

# TUBE TIMES

Feb-March '04



SAN FRANCISCO BICYCLE COALITION

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



FREE



## \$200 Million Approved for New Regional Bike & Pedestrian Program

Thanks to hard work by regional Bicycle Coalitions and their ever-responsive members (that's you!), the Metropolitan Transportation Commission (MTC) approved \$200 million in funds for a new Regional Bicycle and Pedestrian Program for the nine San Francisco Bay Area counties. This landmark decision will provide new funding to build bicycle and pedestrian projects of regional significance.

Bicycle advocates from throughout the Bay Area united under the Bay Area Bicycle Coalition (BABC) to make the case for funding a first-ever Regional Bicycle and Pedestrian set-aside program in the MTC's Transportation 2030 Plan.

In addition to the support of all Bay Area bicycle groups, the bike/ped set-aside got help from the Transportation and Land Use Coalition, the Greenbelt Alliance, the Association of Bay Area Governments, and the San Francisco Bay Trail Project. For more information, see [www.bayareabikes.org](http://www.bayareabikes.org).



[www.sfbike.org](http://www.sfbike.org)

## Women & Bikes

*Why women ride, or don't ride, includes bike lanes but also personal power and safety in society*

When the Bicycle Coalition surveyed women about what would encourage them to bicycle more, we answered pretty much the same way men would: more bike lanes, more bicycle awareness, safer streets, saner drivers. In San Francisco, 4% of people (about 30,000) ride bikes to work and for errands. Of those, only 25% are women. When the SFBC asked low-income women in the Mission, Bayview, and Western Addition why, they said overwhelmingly (80%) that they don't feel safe sharing space with cars.

But women arrive in public space—when they arrive there at all—with another set of issues that are often discounted: the fear of violence, from mugging to much worse. Harrassments, leers, and insults are common, and young women in particular are the targets. Someone once remarked that rape was an act of violence by one man against one woman that taught all women their place; sexual harrassment at worst is a reminder of this threat (at best it's just a big drag and disincentive to go out in public).

Transportation issues are important women's issues because they determine how people move through their world. We need safe, healthy environments for walking,

biking, and living. Too often we are told to limit our movements, travel in packs, don't go out at night, get a boyfriend, or take on expensive economic opt-outs—buy a car, take a taxi, move someplace quiet and boring, disguise ourselves as men, purchase weapons, even train as ninja warrior princesses. Oppression can get expensive.

That's the problem. What do the solutions look like? One is broadly social: changing the status of women, the conduct of (some) men, and the sense of rights, freedoms, and issues for all of us. This is the work of the media, of politicians, of educators, of everyone, of men and women. **But the other solution is specific to groups like the SFBC: it's identifying what makes public space safe and moderately civilized for women (and for everyone) and what role policy and infrastructure play in this.**

But beyond this is the cumulative effect. "A well-used city street is apt to be a safe street," Jane Jacobs writes in *The Death and Life of Great American Cities*. "A deserted city street is apt to be unsafe." Bicycling in San Francisco has become safer and more pleasant over the past decade, not only because of infrastructure changes advocated by Bike Coalition members, but by the ways drivers are increasingly respecting bicyclists'



**Jennifer** Noe Valley

"Bicycling has given me a new perspective, not just of the streets, but of the world. Something about being on a bike and traveling slower, you notice things you wouldn't otherwise."

### Swurvey: "How does bicycling affect your life?"



PHOTOS AND INTERVIEWS BY CHAD MAJOR

**Allison** Lower Haight

"It brings me freedom and stress relief. I get to feel like a kid again riding downhill to work, and I get to work out the day's tension on the way back up when I go home."

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SWERVEY CONTINUED ON PAGE 7

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MISSION NEEDS EAST/  
WEST BIKE LANES page 6

ADVICE FOR ROAD BIKE  
ENVY page 7

# How To Get More Women to Bike More Often

We know more people are biking in San Francisco. The numbers prove it: A doubling of people bike commuting in the past decade. A 50% increase in biking on streets where we have won new bike lanes.

But we also know that certain communities are biking at a lower rate than others, and it's disturbing. Surveys — or a simple look around — show that women bike at significantly lower levels than men. The same is true for some minority ethnic populations.

As an organization that promotes bicycling for many diverse reasons — including environmental, health, economic, and social justice — **the SFBC wants to make biking more accessible and safe not just for some San Franciscans, but for all San Franciscans.** That means we need to work extra hard to reach these populations that don't feel comfortable biking for whatever reasons. We have highlighted this challenge in our new Strategic Plan (see p. 3) by establishing an objective to reach out to women and minority cyclists — and potential future cyclists — and help to get them the supplies, skills, and knowledge they need to commute by bike.

Our cover article by Anna Sojourner and Rebecca Solnit considers some of the important reasons we should be encouraging more women to bike for transportation. There are, of course, many reasons.

