



SAN FRANCISCO  
BICYCLE COALITION

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



FREE



## New Cesar Chavez Bicycle Bridge Opens

Bicyclists no longer need to “shoot the rapids” on Cesar Chavez! A brand new bicycle bridge, dedicated on May 19, has opened under the 101 freeway crossing to safely lift bicycles above the traffic fray. This bridge is a boon for cyclists coming from Third Street and neighborhoods to the east. Thanks to the Departments of Parking and Traffic and Public Works for their years of work planning and building the bridge—the SFBC looks forward to working with them to improve the access points to the bridge. This new bridge fills a major gap in the Citywide Bicycle Network and connects to proposed bike lanes on Cesar Chavez, Potrero, and Bayshore.



www.sfbike.org

## Summer Biking Skills & Thrills

### SKILLS: *Your Ride Is as Safe as You Make It*

**R**iding a bicycle is inherently simple. The machine is efficient, and it's powered by your own breakfast. The ability to roll, pedal, and steer is easily learned, even by children. But riding a bicycle safely in traffic, or “bicycle driving,” involves a set of learned skills—principles most adults are never exposed to. Without this basic knowledge, many beginning cyclists have scary experiences in traffic and may stop riding altogether.

Fortunately this is beginning to change in the San Francisco Bay Area, where a Street Skills program for adults is underway, based on the League of American Bicyclists' (LAB) BikeEd Program (formerly Effective Cycling). “The program has gone from a trial of a few classes in Palo Alto to a regional education program with listings on 511.org within two years,” says Amanda Jones, who co-chairs LAB's National Education Committee, works for the City of Palo Alto, and has been instrumental in getting the classes up and running. “Clearly there is enormous demand for these types of skills from all riders, from kids to casual commuters to competitive cyclists and seniors.”

The SFBC has been active in the regional Street Skills program, offering classes in San Francisco for over a year. Based on curriculum developed by John Ciccarelli, a Palo Alto-based consultant, Street Skills classes cover what you need to know about riding in different types of traffic conditions. They're great introductions for beginners or skill-builders for experienced riders, and they cover essentials like where to ride in lanes of varying widths, how to avoid potential collisions, how to take your bike on transit, how to lock up, and more.

We know our thousands of members already bike on city streets, but is everyone as confident and safe as possible out there? For instance, when confronted with six separate turn lanes going in different directions, do you know the safest lane to take? Completing the Citywide Bike Network and educating motorists are top safety priorities, but improving the confidence, skills, and knowledge of cyclists themselves has far-reaching repercussions in terms of achieving



*Ride outside the door zone,  
in a straight and predictable line.*

### THRILLS: Summer Bike Rides & Fun Diversions

**A**h, summer in San Francisco — lots of sun, lots of fog, late-afternoon wind, that annual no-way-it-is-raining-in-August rainshower. It's a good time to ride. Here's a few great things you, your friends, and your bikes can do this summer.

**Play Polo!** The rumors are true—you can play polo on a bike, easily. For more than 5 years, pick-up games of bike polo have been going on

in Golden Gate Park. The sport dates back to the early 1900s, thanks to England colonizing India and bringing the polo half of the game. To this day Indian teams continue to dominate the annual world championships, but bike polo is played recreationally or collegiately across Europe, Asia, and scattered U.S. cities including Davis.

It's this simple: ride around a soccer-sized

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# Bike Network Essential for a True Transit-First City

There's a new player in town when it comes to achieving our vision of a true bicycle-friendly city. Actually, it's not new at all. It's been around since 1912 but has taken on new significance recently... It's Muni.

Through Proposition E, which voters passed in 1999, Muni and the Department of Parking & Traffic merged into one new department, the Municipal Transportation Agency (MTA). A major motivation behind the merger was to better coordinate the various transportation services and modes in the city, which is exactly why the SFBC supported it. Previously we saw the "transit people" battling the "car people" for space in the city, and you can guess who was winning most of those battles. (If unsure, step outside to witness the growing amount of car traffic on our streets and the near absence of truly dedicated bus space.)

But it is increasingly clear to us that this marriage of agencies is hardly a match made in heaven, particularly for bicyclists. **Innovative ideas used throughout the world and which should be tried in San Francisco—such as shared bus/bike lanes and colored bike lanes—are receiving a lukewarm response, at best, from MTA managers.** Proposals for much-needed bike lanes filling key gaps in the Bike Network seem to get a kiss of death if on a Muni route. This, despite the fact that bike lanes on other bus routes in the city have proven successful (Polk, Valencia, Arguello).

The argument goes like this: Muni carries 10 times as many people as bicycles do, so don't interfere with transit efficiency. The SFBC's response: Absolutely right! We have no desire to slow Muni down. We do have the desire to help the MTA fulfill its mandate of creating a transit-first transportation system, which prioritizes transit, bicycling and walking.

**Buses and bicycles should not be battling for space. This is nothing but a distraction from the real problem—too much space given over to cars.** Simply compare the efficiency of buses and bicycles vs. automobiles and you see the natural alliance transit and bicycling share.

Building the citywide Bike Network is a golden opportunity for the newly formed MTA to prove itself as a transit-first agency. Done boldly and creatively, the MTA can achieve a more efficient, effective, and safer multi-modal transportation system

by more fairly redistributing our street space among users. Yes, that may mean a few seconds of delay for car drivers on a few dozen streets around the city. But this is a reasonable price to pay to move more people safely and efficiently.

