

TUBE TIMES

Oct–Nov '05



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BICYCLE COALITION

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



FREE



Better Biking for Mission & SOMA

You Can Make It Happen!

Have you been meaning to get more involved in advocacy? Do you want to improve your bike commute? Now is the perfect time!

SFBC members are teaming up with local neighbors, merchants, and school communities to improve bicycling conditions in the Mission District and South of Market, and we need your help.

The Mission and SOMA neighborhoods have some of the highest bicycle ridership in San Francisco, but for anyone who bikes in these neighborhoods, you know major gaps still exist in the Mission and SOMA bike networks.

Our new volunteer-led committees will focus on winning new bike lanes and traffic calming on **Cesar Chavez** (see p.5) and **16th and 17th Streets** in the Mission District; as well as **2nd, 5th, and Townsend Streets** in SOMA. To get involved, contact Andy at andy@sfbike.org. For updates, see www.sfbike.org/actions.



www.sfbike.org

Bikes on Light Rail: It Works in Manhattan—Why Not Here?

One of the reasons we love to live in San Francisco is because we enjoy some of the best scenery, climate, and walkable and bikable neighborhoods of any city in the United States. Yet pedestrian, bike, and public transit access don't match those of other world-class cities. Case in point: **San Francisco operates one of the only light rail systems in America that does not allow bicycles on board its cars.**

Think about it: for cyclists who commute to any of San Francisco's college campuses (City College, San Francisco State, USE, or UCSF) from the eastern side of Twin Peaks, or who commute downtown from western neighborhoods, bypassing the hills on Muni Metro would be a major convenience, and possibly enough incentive for more people to start biking.

The area in San Francisco with the highest number of bicycles per capita is the intersection of the Hayes Valley, Lower Haight, and Market & Octavia neighborhoods. Bike routes from many other parts of the City intersect in this area, and five Muni Metro lines run underground through this neighborhood. Imagine how much more complete the bike/transit picture would be if these cyclists could board Muni trains to bypass traffic or to connect to the western neighborhoods.

Bert Hill, chairman of the Bicycle Advisory Committee and representative from District 7 (which includes the western slope of Twin Peaks and Lake Merced), says that many riders in his district are intimidated by the hill between the west side and downtown. Bike access on Light Rail Vehicles (LRVs) would eliminate that climb and would encourage more bicycle commuting by the residents of District 7, he says.

Similarly, Jason Henderson, assistant professor of geography at San Francisco State University and an avid bicycle commuter, believes that more students, faculty, and staff would commute by bicycle if bikes were allowed on M line cars. Further, he says, should the program become so successful that some riders are turned away, additional secure bike storage should be provided by Muni at the Church and Van Ness Metro stations.

The greatest opposition to bike access on Muni is based on safety concerns for bicyclists as well as other passengers. Peter Straus, manager of service planning for the San Francisco Metropolitan Transportation Agency (SFMTA), says that one of the agency's top concerns



A commuter loads his bicycle on a Minneapolis Metro Transit light rail vehicle.

PHOTO COURTESY OF METROPOLITAN COUNCIL
MINNEAPOLIS/ST. PAUL

is whether the presence of bicycles on the LRVs would interfere with an emergency evacuation inside the tunnels. There is also a problem with allowing bikes access to underground stations, he says.

Yet other municipalities like New York City, Chicago, Seattle, Minneapolis, and Portland have made bike access on trains and light rail work. Granted, some of these systems operate completely above ground and newer systems included bicycle accommodations in the design of both vehicles and stations. However, New York's Metropolitan Transportation Authority is an older and more heavily used transit system than San Francisco's. New York also has underground stations that are much older than ours. And bikes are allowed at all times on the New York subway (though in extremely crowded situations the station gate attendant can turn bikes away).

So how does New York's transit system manage to allow bikes on the subway? Part of the solution is simple educational outreach. The MTA's web site explains the procedures and rules for navigating entry into a station and putting your bike on a subway car. The web page also lists which trains have roomier cars and stop at bigger stations, helping inform the bicyclists' choice about which trains to take. As Noah Budnick, activist with New York-based Transportation Alternatives says, **"Bikes are no different from other bulky objects people bring on the subway everyday: baby strollers, suitcases, luggage, and so on."** The New York MTA web site

CONTINUED ON P. 6

From Mean Streets to Green Streets...Can We Do It?