Today, women in San Francisco use bicycles for transportation at a rate four times lower than men (1.4% of women bike for transportation vs. 5.9% of men). This is reflected nationally, with women constituting just 20% of bike commuters. The SFBC's Women & Cycling Survey, conducted last year thanks to a grant from the SF Women's Foundation, shows even lower rates of ridership among black, Latino, Asian, and mixed race women. This inequity reduces women's potential for improved health, economic independence, and access to jobs, just to name a few.

**Transportation choices affect so many other choices women make every day** — where they live, where they work, how much time they spend traveling to work, whether their children can play in the community safely, and whether they spend precious hours transporting children to school and elsewhere because the streets don't feel safe enough for kids to ride or walk.

The SFBC's Women & Bicycling survey, which identifies the top challenges to low-income women using bicycles for transportation, shows **the greatest obstacle is the feeling of unsafe conditions on the road due to car traffic** — 80% cited this as a concern. In fact, 63% of the respondents said they would consider commuting by bicycle if bike lanes existed in their neighborhood.

This month's cover article was timed to coincide with National Women's History Month in March. In 2004, the SFBC pledges to work year round to consider new strategies, seek out funding, and meet our commitment to increase biking as a transportation option for more women and more minorities in San Francisco. We invite members and supporters to join us!

And on a completely different note, you may have noticed that this issue of your *Tube Times* is a little lighter. We are trimming the newsletter from 12 to 8 pages to cut costs and save staff and volunteer time. We are keeping the *Tube Times* a top-notch, though leaner, communications tool for the SF bike community — and also relying more on our newly revised, updated, and just plain spankin' new website at [www.sfbike.org](http://www.sfbike.org) to keep you informed. Your feedback on our paper and pixel communication is always welcome.

BY LEAH SHAHUM  
EXECUTIVE DIRECTOR, SAN FRANCISCO BICYCLE COALITION

## Bike Power from SF to PDX

I have a slight problem with your publication. Since moving to Portland, I have managed to avoid those little pangs of nostalgia. But every time I see the *Tube Times*, it makes me want to be right back there in the thick of it. It just bugs the crap out of me that I'm not, especially given all your great success stories.

Since moving up here, I started [www.gobybicycle.com](http://www.gobybicycle.com), which is pure grassroots bicycle advocacy. I attempt to make direct contact with the public and get them to give up their car keys for pedals. I'm trying to make formal and informal contacts up and down the West

Coast, so check out my site. Congrats on all your successes in SF, and keep up the good work.

SCOTT LARKIN

## Letters

### Crowded Is Good

The notion that the level of service (LOS) standard used for automobiles, which is based on crowding, should be applied to pedestrians and bicyclists is absurd, as Josh Hart correctly pointed out (Dec/Jan, "Creating Multimodal Transportation Standards"). I think the standards expose a deeper difference in travel philosophy. To the motorist, "cars are in the way, except mine." Thus the fewer other motorists encountered on

the road, the better. But to pedestrians or bicyclists, a vibrant street or sidewalk filled with other people cycling or walking is much better than deserted block or creepily empty bus. We share a sense of community hard to convey to the isolated individual in his or her metal box.

This hit me one Bike to Work Day, when a driving coworker teased me about all the "amateur" cyclists on the road, as if I should mind. He couldn't understand why I was thrilled to see twice as many cyclists commuting along with me. The thought of twice as many fellow car drivers on the road filled him with horror.

Drivers should see what they're missing. This example of LOS standards

could be a useful teaching tool. What kind of society views other individuals as inherently making your life miserable? What about seeing other people as enlivening your world?

FRAN TAYLOR

## Wheels of Progress

To everyone at the SFBC — The website looks so great! It is really one of the best sites I've dealt with — easy to navigate, easy on the eye, and easy to spend money at the shop!

It brings tears of joy to my eyes to see how far the SFBC has come since my days on the board, in terms of what is getting done on the streets and what goes on in the office. You guys rock!

STEPHANIE FUNK

Send letters to [tubetimes@sfbike.org](mailto:tubetimes@sfbike.org) or SFBC, 1095 Market St., #215, SF CA 94103. Please keep them brief; letters may be edited.

## TUBE TIMES

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The SFBC is a 4,300-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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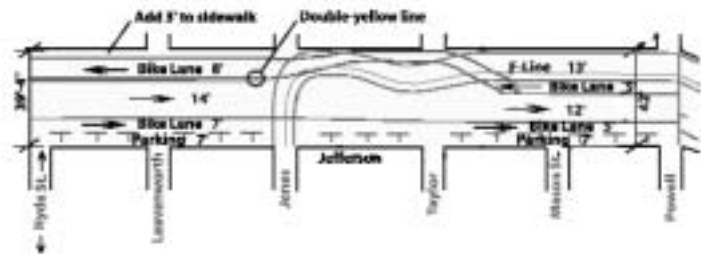
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## ■ Jefferson St. Bike Lanes Closer to Reality

Thanks to the many SFBC members who turned out for the Fisherman's Wharf public meetings in November, the Port and the Bay Conservation and Development Commission have selected Alternative D as the preferred alternative to improve Jefferson St. Alternative D involves restriping Jefferson St. (the "main street" of Fisherman's Wharf) to be a one lane, one-way eastbound car travel lane, together with bike lanes



Alternative D for Jefferson St.

in both directions. **Two-way bike lanes will provide easy, direct, and legal bicycle access between Fort Mason and the Embarcadero.** The new lanes would also make it easier for cyclists to patronize Fisherman's Wharf businesses, as well as stimulate the bicycle rental industry.