I also understand that this will be a major shift for San Francisco. It will require active support at the grassroots level and strong leadership at the top. We are hopeful that Mayor Newsom's interest in making San Francisco a more livable city will include a major transportation component. And after meeting with the Mayor recently, we are encouraged by his quick responses to our requests for support for the Bike Network.

**Leadership is also required from the head of the MTA through General Manager Michael Burns. Here, too, we have good reason to feel encouraged.**

Burns, a bicyclist himself who rides several times a week to his office in the Civic Center, understands the needs of bicyclists. We were honored to have Burns as the keynote speaker at the SFBC's recent Golden Wheel Awards party, where he pledged that we would find a more supportive, open atmosphere to biking proposals under the MTA. **When asked about the SFBC's proposal to allow bicycles on Muni's light rail system, Burns responded that it was "not a matter of if, but when."** It was particularly heartening to hear Burns state publicly that he did not believe the Polk Street bike lanes, which the SFBC advocated for and is part of his own bike route to work, had any significant effect on bus traffic.

It won't be easy for Burns, though. He will need to develop a clear, shared vision within MTA for a sustainable, multi-modal transportation system, in which transit, bicycling and walking are considered over private auto travel. He will need to hold onto that vision in the face of vocal, car-centric neighbors who distrust change. He will need the active support of Mayor Newsom, the Board of Supervisors, and the MTA Board of Directors.

The SFBC offers its full grassroots support to the MTA and Mr. Burns in creating and promoting a bold, new vision. The fate of not only the Citywide Bike Network, but also our city's overall transportation system and livability, require this leadership.

**BY LEAH SHAHUM  
EXECUTIVE DIRECTOR**

## Rough Roads in GGP

I know that you are active in working with the city to design and prioritize bike lanes and other transport items. I commute through the Golden Gate Park, and a lot of tourists and locals use the park for recreation. The surface on the road along the north end of the park is of

very poor quality. I would love it if this was addressed and think that given the level of traffic, and the value of tourism to San Francisco it would be broadly useful. Is this something the SFBC can and would like to influence? Where should I direct this request? I just joined the SFBC today and am already making trouble.

**BRENDAN JOHNSTON**

*Brendan- Thanks for your letter- and thanks for joining the SFBC! We have passed on your request to the Recreation and Park Dept., who is responsible for road maintenance within SF's park system, and they are looking at funding sources for the necessary repaving along JFK, west of Transverse. If pavement quality is important to you (and it should be to all self-respecting cyclists, other than*

# Letters

## TUBE TIMES

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The SFBC is a 4,400-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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*those on full suspension mountain bikes), you should consider joining our Pavement Quality Task Force (see page 3).*

## Where's the Circles?

What happened to the Page and Waller St. traffic circles? I was a big fan (though my friends who rode them more frequently were not) and am missing them now. Did the neighbors not like them? Are they coming back?

**ALISON KNOWLES**

See traffic circle news on page 3.

Send your letters to tubetimes@sfbike.org or SFBC, 1095 Market St., Ste. 215, SF CA 94103. Letters may be edited.

## “Look Before You Leap” Stickers Installed in SF Taxicabs

Last year the SFBC designed a sticker to remind taxi passengers that they are obligated by law to look out for traffic before opening their door. The stickers were part of a larger project to reduce traffic injuries and fatalities on



San Francisco streets that was funded by the Dept. of Public Health. The San Francisco Taxi Commission approved use of the stickers last fall on a voluntary basis, and by a narrow margin. **But cab companies have responded positively, with virtually all of them agreeing to install the sticker on the rear window of their cabs.** If you take a cab ride and don't see a sticker in the back window, ask the driver to install the sticker, and send us an e-mail to [joshua@sfbike.org](mailto:joshua@sfbike.org) to let us know which company it was. Despite the stickers, you always need to ride 3 to 4 feet away from parked or stopped cars, of course, to ride safely in the city.

## Muni Operators Receive Bike Traffic Training

All Muni drivers will soon receive a brochure, “Sharing the Road with Bicycle Riders.” The training brochure was adapted for San Francisco use from the original created by the Chicagoland Bicycle Federation. It includes information on avoiding “pinching” cyclists at bus stops, the proper procedure for driving on streets with bike lanes, and cyclists’ right to “take” a narrow lane. SFBC program director Josh Hart has been working with Muni staff on this project, and he presented the curriculum to Muni instructors who teach new drivers how to safely operate a bus in San Francisco. We hope the new program will improve relations between bus drivers and cyclists, and reduce the number of collisions.

**Muni operators request that cyclists make sure to observe the following etiquette:**

- Please don't squeeze between buses and the curb, especially along the Market St. boarding islands. A bus could begin moving without seeing you alongside.
- When using the front bike racks, let the driver know when you intend to take your bike, and always replace the rack in the upright position if yours is the last bike on the rack.
- Know that a friendly toot of the horn means, “I'm about to pass you,” not “get out of my way!”



## New Bike Racks at BART, but Bikestation Threatened

This spring, BART installed over 100 new bike rack spaces in the paid areas at Civic Center, 16th St., and 24th St. stations. The Civic Center racks, which are in direct view of the station agent, provide badly needed safe parking in an area where bikes and parts are common currency on the street. BART has plans to improve bicycle access to SF stations over the coming year, including a “stair channel” at the 16th St. station, as well as a bike signage program.

In less positive news, BART is considering severely cutting staffed hours at the Embarcadero Bikestation, which currently provides free attended bike parking and repairs in the Financial District. It's more important than ever to make use of the facilities at the Bikestation, and tell your friends about this great resource. You can write to BART's Board of Directors requesting continuing support of the Bikestation at BART Board of Directors, P.O.