I spent two weeks this past summer in New York City. I borrowed a three-speed beater bike to get around, mostly in Manhattan. This being vacation, I was not intending to spend too much time thinking about work issues, but once I started exploring on bike and foot, it was impossible not to compare this city to our own—and to realize that San Francisco has its work cut out for it.

I was alternately inspired by New York City's greenness and livability, and frustrated by San Francisco's own lack of commitment to these basic urban goals. It seemed that every time I turned around in Manhattan there was another charming pocket park; another landscaped and well-used bikeway and pedestrian pathway; another traffic-calmed street.*

Biking leisurely along the Hudson River Greenway, a gorgeous, car-free bike and pedestrian pathway lining much of the western half of Manhattan was exhilarating (look at this commitment to public space!) but embarrassing: What is San Francisco doing to increase public access to its waterfront and to create more car-free space?

More than 10,000 bicyclists a day use the Hudson River Greenway during good weather, not to mention people jogging, walking dogs, playing Frisbee, and reading on benches. New York City has taken what is surely the most prime waterfront property in the nation and dedicated it to public use. They have created 100 miles of car-free greenways, and, not satisfied with that, are planning another 250 miles.

Meanwhile, back in San Francisco, the SFBC is fighting with change-averse neighbors to add a simple bike lane (that's two stripes of white paint) on Illinois St., as called for in the Citywide Bike Network and Bay Trail Project. We are forced to oppose hundreds of new, unnecessary parking spaces and sidewalk cuts on the Embarcadero (part of the Pier 27-31 development project) to preserve what little pathway space we already have. And SFBC members are working to get the city to pay attention to our calls to make a few blocks of busy Fisherman's Wharf a car-free zone.

This was the backdrop as I read a news account of Mayor Newsom's launch of the "Better Streets" initiative. Aiming to "make our streets a truly public realm and put people and the environment first," the program calls for street redesigns to improve conditions for bicyclists and pedestrians; street beautification; and reclaiming excess street pavement for green uses such as pocket parks, community gardens, and sitting areas. Hallelujah!

The Mayor was apparently inspired to start the program by a recent visit to Chicago, which is a national leader in street revitalization, including a strong commitment to bicycling improvements.

Let's hope he was also stirred by the growing movement back home for safer, more livable streets. The SFBC knows that greening our streets will not only make our city more beautiful, but also safer, healthier, and more affordable.

We offer the Mayor the SFBC's support for the program, and some important advice: Bicycling can be and should be a major, visible part of the success of this effort. More green *on the streets*—such as pocket parks and landscaping—is a great thing. But more greening *of the streets* themselves—fewer cars, more biking and walking, and slower speeds—will make the real difference.

We have a Citywide Bike Plan waiting to be

implemented right now. With the Mayor's leadership, this can happen in a handful of years, as it should, rather than dozens of years, as will be the case if the usual, slow bureaucratic process is not given a boost from his office.

The Mayor should unveil an Action Plan for the Citywide Bike Network by the end of this year, laying out priorities and time lines in a way that will make it clear that we mean business in

catching up to—and surpassing—Chicago and New York City for green, livable streets.

Some priorities jump immediately to mind: traffic calming and bike lanes on Cesar Chavez Ave.; Bayshore Blvd.; 2nd, 5th, and Townsend Sts.; Market St.; Masonic Ave.; Portola Ave.; creating the Mission Creek Bikeway (a true greenway) connecting the Mission, SOMA, and Mission Bay; and making a car-free space at Fisherman's Wharf. The list goes on and on, and we are happy to share it, in great detail, with the Mayor's office.

San Francisco can and should be known as a leader among major American cities when it comes to livable communities, safe streets, and smart transportation. We stand ready to help, and ready to ride.

BY LEAH SHAHUM
EXECUTIVE DIRECTOR

** I would be remiss to not point out that New York City has a long way to go in making the city anywhere close to how bike-friendly it should be. While I enjoyed riding on the greenways, I was sometimes terrified on Manhattan streets called recommended bike routes, even some with bike lanes. Drivers regularly block bike lanes and cut cyclists off, making San Francisco drivers seem courteous in comparison. So, if you have a friend in NYC, encourage them to support our friends at Transportation Alternatives today! See www.transalt.org.*



Residents can escape the bustle of Manhattan on the car-free Hudson River Greenway.