This campaign is far from over, however, and we will need cyclists to write letters, come to hearings, and speak to their supervisor, especially if you live in District 3 (Supervisor Peskin). To get involved in the campaign, e-mail Josh Hart at [joshua@sfbike.org](mailto:joshua@sfbike.org), and watch the SFBC's Biker Bulletin weekly e-mail for updates. You can also learn more about this planning process by visiting [www.sfport.com](http://www.sfport.com) and clicking on "Planning and Development."

## ■ Level of Service Report Approved

The SF County Transportation Authority (TA) Board unanimously approved staff's Level of Service Strategic Analysis Report in December. The report outlines ways that environmental review can be streamlined, and how to create service standards for bicycle, pedestrian, and transit projects. The Board of Supervisors' Bicycle

Advisory Committee (BAC) is currently discussing the environmental review of the city's Bike Plan Update, and how the findings of the LOS report can facilitate approval of new bike lanes. Ideally, this process will lead to a more accurate, fair, and streamlined approval process. (See Chain of Events p. 4 for meeting schedule) For more information, see the Dec/Jan *Tube Times* or contact Josh Hart at [joshua@sfbike.org](mailto:joshua@sfbike.org) You can

download the entire report at [www.sfcta.org](http://www.sfcta.org).

## ■ Action Plan Unveiled for Market Street

We have been teasing you for nearly two years in the pages of the *Tube Times* with updates on the unfolding planning process to improve transportation conditions on Market Street. We think the wait will have been worth it. The Plan calls for the extension of bike lanes from Upper Market to 8th St., greater pedestrian amenities, and — perhaps most exciting —

**a strategy for dramatically reducing private auto traffic on Market Street through forced turns at key intersections.**

If implementation moves forward as called for in the Plan, Market Street will be a dramatically different street in the next few years. But don't just take our word for it — check out the Plan for yourself at [www.sfcta.org/marketstreet.htm](http://www.sfcta.org/marketstreet.htm)

Special thanks to SFBC volunteers who worked tirelessly for the completion of this Plan and to the SF County Transportation Authority staff who led the project. Stay tuned to find out next steps for the Plan's implementation, and we are sure to need supporters to make sure it goes forward!



# Quick Releases

## ■ Transitioning To Mayor Newsom

A new mayor is in room 200 and the SFBC looks forward to working with this new administration to implement the top 20 projects in the Bike Plan Update (check out [www.sfbike.org](http://www.sfbike.org) for more info on priority street updates) and implementing policies and infrastructure that will make SF a great city for bicycling. The SFBC was invited to be on the mayor's transition team, and accepted readily, along with a whole range of groups, from the Coalition on Homelessness to the Chamber of Commerce. SFBC's Mary Brown spent the holidays at four transition team meetings, making sure the top priorities of bicyclists were on the table and included in final report recommendations to the mayor-elect.

We look forward to working with Mayor Newsom to increase trips by bike to 10% of travelers by 2010.

**We anticipate helping him keep his campaign promise to "ensure a healthy mix of transit options by giving priority to the street improvements called for in the City's updated Bicycle Plan, in order to make cycling a safer and more pleasant way to get around the city."**

## ■ SFBC Kicks off "Ride Safe on the Golden Gate" Campaign

The SFBC kicked off a public relations safety campaign in December, together with the Marin County Bicycle Coalition and the Golden Gate Bridge, Highway, and Transportation District, to encourage respectful and safe behavior among bicyclists and pedestrians on the Golden Gate Bridge. As you probably know if you ride the bridge often, it can be a scary experience

with road racers sharing space with novice tourist riders and, sometimes, pedestrians. What with blind corners at the towers, and strong winds, the bridge can be intimidating for inexperienced riders. We want to help make the bridge a safe, welcoming place for everyone. To get involved and download our safety flyer, go to [www.sfbike.org/ggb](http://www.sfbike.org/ggb) or e-mail [joshua@sfbike.org](mailto:joshua@sfbike.org).

## ■ SFBC Guided by Updated Strategic Plan

**The citywide Bike Network will be built; the public image of bicyclists will improve; drivers will respect bicyclists more; and we will add safe, secure bike parking throughout the city.** These are just a few of the objectives included in the SF Bicycle Coalition's newly updated Strategic Plan, recently unveiled on our website at [www.sfbike.org/strategicplan](http://www.sfbike.org/strategicplan).