# Quick Releases

Box 12688, Oakland, CA 94604-2688 or [kduron@bart.gov](mailto:kduron@bart.gov)

## Progress on Howard and Fell Streets

After an interminable visit at the Planning Department, the proposal for the extension of bike lanes on Howard Street, between Fremont and Fifth, is finally headed for the Board of Supervisors. This is particularly good news to the bicycle commuters who have waited more than two years for the rest of Howard to be striped with bike lanes. A huge thanks to the core of SFBC volunteers who have seen this project through! Please keep an ear out for the hearing date, as we will definitely need supporters to attend.

**In other good news, the DPT has recommended the trial bike lanes on Fell Street be made permanent.** Their analysis shows fantastic results - the number of bicyclists has increased and there was a huge drop in the number of bicyclists riding on the sidewalk. Before the bike lanes were striped about half the cyclists rode on the sidewalk, now less than 10% do so. Contact Mary Brown at 431-BIKE x24 or [mary@sfbike.org](mailto:mary@sfbike.org) to be notified when the Howard and Fell lanes go before the Board of Supervisors.

## Page and Waller Circles Voted Down

Local residents voted in April to reject the trial traffic circles in the Haight, following a contentious meeting in March where many members of the public accused the Department of Parking and Traffic of endangering pedestrians and failing to involve the public in planning for the circles. The SFBC had supported the test circle project as

a first step toward a full bicycle boulevard on Page St, which would also feature traffic diverters to reduce non-local traffic on Page, as well as stop signs only on side streets to provide cyclists with priority at intersections. The Bicycle Coalition will continue to advocate for a bicycle boulevard plan that will work for all modes and puts safety first. To help make Page St. work for cyclists, contact Josh Hart at [josh@sfbike.org](mailto:josh@sfbike.org) or 431-2453 x23.

## New SFBC Member Task Forces Working on GG Bridge, Pavement Quality

This spring, two new task forces made up of SFBC members and staff have started work on two key issues: signage and access improvements planned for the Golden Gate Bridge, and improvements to Dept. of Public Works policies intended to improve the quality of the city's street surfaces.

The Golden Gate Bridge Task Force is summarizing bicyclist comment, and will be working with the Bridge District to ensure that new signs and changes to access improve cycling conditions. For more information, and to check for upcoming meetings, go to [www.sfbike.org/ggb](http://www.sfbike.org/ggb) or e-mail Carter Zinn at [czinn1@yahoo.com](mailto:czinn1@yahoo.com)

The Pavement Quality Task Force has met with the Dept. of Public Works and is working with staff to create a list of recommended improvements to the city's policies on pothole repair, utility excavation enforcement, and regular repaving. The Task Force won some initial improvements when 20 of a list of 25 major surface irregularities on Market St. were repaired in early May. Information reported by bicyclists is essential to the Department's efforts to maintain the street network in good condition. To report potholes, you can e-mail [potholes@sfdpw.org](mailto:potholes@sfdpw.org) or call 695-2100. We're looking for some new members for the task force. To join, contact Josh Hart at 431-2453 x23 or [joshua@sfbike.org](mailto:joshua@sfbike.org).

# Summer SKILLS continued from p. 1

the goals of a bicycle friendly and livable city.

When you have street skills, your riding will be easier and safer because of knowledge and experience. **The choices you make—where in the street you're riding, what you're looking at, how you're riding—will, with practice, become good riding habits.** That makes you ready for your surroundings, and ready for those cars, doors, bikes, people, dogs, and potholes that will inevitably spring up.

Summertime, while the daylight is plentiful and the microclimates predictable, is a great time to ride. And it's a great time to think about the skills of biking and take stock of your own. Are you alert, comfortable, and ready for whatever the road throws at you? You can be. Read the following tips, and sign up for a Street Skills class to learn more.

## Skills 101: From the Beginning

To a rookie bicyclist, a crowded SF street can look intimidating—all those cars and people and everything zooming around. Fear of cars is many people's primary reason for

not riding their bike, but cars aren't the biggest danger to cyclists.

**Almost half of urban bike crashes are solo—a fall.** A cyclist doing an unassisted self-takedown, thanks perhaps to a street impediment (pothole, curb), but whatever the cause it's a one-vehicle affair. So new bikers can avoid the biggest cause of crashes by improving their skills, such as crossing train tracks at a 90 degree angle or not steering over wet manhole covers, to avoid the fall.

**Only about 1 out of 5 adult bike crashes involves a motor vehicle (though these tend to be the most serious),** about 17% are bike-on-bike, 8% involve an animal, 4% a parked car, and less than 1% involve pedestrians. Of the car-bike crashes, about half are the motorist's fault and half the cyclist's fault, according to LAB-reported studies. (Kaplan, "Characteristics of the Regular Adult Bicycle User")

As a cyclist, you can improve your safety by not doing the unsafe things that lead to crashes (wrong way on a one-way street, not stopping at intersections), but also anticipating the dangerous ways a driver will screw up. Most often, a left-turning motorist will fail to yield to an oncoming bike. Other dangerous motorist moves are cutting off a bike on a right turn, not yielding to a bike at a stop sign, and opening a car door into a passing cyclist. You can learn to anticipate and deter those motorist mistakes. Surprisingly, the type of collision most feared by cyclists, being hit from behind, is extremely rare in urban situations, less than 1% of crashes.