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The SFBC is a 4,800-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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Letters

SF Grand Prix a Hit

The Bike Coalition and the Marina Merchants are to be congratulated for making the SF Grand Prix into a participatory celebration of cycling for all ages. This was my second time on the SFBC 5 mi. course. After my confrontation with the Taylor Street hill I peddled over to Fillmore and Chestnut to enroll my 6-year-old grandson in the Peloton Project Kid's ride.

The Merchants Association did a great job. Kids were divided into three age groups and raced down Chestnut just minutes after the last pro racers passed. The kids' faces showed that they felt totally part of the big race. When asked if he wanted to do the race again my grandson said, "Oh yes, a thousand times."

Thanks to SFBC, the Marina Merchants, and the Peloton Project. Make sure we do it again next year and the next thousand years.

PAUL NIXON

Streetside Outreach Kicks Off

Why should Bike to Work Day be celebrated only once a year? Not anymore! All year long the SFBC will be bringing the fun-loving spirit of Bike to Work Day to bike commuters through our new Streetside Outreach program. Twice a month, SFBC member volunteers



McKensie Glynn chats with a cyclist on the Panhandle path at SFBC's early August outreach.

will be chatting with cyclists about SFBC initiatives in their community and giving out goodies at mini-Energizer Stations during their commute.

Kicking it all off on fresh Market Street bike lanes in June, SFBC members passed out water bottles, energy bars, and Market Street bike lane fliers to over 200 pedaling commuters.

Special thanks goes out to all the SFBC members who have spread the bike-joy during Streetside Outreach on Market Street, in the Mission, and on the Panhandle. It's easy to get involved! Go to www.sfbike.org/volunteer to find the next outreach near you—or lead your own Streetside Outreach—ask us how!

SFBC Board of Directors Recruiting

The SFBC runs on volunteer power, right up to raising the funds we need to operate and setting our strategic direction. Those tasks are some of the work of our Board of Directors, a group of 15 members who meet monthly to learn about the Coalition's latest work and to help our Executive Director plan for the biggest challenges, like balancing the budget and steering the Coalition through election endorsements (see www.sfbike.org/board for our current roster).

Members of the board also serve on one or two committees and participate in fund-raising activities. The next group of board members will begin a two-year term of service starting in January 2006.

While members have the ultimate say when they cast their votes in December, the board is planning to offer our membership a recommended "slate" when the voting begins. Interested? The Board Development Committee would like to get to know you and hear what you would bring to the board. Please contact committee chair Dale Danley by **October 10** at danleyon22@yahoo.com if you are interested.

Calmer Potrero Celebrated

Potrero Avenue neighbors, bicycle and pedestrian safety activists, and Supervisor Sophie Maxwell dedicated garden space in August to the memory of Elizabeth Dominguez, killed at age four on the sidewalk at 24th and Potrero in 2003. Participants then moved down Potrero to a park near Cesar Chavez for a celebration of reduced car traffic lanes, striped bike lanes, new pedestrian medians, and ongoing crosswalk improvements. Cyclists rode in



Cyclists and pedestrians celebrate new Potrero bike lanes

Quick Releases



north of 17th Street. See dates on sfbike.org/potrero for updates on our progress.

Trials for New Lights, Stripes

Seen on fashionable bikeways around Utrecht, Hamburg, and Davis, bike-specific traffic signals and Davis, bike-specific traffic signals may be showing up around our bike-loving town soon. These signal lights (with bike-shaped cutouts) give cyclists their own turn at stoplight-controlled inter-



A bike traffic light in Davis, CA

sections, helping sort out whose turn is when. Thanks to recently renewed state legislation, signal lights with bicycle-directing lenses are now officially recognized traffic control tools for DPT to use.

Be on the lookout for these devices sprouting up along your ride, and of course let us know if you've got an idea as to where such a thing might be useful. Also on tap: a trial of colored-pavement bikeways—we'll be sure to let you know when and where to watch for them!

The SFBC's 2004 Annual Report is now available! The report details the SFBC's financial position at the end of last year and gives an overview of our accomplishments in 2004. Download a PDF at www.sfbike.org/reports, or call Lisa Ruth Elliott at (415) 431-BIKE, x302 if you'd like one mailed to you, or stop by the office to check it out.