## ■ New Leader for Calif. Bicycle Coalition

The California Bicycle Coalition named former SFBC board member Paul Dorn as its new executive director. Created in 1994, the California Bicycle Coalition is a 3,000-member nonprofit. Dorn succeeds

CONTINUED ON PAGE 7

## Vote YES on Measure 2

Regional Measure 2, if passed by Bay Area voters on March 2, will create a \$22.5 million Safe Routes to Transit (SR2T) program for bicyclists and pedestrians, funded through a \$1 Bay Bridge toll increase. SR2T will build projects that improve bicycle and pedestrian access to regional transit stations. These include sidewalks, bike paths, clearer signage, and secure bicycle parking. Other projects funded by Measure 2 will help get cars off San Francisco streets and people onto transit: **improved Muni service, a new Transbay Terminal, improved connections among BART, Muni, ferries, and Caltrain, and the development of Translink** — one-card access all major transit systems in the region. Visit [www.transcoalition.org](http://www.transcoalition.org) for more information on Measure 2 and how you can help it pass on March 2.

# CHAIN OF EVENTS



FEB - MAR '04

## 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](mailto:tours@sfbike.org) (for bike tours) or [recide@sfbike.org](mailto:recide@sfbike.org) (for rec. rides) for more information. Or visit our online calendar at [www.sfbike.org](http://www.sfbike.org). Rain cancels rides.

### FOLLOW THE WATER RIDE

Sat., Feb. 7 | 10am

Ferry Building, Market & Embarcadero

Journey around the shores of San Francisco. We will follow the Embarcadero to Fort Mason, the Golden Gate Bridge, Baker Beach, Lincoln Park, Ocean Beach, then slog over to 3rd Street, the Embarcadero, and back to the Ferry Building. This ride is long (4 to 6 hours) and challenging, so we will stop for lunch. Please wear a helmet. More info: [bbaunach@addinc.com](mailto:bbaunach@addinc.com).

### CRITICAL MASS #138 & 139

Fri., Feb. 27 & Mar. 26 | 5:30pm

Justin Herman Plaza (foot of Market)

A car-free grand tour of San Francisco. Still organized and sponsored by No One, especially not the SFBC. Questions? Bike by and ask someone, or check out [www.critical-mass.org](http://www.critical-mass.org).

### LEAP DAY INTO NIGHT RIDE

Sun., Feb 29 | 5pm

Panhandle, Fell @ Baker (by statue)

Have you been afraid to ride at night? Night time riding can be a lot of fun if you're prepared. Join us for a lovely evening ride through Golden Gate Park and along the beach and discuss good night time riding practices. Bring front and rear lights. More info: [nancy@nancybotkin.com](mailto:nancy@nancybotkin.com).

### TUNNELS OF GOLDEN GATE PARK

Sat., March 6 | 10am

McClaren Lodge, Stanyan and Fell

An educational tour about the historic tunnels that have provided safe passage for pedestrians and cyclists under park roadways for over a century. Three of these tunnels in the Concourse face imminent destruction as part of the construction of an 800-car parking garage. Representatives of Save Golden Gate Park, the group suing

to stop the garage, will answer questions. More info: Janice, [gata@infinex.com](mailto:gata@infinex.com).

### HEAVEN AND HELL PART I: "HELL ON WHEELS"

Sat., March 13 | 11am

McLaren Lodge, Stanyan and Fell

This ride explores San Francisco's Satanic and occult history with visits to the former site of Anton LaVey's Church of Satan, the former site of Charles Manson's pseudo-satanic Process Church, and the former site of Jim Jones' People Temple. We will cover the sensational and tragic history of San Francisco's cults while trying to separate fact from fantasy. More info: [bbaunach@addinc.com](mailto:bbaunach@addinc.com).

### SAN FRANCISCO HISTORIC SHACK TOUR

Sun., March 28 | 11 am

McLaren Lodge, Stanyan and Fell

SF's architectural heritage is not all Victorian "Painted Ladies." A lot of housing was created out of whatever people could find, such as old streetcars and former earthquake shacks. We'll view examples that are still in use in the Sunset. Co-sponsored by the Western Neighborhoods Project. Contact [nancy@nancybotkin.com](mailto:nancy@nancybotkin.com) for more info.

### 8TH ANNUAL BIKE FILM FEST

Sun., Feb. 8 | 4-9pm

La Peña Cultural Center, 3105 Shattuck Ave. at Prince, Berkeley  
\$10-20 sliding scale, no one turned away

Join the Bicycle Friendly Berkeley Coalition for great films, videos, shorts, dancing, singing, and great fun. This is a fundraiser for the BFBC; silent auction with great bike stuff. [www.bfbc.org](http://www.bfbc.org) for more info.