## Where You Ride

Don't be afraid of traffic—become part of it! The position you take on the street makes you more or less safe, and position is your strongest signal to other road users about your intentions. **You have the right, under California Vehicle Code section 21202, to be as far as necessary from dangers, including curbs, broken pavement, parked cars (and their doors), and other bikes.**

**Out of the door zone:** If you can reach out and touch the parked car, you are definitely too close. Riding 3-4 feet from parked cars is

recommended (4 or more feet from Cadillacs). A bike lane does not guarantee your safety, as many are striped to include this dangerous door zone. **Learn to take your rightful place on the road, so you can look at and interact with other traffic instead of worrying about car doors.** If you're passing another bike in a bike lane, move into the travel lane to pass—both passer and passee have the right to safety.

**In narrow lanes:** If the lane is too narrow to ride side-by-side with cars (outside of the door zone), you need to be far enough out to force cars to use another lane to pass you. This is the law, and it's about safety. Establish yourself a safe distance out, and ride in a straight line. You don't need to be in the exact center of the lane, only far enough out that cars can't squeeze by in the same lane.

**Riding the same speed as traffic:** Take the lane; it's the law and it's safest—plus you're not delaying anyone anyway. If you're riding at the curb, you could wind up next to cars and lost in someone's blind spot. Remain visible.

**Passing double-parked cars:** Look over your left shoulder, negotiate with drivers if you are going a similar speed, merge over early and stake out your space. Wait in line with the cars if necessary, don't pass them on the right; then you won't get squeezed.

**In an extrawide lane:** Put the extra space between you and the curb, not you and the motorist, so you won't get cut off if the car turns. This also keeps you riding predictably, not veering in and out as right margin varies.

**Off the sidewalk:** Besides the fact that sidewalks are pedestrians' space (and theirs to decide what's safe, not yours), you're not expected or visible there to motorists. It's usually twice to four times as risky to be riding on sidewalks.

## Safety in Intersections

If there's no right-turn lane, don't ride close to the curb—a right-turning car will cut you off. Move out into the lane, as per California Vehicle Code, whether there's a bike

lane or not (bike lane becomes dashed line, and right-turn zone).

If there are turning lanes, get in the rightmost lane that goes where you're going. Take the middle or left lane as appropriate. Don't stay in a right turn only lane if you're not turning that way.

**Turning left:** Either merge over if traffic speed and volumes allow, and take the left-turn lane or do a box turn, waiting for the green light on the cross street. Or "turn ped" and use the crosswalks, but walk your bike.

**Avoidance maneuvers:** Ride away from the curb to indicate you're going forward through an intersection, and keep pedaling not coasting if there's a green light. Make eye contact with drivers. If you get cut off, brake or veer hard right, not left (where there could be traffic behind you).

## Bay Area Street Skills Courses

To sign up or find out more about a Street Skills class near you, go to: [www.sfbike.org/edu](http://www.sfbike.org/edu) (SF) [bicycling.511.org](http://bicycling.511.org) (Bay Area)

## How You Ride

- **Light up at night!** Avoid a ticket and a self-induced collision.
  - **Defensive driving applies to bikers too**—be predictable and make eye contact with other vehicle operators. Anticipate what they might do. Look for parked car wheels pointed left and exhaust pipe emissions for clues that someone might pull out.
  - **Look, signal, then move over** when moving laterally on the roadway. Left arm out for left turn and right arm out for right turn. The upturned left arm for a right turn is OK too. Keep in mind when signaling, your first priority is control of the bicycle.
  - **Shoulder check:** look before you move. Be able to look behind you without swerving. Practice when stopped if necessary. Don't move your bars, and look quickly, then work on looking longer to ID what's behind you. Rearview mirrors are very handy, too, mounted on handlebars, helmet, or glasses.
- When you are confident in your skills, your riding habits will be safer, and your biking more enjoyable. Just like driving a car, you'll have better luck out there with a little training!

BY JOSHUA HART  
AND MATTHEW HOOVER

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## Summer THRILLS continued from p. 1

field, usually 4 people per team, and try to hit the ball into the opponent's goal. Mallet in right hand (sorry southpaws). Feet can't touch the ground during play. A couple rules keep it safe and civilized: you can't cut off other bikers, and you only hit the ball when you're riding parallel to the sidelines. Figuring out how to ride and swing a mallet simultaneously isn't too hard, and something about it elicits laughter.

The GGP games are casual but lively, with frequent refreshment breaks and little scorekeeping. Everyone's welcome, mallets and balls provided. Bring your bike (mountain, hybrid, cruiser, anything that can take an occasional ball bouncing off the spokes). Weekly games starting in July, 6pm every Tuesday, or darned close to it, in Speedway Meadow. A polo email list announces games, also posted to the SFbike list (sfbike@topica.com). For details and contact info, see [www.geocities.com/biklett](http://www.geocities.com/biklett).

### Ride Under the Golden Gate Bridge

Did you know you there's a car-free road *under* the Marin end of the Golden Gate Bridge? It links the bike-side parking lot with Fort Baker below. From the bridge bike path, go toward the corner of the parking lot near the trailhead. Go around the car gate and down the paved switchback road underneath the bridge — watch your speed! You wind up cruising along the shores of Fort Baker. Turn right at the stop sign, and follow the Bay to eventually rejoin Alexander Dr. right before the big curves and descent into Sausalito. It's a great, mellow way to ride back up to the GG bridge, too.