Governor Weighs Tolls on Bikes

As of press time (late September), the fate of AB748, the state bill that would ban tolls on bicyclists and pedestrians on bridges and highways in the state, was in Governor Schwarzenegger's hands. Thanks to advocacy from the SFBC and other groups as well as supporters' letters and calls, the bill passed in the State Senate and



SFBC members promote the campaign to stop the bikelped toll.

Assembly, and was waiting for the Governor's action. If he supports AB748, it would mean that the Golden Gate Bridge District would have to abandon its much-talked-about idea of charging a \$1 toll on cyclists and pedestrians who travel over the bridge, something the SFBC strongly opposes, as do the SF Board of Supervisors and health, environmental, and other community groups from around the region.

The bill was changed, at the last minute, to sunset after three years, at which point the District or other regions can again consider charging cyclists and pedestrians a toll. For now, we are pushing for the passage of AB748 as a strong and significant symbol of California's opposition to actions that discourage healthy and sustainable non-motorized transportation.

To find out the status of the Governor's decision on AB748, and to learn more about the SFBC's campaign, see www.sfbike.org/ggb.

Great SF Bike Ride Is Quite a Trip

abor Day weekend saw some banner events for the San Francisco bicycling community, starting with the SFBC's Great SF Bike Ride on Sunday, September 4.

In our non-competitive, community fun ride, 300 cyclists traveled a five-mile loop that started on the Embarcadero and wrapped around Broadway, Columbus, and the Polk

Street turnaround. Hardcore riders tackled the big hill on Taylor and Union Streets, and a few people turned back at the sight of the beast—but everyone seemed to have a great time riding the loop. Plus, the event raised several thousand dollars for the SFBC's campaign to build the Citywide Bike Network. Thanks to everyone who participated, and special thanks to Threshold Sports



SFBC's Great SF Bike Ride opened the course to cyclists of all skill levels.



Professional racers maneuver a turn onto Bay St. in the 2005 SF Grand Prix.

PHOTOS BY MARK JOHNSON

and the Foundation for Ecology & Culture for co-sponsoring the event. We look forward to continuing and improving the ride for next year.

Later the same morning, professional cyclists took over the route, traveling a longer circuit that included a brutal climb up Fillmore Street. Almost four and a half hours later, Fabian Wegmann crossed the finish line, the first of 170 riders to complete the 108-mile San Francisco Grand Prix. Even kids joined in the fun at the Kids Classic Race on Chestnut

Street, when kids under 12 were invited to ride part of the race course.

The race excitement continued on Monday, September 5, when more than 700 riders, divided into groups by age, raced through the streets of San Francisco at the 30th Giro di San Francisco, organized by the local McGuire racing team.

BY IAN ARMSTRONG ELWOOD

Check out sfbike.org/bikeride for photos! For more detailed race results go to www.sanfrancgrandprix.com or www.velopromo.com.

With Treasure Island on the verge of becoming San Francisco's newest neighborhood and dramatic arm-wrestling budget deals between the Governor and the Legislature settling (for now) how the massive Bay Bridge project will be paid for, the San Francisco-Oakland Bay Bridge has once again become a hot topic. A recently struck state-level legislative deal will produce the funds needed to complete the construction of a replacement East Span segment of the SFO Bay Bridge. This new East Span being built between Oakland and Yerba Buena Island will include a 15-foot-wide bicycle/pedestrian/maintenance pathway on the south side and is estimated to be completed between 2011 and 2013. This path will be suitable for use by bicyclists and pedestrians, as well as maintenance workers

Bay Bridge West Span Pathway: Bridge the Gap!



and emergency crews.

But this bike/ped route only connects Yerba Buena Island and Oakland—a significant improvement in Bay Area transportation, but hardly enough to be regarded as a full bridge. The time has come to provide shore-to-shore bicycle and pedestrian access on the Bay Bridge, to link the East Bay with San Francisco and **bridge the gap!**

A \$3 million feasibility study completed in 2001 found that a new cantilever bike/pedestrian pathway added to the West Span of the Bay Bridge would provide tangible benefits far beyond the obvious routine use by pedes-

trians and cyclists. The twin pathways on both sides of the upper deck could also function as maintenance routes for Caltrans crews, significantly reducing the need to close vehicle lanes. This will result in fewer collisions and

reduced congestion for auto commuters, as well as enhanced safety for Caltrans workers. The pathways will also serve as an emergency refuge for motorists stranded on the bridge.