### SFPD VIDEO CASTING CALL

Mon., Feb. 9 | 6 -7:30pm

SFBC HQ, 1095 Market, Ste. 215

Are you interested in acting in the new instructional/training video for SFPD officers? We have several parts that need your talent, from road ragin' drivers to bold, assertive cyclists. Come audition at this special advance casting call for SFBC members. Contact Josh Hart for info, [joshua@sfbike.org](mailto:joshua@sfbike.org).

### SFBC VOLUNTEER NIGHT

Every Wed. night | 5-9 pm

SFBC HQ, 1095 Market St, Suite 215 (@ 7th)

A great opportunity to meet other friendly bikers, eat snacks, and stuff envelopes to your heart's content! Work on your stapling and folding skills, or dive into data-entry — we have plenty of things to do for everyone, whether you love or hate computers. We can use your help! For more info contact Michael at 431-BIKEx21 or [calfee@sfbike.org](mailto:calfee@sfbike.org).

### BIKE HUT WOMEN'S MECHANICS CLASS

Thurs., Feb. 5th & 12th | 3 - 7pm

Bike Hut, Pier 40, drop-in/free

Free bike maintenance tips and training for women. Info: [www.thebikehut.com](http://www.thebikehut.com), 543-4335.



### LOVE ON WHEELS VALENTINE'S DAY PARTY

Wed., Feb. 11 | 6 - 9pm,

Cafe du Nord, 2170 Market St

\$5 or FREE for SFBC members!

Calling all romantically inclined biker folk... your chance to meet the boy or girl of your dreams is coming up! SFBC's pre-Valentine's Day bike bash at Cafe du Nord features our classic Love On Wheels Dating Game, where lucky winners get a dinner for two on us, and plenty of attention from our adoring audience. Couples are especially encouraged to amuse themselves with the plight of their single brethren. For more info, talk to Michael Calfee (sorry he's taken) at [calfee@sfbike.org](mailto:calfee@sfbike.org), or see [www.sfbike.org/love](http://www.sfbike.org/love).

### BIKE LOVE BIKE SWAP

Sat., Feb. 14 | 10am - 4pm

The Bike Hut, Pier 40

Come and find a reasonably priced steed for your valentine. It's love at first ride! Info: [www.thebikehut.com](http://www.thebikehut.com) or 543-4335.

### SFBC BOARD MEETING

Tue., Feb. 17 & Mar. 16 | 6:30 - 8pm

SFBC HQ 1095 Market St, 7th floor

All members are invited to attend. Contact Leah Shalum at 431-BIKE x22 or [leah@sfbike.org](mailto:leah@sfbike.org) for the agenda.

### SF BICYCLE ADVISORY COMMITTEE MEETING

Wed., Feb. 18 & Mar. 17 | 6:15pm

City Hall, Room 408

Come and participate in the committee that advises the Board of Supervisors on issues related to bicycling in the City. Comment on items on the agenda, or agendize your own item by e-mailing board chair Andy Thornley at [apt@scootdesign.com](mailto:apt@scootdesign.com)

### EMBARCADERO BIKESTATION MAINTENANCE CLASS

Thurs., Feb. 26 | 6pm

Embarcadero Bikestation, Embarcadero BART/ MUNI station, mid-level

Brush up on your bike maintenance skills with this FREE class offered by the staff at the Bikestation. Co-sponsored by Mike's Bikes and the SFBC. Contact Dan Sankey at 834-1049 for more information.

### ELECTION DAY

Tues., March 2

Remember to vote YES on Regional Measure 2 that will raise the Bay Bridge Toll by a dollar and will pay for important transit, bike, and ped projects!

### PRESIDIO BIKE-ED COURSE

Sun., March 7 | 10am - 2:30pm

Crissy Field Ctr, 603 Mason @ Hallek

The Crissy Field Center, the Bike Hut, and SFBC team up to offer a class on maintaining your bike and riding it safely and confidently in traffic. \$18 (\$15 for SFBC members). Register or more info: Mari Azuras at [mazuras@parksconservancy.org](mailto:mazuras@parksconservancy.org) or 561-7752.

# Winterfest 2003: A Fabulous End to a Crazy Year

**W**hew! After a year full of a governor's circus, an oil-friendly president running amok, and a high-spirited mayoral campaign, progressives were ready to celebrate something good. The SFBC's annual Winterfest was just the ticket, and it showed once again that besides flexing our political muscles, our members also know how to party!

Our fourth Winterfest in a row at the SomArts Gallery included great live music from the Sam Flot Quintet, Fossil Fuel, and Top Four, plus a variety of new bicycle videos. There was lots of yummy food, and the Fat Tire Ale flowed into the night.

Our sponsors were flatteringly generous, and local artists donated their creations to raise money for the SFBC. The silent auction room was crowded with bike gear, artworks, gift

certificates, and the bargain-hunters who love them. The live auction was highlighted with mountain bike icon Gary Fisher placing the winning bid on dinner with Board President and recent mayor candidate Matt Gonzalez. The total raised for bicycle advocacy was nearly \$30,000!