### Sleep Under the Redwoods

Summer fog and redwood trees fit together beautifully. Nearby Samuel P. Taylor State Park has a great class-I bike path and hiker-biker campsites among the redwoods. Ride from SF, or catch a boat from the Ferry Building to Larkspur. Consult the excellent Marin Bicycle Map and follow bike route signs for alternatives to Sir Francis Drake, then eventually Sir F.D. out of Fairfax, up the one long hill, and into beautiful rural Marin county, about 10 miles to the park. Lagunitas has a store/deli. Road narrows as it enters the redwoods — practice your vehicular riding skills! After you pass under an old railroad trestle, left into the park. On the way home, you'll see the

trestle is a bike path that connects back to Sir F.D. No reservations for hiker-bikers sites, \$2 per person. ([www.parks.ca.gov](http://www.parks.ca.gov))

### Boat, Bike, and Walk to the Top of the Bay

An incredible vantage point, recently restored to more native conditions, sits right in the middle of the Bay and offers 360-degree views of our whole beautiful region from ocean to mountains—Mt. Livermore atop of Angel Island. To get there, pack a lunch and hop an Angel Island ferry at Pier 43 ([www.511.org](http://www.511.org)). The Perimeter Road is a nice loop around the island, but even better is the dirt Fire Trail loop higher up. Lock your bike (rack provided) at the junction of Northridge Trail, and walk to the top. Picnic tables but no water. The missile battery has been removed from the peak, which is now more pointy with new native plants. NOTE: Weekdays are far less crowded, and campsites might be available too; try the Ridge sites ([www.angelisland.org](http://www.angelisland.org)).



Vermont St.

### Down Crooked Vermont St.

Everyone knows about Lombard St., but did you know the real crookedest street in town is Vermont? From 20th to 21st along Potrero Hill, Vermont is steep twists and turns, just like its more famous cousin, but it's quiet. OK, ignore the background roar of Highway 101 — focus on the trees, the houses, and lovely McKinley Square park at the top. The park has a spectacular city view, perched up high on the east side of town. Enjoy your twisty ride down, then cross over 101 on a pedestrian bridge. You'll wind up behind SF General; turn left to get to 23rd St., then right to jog across Potrero Ave. and head into the Mission—you look like you could use a burrito.



Wave Organ

### Listen to the Wave Organ

The Bay makes music, and summer's a nice time to go hear it. Ride along Marina Green to the SF Yacht Club, turn right, through the club parking lot (caution: speed-bumps!), and keep going along the waterfront til you can't go no more. You're on a spit sticking out into the Bay, with the harbor and city to your right and the Golden Gate and Marin to your left. The end of the spit is embedded with dozens of tubes, one end in the water, one out in the air. This is the Wave Organ, a piece of acoustic environmental art created by Peter Richards and George Gonzales in 1986. The subtle sounds of the lapping Bay water reverberate up the pipes, making otherworldly echoey tones. There's places to stand and sit, thanks to recycled slabs of stone. The sounds are supposed to be best around high tide. It's a prime place to see, smell, and hear the Bay.

### Planet o' the Apes Ride

Too bad there aren't actually any non-human primates on this lovely coastal bike ride. The name refers to an abandoned stretch of Highway 1 that can make you feel like you're Charlton Heston, the last human on the planet. The broken pavement is surrounded by thick poison oak and brush, but it is an entirely pleasant, car-free climb up a ridge. From SF, ride

south to Pacifica. Try out the new stretch of bike path from Rockaway Beach to Linda Mar. Turn off Hwy 1 at Linda Mar Blvd., then take Adobe to Higgins, and enter a forgotten world. Plenty of good mountain biking, or you can keep going all the way to the Montara hostel if you like (road bikers will need to walk a few stretches). Instead of riding Hwy 1 back home, take the uphill bike lane on Sharp Park Blvd. You'll fly back down to South San Francisco BART near historic Molloy's bar, open all afternoon.

### Jump in a Big Free Outdoor Swimming Pool

Right in front of the Maritime Museum is a fantastic pool also known as San Francisco Bay. Lots of folks, including a number of SFBC members, swim in the sheltered cove at Aquatic Park, both wetsuited and (nearly) au naturel. Summer water temperatures get up into the balmy 60s. Lock up and wade right in, there's an outdoor shower on the shore. You can also be a guest of the historic South End Rowing or Dolphin Clubs; pay a day-use fee to avail yourself of their bike parking, guest lockers, showers, and sauna.

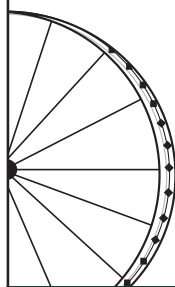
### Spot Some Whales or Dolphins

At Ft. Funston, walk beautiful dog-friendly beaches as far as Daly City, so tow your best friend (and a ball) in the bike trailer. Walking south just a fraction of a mile gets you far from the crowd. Watch for harbor seals, pods of brown dolphins, or a leviathan spout, a not-uncommon sight in the summer.

BY MATTHEW HOOVER

**Big thanks, Matt!** The bicycle community is deeply grateful for Matthew Hoover's many years of outstanding volunteer service as the *Tube Times* designer and editor. We're sad to see him retire, but we are happy to welcome Michelle Thatcher as new *Tube Times* editor. Michelle works in publishing and is an avid SFBC member.

## Bike Accident? / Need Advice?



**Mark L. Webb**  
ATTORNEY AT LAW

**Record settlements for California bicyclists for over 10 years**

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# CHAIN OF EVENTS

## JUNE - JULY '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 [recreate@sfbike.org](mailto:recreate@sfbike.org) (for rec. rides) for more information. Or visit our online calendar at [www.sfbike.org](http://www.sfbike.org). Rain cancels rides.

