

MAKE CHECK PAYABLE TO SFBC, 1095 Market Street, Suite 215, San Francisco, CA 94103. **Barter memberships are available in exchange for volunteer time. Check with your employer about matching your donation.** As the SFBC uses your donations for unlimited, effective grassroots lobbying, donations to the SFBC are not tax-deductible. If you need a deduction for your contribution, contact Chris at 431-BIKE, ext. 10.

NAME _____

CREDIT CARD # _____

VISA MASTER CARD EXPIRATION DATE _____

Do not share my name, even with cool organizations the SFBC likes.

I WANT TO VOLUNTEER!

- Volunteer Night (Wednesdays)
- staffing an information table
- daytime office assistance
- phone-tree calling
- valet bike parking at events
- attending public meetings
- newsletter writing
- newsletter mailing/distrib.
- flyer distribution
- other _____

The second phase of the Coexist PR campaign is popping up all over town, cosponsored by the SFBC and the Department of Parking and Traffic. Dozens of these "share the road" messages are being displayed on buses and transit shelters. Special thanks to Gregg Foster and Jody Horn for pro bono creative work.

Bike Accident? | Need Advice?



Mark L. Webb
 ATTORNEY AT LAW

Record settlements for California bicyclists for over 10 years

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