This party is really about member appreciation and can't be mentioned without acknowledging all the volunteers who made it a success. Like everything the SFBC accomplishes, we could not have done it without **you!**



PHOTOS BY PETER BIRCH & DREW MCGARAGAN

## Special thanks to our generous donors

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Bike Nook  
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Blowfish Sushi  
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Illuminite  
Joie de Vivre Hospitality  
KHS Bicycles

Kool Stop  
Kryptonite  
Lake Cycling  
Lo Fi Customs  
Lombardi Sports  
Marin Bicycles  
Miller & Miller  
Mission Yoga  
Missing Link  
Park Tool  
Rain Shield  
Rainbow Grocery  
REI  
Restaurant MC2  
Rivendell Bicycle Works  
Road Rage Bicycles  
Salsa Cycles  
Selle Royal  
SF Brewcraft  
SF Transportation Management Agency  
Shebeest  
Shiatsu by Sebastian  
Shimano

Slime  
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Specialized Bicycle Components  
Sports Basement  
SRAM  
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Terry Precision Cycling  
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Velo Press  
Verge  
Vision Cyclery  
Wilson Bicycle Sales  
Xtracycle  
Yerba Buena Center for the Arts  
Yoga Tree  
Zoic

## FABULOUS LOCAL ARTISTS

Bill Acheson  
Amy Berk  
Renee Baldrochi  
Brian Behnke  
Chuck Bierwirth  
Julie Caine  
Andy Cox  
John Daniel  
Ariel Dovas  
Tom Fowler  
Phil Frank  
Alexander Groshong  
Tracy Taylor  
Grubbs

Audrey Heller  
Jonn Herschend  
Bryan Ida  
Jason Jagel  
Stefan Kirkeby  
Hugo Kobayashi  
Leslie Kossoff  
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Lynn Rubenzer  
Max Schroder  
Dan Siegler  
Jennifer Stuart  
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Peter Haakon Thompson  
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Mark Ulriksen  
Chea Ryan  
Urioste  
Dave Warnke  
Audrey Welch

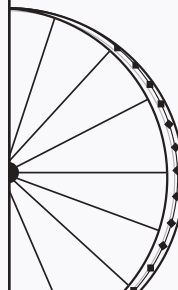


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# The Mission Needs East/West Bike Lanes

Some people love the Mission so much they never want to leave – consider the sunshine, the burritos, the neighbors, not to mention the world famous Valencia Street bike lanes. Another reason folks might not want to leave is that there currently aren't any east/west bike lanes. Want to head to Sunday BBQ at Bottom of the Hill? Visit friends in Bayview? Go to work in the Castro? No bike lanes.

Luckily, east/west Mission access was at the top of the public's demands during the SFBC's initial public outreach campaign for the city's Bike Plan Update. The Department of Parking and Traffic's Bike Program, along with roject partners the SFBC and the SF County Transportation Authority, are looking into bicycle improvements along the 16th/17th Street corridor and Cesar

Chavez/26th Street corridor among our first 20 priority projects. At press time the following options are being considered.

## 16th/17th Streets

Most street designs are like a Rubik's Cube: you get one side right and the other side gets all messed up. The 16th/17th Street corridor is no exception. Both are heavily trafficked by bicycles, but because of street width and use, neither are perfect for bike lanes in each direction.

The DPT is currently considering the benefits and ramifications of striping safe bike lanes along this corridor. Options include reducing one or more traffic lanes on 16th to make room for bike lanes, or adding narrow bike lanes on 17th from Market to Harrison, but having them disappear for five dangerous blocks from Harrison to Potrero.

### 16h Street Pros

- Wide enough for one or more bike lanes (the entire length) by removing a travel lane
- Relatively flat and continuous route from Market to Third Street
- Connects to existing bike lanes
- Destination for bicyclists

### 16th Street Cons

- Concerns about potential Muni impact if a travel lane is removed
- Potential conflicts with Muni
- Double parking trucks
- More traffic and more hectic than 17th

### 17th Street Pros

- Relatively flat
- Less double-parking
- Less traffic and mellower than 16th

### 17th Street Cons

- Much narrower than 16th, so bike lanes would be nearly 2 feet narrower than Valencia's
- Hillier to the east, and higher potential for dooring
- Muni tracks very close to bike lane from Market to Church

## Cesar Chavez/ 26th

For years Cesar Chavez St. has been a necessary evil for bicyclists. It is one of the few east/west streets that connects the lower Mission with the eastern neighborhoods. This makes it an extremely busy street for bicyclists and drivers alike. The major stretch of Cesar Chavez from Guerrero to US 101 has a whopping six lanes of traffic, two lanes of parking, and a cement median.

One option for Cesar Chavez suggests either keeping the median and reducing the street to four lanes and striping two new bike lanes, or shifting the median in spots to create intermittent left-turn pockets. The final stretch, from 101 to 280, is primarily industrial and the initial designs call for removing some parking to make space for two bike lanes, but keep all four traffic lanes. A second, less-developed option would be to create a bike boulevard on 26th Street. This option would not include bike lanes because 26th is, unfortunately, too narrow, but it could entail traffic circles or fewer stop signs.