#### WEST IS THE BEST HOUSING TOUR

Sun., June 6 | 10am - 1pm  
Canvas Gallery & Cafe, corner of 9th & Lincoln (across from GG Park)  
Join us for a tour around western neighborhoods south of GG Park, looking at cohesive transit-rich communities. Slow ride with many stops and walks, discussing politics and potential for high density low-impact housing. Sponsored by SF Housing Action Coalition. Please RSVP, and info: Bert Hill, [westbesttour@aol.com](mailto:westbesttour@aol.com)

#### SAN FRANCISCO NATIONAL BICYCLE GREENWAY DAY

Fri., June 11 | noon-1pm  
Jefferson Square, corner of Golden Gate and Gough  
A short ride to San Francisco City Hall to help celebrate the arrival of Mayors' Ride riders coming in from Palo Alto, Oakland and Sausalito for the 3rd annual San Francisco National Bicycle Greenway Day. Info at [www.bikeroute.com](http://www.bikeroute.com)

#### SOMA AFFORDABLE HOUSING TOUR

Sat., June 12 | 11am  
Meet at Justin Herman Plaza fountain  
A tour of SOMA affordable housing developments, party of Affordable Housing Week with architect David Baker and the Council of Community Housing Organizations. Includes a

full tour of the Baker-designed 8th + Howard Apartments at 1066 Howard Street. Info: Jerry Jai, 358-3956.

#### TALES OF THE CITY BIKE TOUR

Sun., June 13 | noon-3pm  
A Clean Well-Lighted Place for Books, 601 Van Ness @ Opera Plaza  
Celebrate Pride Month with a bike tour of Armistead Maupin's San Francisco. Come discover the real Barbary Lane, the site of the jockey shorts dance contest, and much, much more. Info: Renée Rivera ([renee\\_rivera@yahoo.com](mailto:renee_rivera@yahoo.com))

#### QUEER HISTORY TOUR

Sun., June 20 | 11am-3pm  
Meet at Justin Herman Plaza  
More Pride Month celebration with tour of queer community and resistance, including SF's own "Stonewall", the California Hall riot, as well as infamous spots like the Black Cat, Ringold Alley, and Maud's Last Call. Ending at Wildside West in Bernal Heights for post-ride drinks and socializing. Co-sponsored by the GLBT Historical Society. Info: Renée Rivera ([renee\\_rivera@yahoo.com](mailto:renee_rivera@yahoo.com))

#### SUMMER SOLSTICE RIDE TO BAKER BEACH

Sun., June 20 | 7-10pm  
Meeting at Panhandle statue, Fell and Baker  
SF's streets are quiet on Sunday evenings, perfect for a relaxed ride to the beach. Bring front and rear lights, water, and hors-d'oeuvres to share while watching the sunset. Info: [nancy@nancybotkin.com](mailto:nancy@nancybotkin.com)

#### 13TH ANNUAL TRIPS FOR KIDS BIKE SWAP

Sat., June 26 | 10am - 4 pm  
Sports Basement, 610 Mason St, Presidio  
The 13th Annual Trips for Kids Bike Swap and Sale will be held in San Francisco for the first time. Pick up cheap bikes and parts while supporting a good cause that gets inner-city kids out into nature on their bikes. Admission \$5. Valet parking provided. Info: Marilyn Price at [tfkbike@pacbell.net](mailto:tfkbike@pacbell.net) or see [www.tripsforkids.org](http://www.tripsforkids.org)

#### ONCE UPON A RIDE

Sat., July 10 | 11am - 3pm  
A Clean Well-Lighted Place for Books, 601 Van Ness Ave at Opera Plaza  
Get caught reading and riding on the bookstore bike tour! Visit many of our unique and wonderful independent stores, and even the savviest bikeworm is guaranteed to learn something new. Info: Julia Thomas, [juliahobbs@yahoo.com](mailto:juliahobbs@yahoo.com)

#### EPIC MT. TAM RIDE

Sat., July 24 | 10:30am  
Meet at Ferry Building terminal  
Ride length: 6 hours. Difficult, but we will go slow (no one dropped). 4000 vertical feet gain, 45 miles. Bring: helmet, food, and lots of water. Larkspur ferry, ride up Fairfax-Bolinas Road along Alpine Lake, Ridgecrest Blvd. to the summit. Down to the Sausalito ferry. Info: [bbaunach@addinc.com](mailto:bbaunach@addinc.com)

#### MUNI ALPHABET HISTORY TOUR

Sat. July 24 | 11am-2pm  
Laguna and Bay, Fort Mason park grass  
We all know the F, J, K, L, M lines, but what happened to the other let-

#### SF BICYCLE ADVISORY COMMITTEE MEETING

Wed., June 16 & July 21, 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 Andy Thornley, Board Chair, at [apt@scootdesign.com](mailto:apt@scootdesign.com)

#### SPECIAL MEETING OF THE BAC: BIKE PLAN 2004 POLICY FRAMEWORK REVIEW

Tue., June 8 | 5:30pm  
Park Branch Library  
Review the draft policy document of the Bicycle Plan Update, including issues of enforcement, parking, education, planning policies, transit and bridge access, and bicycle promotion. Copies of the draft plan are at the Main and Park libraries (or download a PDF at [www.sfgov.org/bac](http://www.sfgov.org/bac)). Comments on the Bicycle Plan will be accepted throughout June at [www.sfgov.org/bac](http://www.sfgov.org/bac).

#### 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 can use your help! For more info contact Michael at 431-BIKE x21 or [calfee@sfbike.org](mailto:calfee@sfbike.org).

#### SFBC BOARD MEETINGS

Tue., June 15 & July 20, 6:30pm  
Call 431-BIKE x22 for details on agenda and location.  
ters? Historic streetcar routes played a huge role in city and neighborhood development. Rescue Muni and the SFBC co-lead this ride on the geography of transit. Info: [nancy@nancybotkin.com](mailto:nancy@nancybotkin.com)

#### TOUR DE FAT

Sat., July 31  
noon - 5pm  
Speedway  
Meadow, Golden Gate Park  
New Belgium Brewing Company, makers of Fat Tire Ale, are hosting a fundraiser for the SFBC and the Bay Area Ridge Trail Council. Features Cyclecide, slow ride races, bands, and a cruiser bike parade. Come and ride in the Park, then enjoy a Fat Tire.



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- Injuries
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Mayor Gavin Newsom chats with Mike Salaberry of the Department of Parking and Traffic about improvements in the works for Market St. during their morning ride on Bike To Work Day in May 2004.

# Bike to Work Day 2004: A Roaring Success!

Thousands of new cyclists gave bike commuting a try on Bike to Work Day, with double the number of energizer stations giving away free coffee, bagels, fruit, campaign information, anti-global warming reflective legbands, and Muni token holders.

**Special thanks to Mayor Newsom and Supervisors Daly, Dufty, Gonzalez, Hall, Ma, Peskin, and Sandoval, who each rode into City Hall with their constituents,** pausing along the way to look at and discuss streets where high priority Bike Plan improvements are planned.

At the press conference that morning, Mayor Newsom cheered on the SFBC's goal of 10% of trips by bike by 2010 in front of a crowd of bicyclists at City Hall. He and the Supervisors spoke positively of their experience bike commuting, and enthusiastically about the need to build the Citywide Bike Network. **The Mayor said he understood the need for improvements for bicyclists along Market Street, where he rode with a group of SFBC members and city staffers.** Supervisor Chris Daly called on DPT to approve bike lanes on 2nd St., Townsend, and 5th St. in SOMA, where he rode, so that he won't be forced to "bring legislation" himself.

Special thanks to Supervisor Tony Hall who rode in with Board President Gonzalez from the Twin Peaks area, and despite upcoming knee surgery, mentioned the great "high" that he got from biking that morning which had "nothing



Supervisor Bevan Dufty gets a lift to work from SFBC member Dylan Snodgrass and his tandem.

to do with the three cups of coffee along the way." Gonzalez commented that the Supervisors' morning commutes would "provide context" and allow them to better relate to people requesting bike improvements at Board hearings.

Thanks to the hundreds of volunteers who made Bike to Work Day 2004 an unprecedented success, including the recruitment of 200 new SFBC members in one day! **Many thanks to local agencies and businesses who supported Bike to Work Day 2004:** SF Department of the Environment, Bay Area Air Quality Management District's Community Focus Program, Metropolitan Transportation Commission, Genentech, House of Bagels, Java on Judah, Noah's Bagels, Peets Coffee, Starbucks, Valencia Whole Foods, Jamba Juice, Planet Organics, Zone Perfect, Red Bull North America, Safeway, and Breezer Bikes

See more Bike to Work Day photos at [www.sfbike.org/btwd](http://www.sfbike.org/btwd).

## Citizens Worked Up, But Plan Slows Down

A huge thanks to the hundreds of people who participated in the second round of Bike Plan Update community workshops in March and April. These workshops focused on design options for the top 20 projects, and so far we have received more than 750 project comments. The Department of Parking and Traffic (DPT) will seriously consider the comments when making recommendations for the final proposals. Here's a sampling of the diversity of opinion we have encountered:

"Please, we need to have bicycle lanes on Cesar Chavez! They will serve many purposes: connecting our neighborhood to the other bike

lanes in the rest of the city, reduce collisions and make the neighborhood more bicycle and pedestrian safe."

... and ...

"As a Bernal Heights resident (21years) frequent user of Cesar Chavez and city bicyclist, I strongly oppose reducing lanes on Chavez to accommodate cyclists. Chavez is a motor vehicle conduit, purely and simply, by every criterion."

Just as the comment period for the top 20 projects is winding down, the chance to have a say in the policy document of the Bike Plan Update is starting up. At the May 19 Bicycle Advisory Committee meeting, the DPT released a 200-page draft of the Bike Plan



*Etiquette for the Conscientious Cyclist*

## Ask the Advice Pedaler

**Dear Advice Pedaler,**

*Hoping to meet other single cyclists, I organized an informal recreation ride. I told the other riders know that I tend to bike slow. We started riding and the next thing I knew they were just little specs on the horizon. They never waited for me and I never saw them again. My friends tell me I'm charming, fit and attractive. What went wrong?* —Alone Again

**Dear Alone No More-**

Although you found an effective way to weed out a couple of rude cyclists from your dating pool, the Advice Pedaler feels that a bike ride, in and of itself, is not the easiest way to get to know someone. You learn more about people at the stops, when you can hold a proper conversation. Next time, try organizing a ride to a destination, such as a place for a picnic or a view, or agree on a meeting spot at the beginning of the ride. That way, people can happily ride at their own speed, yet socialize!