Of course, there are pros and cons to these projects as well.

### Cesar Chavez Pros

- Traffic calming for the street's schools, and churches
- Direct bike access to/from paths under freeway (including the under-construction north-side bike bridge)
- Wide enough designated bike lanes
- Reduced lane crossing increases safety for walkers

### Cesar Chavez Cons

- High traffic volume
- Concerns that traffic might take short cuts on parallel streets

### 26th Street Pros

- Fewer and slower cars than on Cesar Chavez
- Minimal impact on traffic flow

### 26th Street Cons

- Bike lanes impossible due to narrow street width
- Not a direct East/West route, as bicyclists are forced back onto Cesar Chavez at Hampshire in order to access the freeway bike path



Cesar Chavez or 26th Street could provide an important connection between the Mission to neighborhoods East and West. Which street do you think could work best?

Clearly, there are no easy answers. But hard choices must be made in order to create safe space for bicyclists. That's where you come in. Public comment is a key component of the bike plan update planning process. Go to [www.sfbike.org/bikeplan](http://www.sfbike.org/bikeplan) (or call 431-2453 x25 to request printouts) to get a better look at the proposed plans and add your two cents on where and how bike improvements should happen.

## Twenty More to Go!

This is a brief overview of just two of the 20 top projects. We also need your help and feedback on the other top projects, which include bike lanes on Market, Townsend, Fifth and more. Volunteers are needed to attend neighborhood meetings, write articles in local papers, distribute flyers to the neighbors, and do some of the much needed legwork at the SFBC offices.

BY DAVID GARTNER  
BIKE PLAN UPDATE COMMUNITY  
OUTREACH COORDINATOR

## STREET TROUBLE?

For potholes, construction hazards, and other dangerous street conditions, call 28-CLEAN and ask that they call you back to report the status of the hazard. Help keep our streets clear, especially in the dark and wet months!

For illegally parked cars (on the sidewalk, in the bike lane, etc.) call 553-1200 and DPT will send someone to issue a ticket.



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# Women & Bikes

CONTINUED FROM P. 1

right to be on the road and realizing that we are there. Every bicyclist is an advocate, a bodyguard, and a trail-blazer for the bicyclists who follow in her or his treadmarks. Women out on the street make it safe for other women to come and join us. Rights and liberties need to be exercised—literally: using them strengthens them, keeps them healthy.

**Women who take back public space as pedestrians and bicyclists often thrive on doing so and come to feel more powerful and more free,** and this too creates ideas and spaces for other women to emulate and occupy. Often they discover that their bodies are more competent, more powerful for life in public than they were taught to believe. The dynamism of someone pedaling like mad can turn into the dynamism of someone successfully confronting a creep on the street. Women who learn self-defense often learn to put their own safety above “being nice”; **similarly, cyclists riding safely learn to get over society’s deference to automobiles by, for example, taking the full lane.**

Bicycling particularly seems to create a sort of intermediate zone that works well for women. Cyclists are less engaged, less accessible to interactions than pedestrians, but more environmental and more present in public space than drivers. Many drivers — particularly in this land of horrendous parking — become pedestrians at either end of their urban journey, so that the perception they’re safely removed from the street may be a fiction. And remember that in many nuclear families, dad bicycles and mom drives the kids to school on her way to work. Feminism seeks to change the world so that this is not so often the woman’s duty; **bicycle activism seeks to make a world where it’s safe for either parent to take the kids around by bicycle.**

**Swervey:**  
“How does bicycling affect your life?”



**Michelle** Lower Haight  
“It is my transportation and a way to stay in shape, but it also calms me down on my way home from work, not being stuck in traffic behind the wheel.”



**Jenny** Mission  
“It has reunited me with my youthful and rebellious spirit.”

Feminism and bicycle activism are not equivalent in scope or agenda, but the latter is one way feminism can seek to realize a world where women are free and powerful.

BY ANNA SOJOURNER  
AND REBECCA SOLNIT

Rebecca Solnit is a San Francisco author whose books include *Wanderlust*, *Savage Dreams*, and *Hollow City*. Her latest book is *River of Shadows: Eadweard Muybridge and the Technological Wild West*.

## Quick Releases

CONTINUED FROM P. 3

Chris Morfas, who served as executive director of the Coalition from 1997 to 2003. Many thanks to Chris for his years of work on behalf of California cyclists. Many of you may know Paul from his days in San Francisco advocating for Saturday Closure of JFK Dr. in Golden Gate Park. Feel free to congratulate him at [dornbiker@yahoo.com](mailto:dornbiker@yahoo.com).

## Welcome to SFBC Board Members

We welcome seven people to the

SFBC Board of Directors: Jenn Fox, Renee Rivera, Chris Fenster, Mark Dwight, Dale Danley, Justin Smith, and Victor Perez-Varela. These members, who began two-year terms in January, are committed to steering the strategic, financial, and organizational health of the SFBC. Thanks to everyone who ran for the SFBC Board and for all the members who took the time to vote in this important election. And, on behalf of all of the SFBC, we send much gratitude to those members who stepped down from the Board: Peggy da Silva, Pi Ra, Gabriel Metcalf, and Brian Smith.



Etiquette for the Conscientious Cyclist

## Ask the Advice Pedaler

**Dear Advice Pedaler:** Five of my friends (including my husband) got new road or touring bikes for Christmas. I own a 7-year-old mountain bike and a 4-year-old folding bike. I wasn’t planning on a new bike. However, I tend to be a slower rider anyway and now they’ll all be even faster on their zippy shiny new bikes while I’ll be poking along on my scratched-up mountain bike. What should I do? The peer pressure is intense.

**Dear Peer Pressure:** As with any large purchase, your first questions should be: can I afford this bike, and do I have room to store it? If the answers to both those questions are yes, then you can proceed to the next question: which color should I get?

Although your friends will continue to love you and ride with you — and may even enjoy not feeling the pressure to go fast fast fast — you may have more fun if you feel you are not handicapped by a bike not built for speed.

**Dear Advice Pedaler:** I was following my boyfriend down the Arguello bike lane when a motorist began to back her car across the bike lane into a garage. My boyfriend made eye contact with the driver, but she backed right in front of him, narrowly missing him. He pounded on the trunk of the car to alert her to the close call. Instead of stopping and apologizing, she chased us down the bike lane. I’m still shaking from the incident. Is there some sort of weapon I can legally carry to protect myself from such drivers?

**Dear Shaking:** You already have the weapons you need: your mind and your voice.

When we study the behavior of the common motorist, the reaction you describe is consistent and predictable: cyclist pounds on or yells at car, motorist chases or yells at cyclist. If a cyclist uses anger to alert a motorist to his/her dangerous behavior, the motorist will get defensive, sure as rain. The Advice Pedaler can guarantee that a motorist will never get out of the car and apologize profusely when confronted angrily — would you?

More often than not, showing the motorist they frightened you will elicit the proper feeling of guilt, and give them a little education in the process. I suggest you rehearse your interactions with motorists so you will be ready when you are shaky and scared. Try frightened looks and exclamations of, “Eek! You scared the pants off me! I don’t know if you realize how vulnerable I am out here.” The Advice Pedaler has done just this, and to her great surprise, the motorist humbly expressed regret.

A similar tactic is to simply freeze in fear or confusion in front of a stopped car, donning an expression of “Huh? What are you doing?” If all else fails, an ear-piercing scream of alarm will probably earn the notice of the driver, and turn their sympathies toward you.

In the end, adopting an approach that draws on conscience rather than conflict is more likely result in a feeling that you’ve changed things for the better.

Send your questions to [advice@sfbike.org](mailto:advice@sfbike.org).

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- THE SFBC URBAN CYCLIST'S SURVIVAL KIT** bike map, reflectors, stickers, transit guide, hot advice and more!
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- ACTIVISM OPPORTUNITIES GALORE**
- BIKE SHOP DISCOUNTS** see list below right.
- FREE ADMISSION TO SFBC PARTIES & CULTURAL HISTORY BIKE TOURS!**

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WORK PHONE \_\_\_\_\_

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### I WANT TO VOLUNTEER!

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- daytime office assistance
- phone-tree calling
- valet bike parking at events
- attending public meetings
- newsletter writing
- newsletter mailing/distrib.
- flyer distribution
- other \_\_\_\_\_



You may have noticed **MUNI buses with new ads reminding people to use front and rear lights on their bikes when riding at night.**



The invisibility of some cyclists at night emerged as a major issue over the last year during the SFBC's bus/taxi/bike roadsharing safety program. Numerous cab and bus drivers reported during focus groups that it is very difficult to see cyclists who ride at night without lights.

The ads are going up on approximately 200 buses over the next few months, and (we hope) they will increase the use of bicycle head- and taillights. Many thanks to graphic design intern Carrie Hirsch, model Jenny Worley, photographer Michael Rauner, Muni's Marc Caposino, and the SF Department of Public Health for their invaluable assistance with this program! The ads were paid for by a grant from the California Office of Traffic Safety through the Business, Transportation, and Housing Agency, and MUNI donated the space to improve safety between buses and cyclists.

## SFBC DISCOUNTS

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| AVENUE CYCLERY                       | FRESH AIR BICYCLES           | SAUSALITO CYCLERY     |
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| CITY CYCLE OF SAN FRANCISCO          | PEDAL REVOLUTION             |                       |
|                                      | RHYTHM & MOTION DANCE STUDIO |                       |

\*offers a discount to customers who arrive by bike

See [www.sfbike.org](http://www.sfbike.org) for addresses and policy details.