**Dear Advice Pedaler-**

*Recently there was a lot of press about several cyclists in Sonoma County who were killed or severely injured by drunk drivers. I live and bike in SF, but my family is very concerned for my safety. What can I do to protect myself and to calm their fears?* —Sad in SF

**Dear Sad-**

No matter how carefully you bike, the drunk driver will always be the wild card. However, the drunk driver is an equal opportunity killer. You are no worse off on a bike than a car. Drunk drivers kill and maim other drivers, passengers, pedestrians, cyclists, children, and people who are just standing around at about the same rate. Since more people drive than bike, many more thousands of motorists are killed by drunk drivers yearly than cyclists, and sadly, such motorist deaths are so frequent that they are not as newsworthy as when a cyclist is killed. The best way to protect yourself from drunk drivers is to protect others: do what you can to prevent those around you from drinking and driving. Take away keys, call a cab or offer a ride.

Another important fact: it's not safe to drink and bike, either. Although you are less likely to kill someone else if biking drunk, studies show that a good percentage of cyclists who die in traffic collisions are legally drunk themselves.

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

Update policy document. Bike parking, enforcement, education, promotion, maintenance and much more are among the topics it covers. Take a look yourself, it will be on the DPT site soon at [www.bicycle.sfgov.org](http://www.bicycle.sfgov.org).

It's a good read, and it could be even better. We strongly urge you to make comments and suggestions on policy recommendations to improve the safety, comfort and convenience of bicycling in the City. Please attend the BAC's public meeting on the Bike Plan Update policy—see Chain of Events, page 6.

**Next Steps:**

We had hoped the Bike Plan Update policy document and network document would go before the Board of Supervisors this summer. Looks like that is not going to happen. There are a growing number of hoops the Plan has to jump through, so the new goal is to get the policy document to the Board in September, with the network projects soon after. We will definitely keep you posted and ask for your support. For more information check out [www.sfbike.org/bikeplan](http://www.sfbike.org/bikeplan) or contact Mary Brown at [mary@sfbike.org](mailto:mary@sfbike.org).

BY MARY BROWN



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Get the **TUBE TIMES** delivered to your home  
by becoming an SFBC member.  
(MEMBERSHIP FORM BELOW)

## JOIN THE SFBC !

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 below right.
- FREE ADMISSION TO SFBC PARTIES & CULTURAL HISTORY BIKE TOURS!**

OR JOIN ONLINE AT  
[WWW.SFBIKE.ORG!](http://WWW.SFBIKE.ORG!)

NAME \_\_\_\_\_

OCCUPATION \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_

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

EMAIL \_\_\_\_\_

I WAS REFERRED BY \_\_\_\_\_

### MEMBERSHIP LEVELS

- \$1,000 HIGH WHEELER**  **\$500 VELOUTIONARY**
- \$250 TWO-WHEELED WONDER**  **\$120 CRUISER'S CLUB**
- \$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 \$10 each additional member)

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 Secret's Out: Easy Parking at the Ballpark

New ads will be appearing in Muni buses this summer, encouraging people to ride their bikes to Giants home games, and take advantage of the ballpark's free valet bicycle parking provided by the SFBC and funded by the Giants. One thousand copies of the ad will be printed, thanks in part to co-sponsors GU, the San Francisco Giants, and Muni. Ride on down and see us at the ballpark! ([www.sfbike.org/valet\\_giants](http://www.sfbike.org/valet_giants))

## Useful Bike Numbers

### REPORT DANGEROUS DRIVING:

Private vehicles: SFPD non-emergency, 553-0123  
MUNI operators, 673-MUNI  
Taxi drivers - SFPD Taxi Detail, 553-9844

### BICYCLE CULTURE AND ATTENDED PARKING

DPT Bicycle Hotline 585-BIKE  
Bikestation Embarcadero 834-1049  
Giants Valet Bicycle Parking  
[giantsparking@sfbike.org](mailto:giantsparking@sfbike.org),  
[www.sfbike.org/valet\\_giants](http://www.sfbike.org/valet_giants)

### REPORT POOR STREET CONDITIONS:

potholes, construction hazards, etc. 28-CLEAN  
**ILLEGALLY PARKED CARS**  
(on the sidewalk, in the bike lane, etc.) 553-1200

### BICYCLE MAINTENANCE CLASSES

Pedal Revolution 641-1264  
Freewheel 643-9213  
The Bike Kitchen Tool Co-op 550-8057

## SFBC DISCOUNTS

**MEMBERSHIP PAYS FOR ITSELF**  
Join today and get discounts all over town.

- |                                      |                             |                              |
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| A CLEAN WELL-LIGHTED PLACE FOR BOOKS | CITY CYCLE OF SAN FRANCISCO | PEDAL REVOLUTION             |
| AMERICAN CYCLERY                     | DD CYCLES                   | RHYTHM & MOTION DANCE STUDIO |
| ARIZMENDI BAKERY*                    | ELECTRIC BIKE NETWORK       | ROAD RAGE BICYCLES           |
| AVENUE CYCLERY                       | FRESH AIR BICYCLES          | ROARING MOUSE CYCLES         |
| BAY CITY BIKE RENTALS                | MISSING LINK                | SALON DES BICICLETTES        |
| BIG SWINGIN' CYCLES                  | NOE VALLEY CYCLERY          | SAUSALITO CYCLERY            |
| BIKE HUT AT SOUTH BEACH              | NOMAD CYCLERY               | SPORTS BASEMENT              |
| BIKE NOOK                            | OCEAN CYCLERY               | VALENCIA CYCLERY             |
| BLAZING SADDLES BIKE RENTALS         | PACIFIC BIKES & BOARDS      | VISION CYCLERY               |
|                                      |                             | YE OLDE BIKE SHOPPE          |

\*offers a discount to customers who arrive by bike

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