For all these reasons—routine accommodation of non-motorized transportation modes, emergency services, maintenance and operations, and general safety—we need to complete the Bay Bridge. It's only half a bridge till we can walk and bike from shore to shore! This is a big effort and we need everyone's help to get the job done. To find out what you can do to get involved, visit sfbike.org/baybridge.

Supporting a Safer Cesar Chavez Street

iSi, se puede!

If you ride around San Francisco's southern Mission District you know it's got a lot of advantages for biking: a sunny central location, lots of flat, friendly streets, and great shops, restaurants, and people. Cesar Chavez Street provides an important cross-town route for cyclists in that part of town, connecting the Bayview, Mission, North Bernal, and Noe Valley neighborhoods and linking up with Citywide Bike Network arteries like Valencia, Harrison, Potrero, San Jose, and Bayshore. It's a key part of the Citywide Bike Network and the main drag of the south Mission.

Then again, sometimes it's just a big drag. **Cesar Chavez Street's current configuration squeezes bicycles between fast-moving traffic (three lanes each direction) and dangerously close to opening car doors;** freeway-grade traffic makes crossing the street a daunting and perilous prospect for residents and visitors on either side, bracing themselves to dash for dear life over the wide lanes of speeding traffic. "Even though my corner has a crosswalk and new ped crossing signs, my friends think I'm crazy to cross there," says neighborhood resident Shannon Dodge. "They think I should go a block away to the traffic light, where cars might actually yield to a person on foot."

Neighbors of the Cesar Chavez corridor have begun working toward bringing some calm to the street, using as their models the increase in livability brought about by Potrero Avenue and San Jose/Guerrero traffic calming efforts. The SFBC is working with neighbors and community groups to determine how we might bring a better bal-

ance to this central route and neighborhood street. **Bicycle lanes on Cesar Chavez would provide a safe space for bicyclists and traffic calming for a street with several schools and high volumes of foot traffic.**

"No one wants a freeway on the ground any more," says Fran Taylor, an SFBC member who has lived a block away on 26th St. since 1995. "I think we have a real opportunity to pull people together on this."

General concepts for the Cesar Chavez corridor feature striping bicycle lanes the length of Cesar Chavez, from Guerrero to I-280. This option would include removing a travel lane in each direction and adding some turn pockets; removing some non-residential parking east of Highway 101; and improving cross walks/intersections.

The idea of creating a "bicycle boulevard" on 26th Street was also suggested and evaluated. Although that plan has some advantages, it also has major disadvantages, such as being indirect, not connecting under the freeways, and not having space for bike lanes. The neighbors and the SFBC will concentrate our organizing efforts on Cesar Chavez as a more direct, interconnected route with better prospects for accommodating bicycle traffic and, just as importantly, bringing some calm to that very un-calm street.

We'd love to get you in the conversation, if you're interested. To find out about the next meeting and learn more about the Cesar Chavez campaign and the Citywide Bike Network, visit www.sfbike.org/cesarchavez or call Andy at 431-BIKE, x307.

Yes on Propositions B & D

Don't forget to vote on Election Day, Tuesday, November 8. Several local measures on the ballot are transportation-related. The SFBC Board of Directors voted to endorse the following positions.

YES on Proposition B

Have you noticed that potholes and rough streets in San Francisco are getting worse? Bicyclists face enough challenges on city streets without also having to worry about gaping holes in the pavement. To help fix this problem, the SFBC is strongly supporting Proposition B.

Prop. B is a \$208 million General Obligation Bond to support street resurfacing (which is decades behind schedule); new bicycle safety projects; pedestrian safety projects such as traffic calming, sidewalk repairs, and improvements near schools; and new curb ramps for disabled access. (This bond measure does not allow a cost pass-through to renters.)

We acknowledge that this bond measure is a short-term solution to an ongoing problem. But, given that the city has a street resurfacing backlog of \$332 million, an annual need of \$34 million, and only \$10 million per year in current funds, this bond is needed to clear the backlog while gaining time to devise a long-term funding solution. The SFBC, along with allies, will be working with the Supervisors to pass legislation as a companion to this measure that will set up a structure to hold city leaders accountable for devising a long-term funding solution.

The measure will need two-thirds majority support to pass. The SFBC encourages members to get involved in the campaign and to vote Yes on Prop. B.

YES on Proposition D

Prop. D would change the appointment structure for the Municipal

Transportation Agency Board of Directors (which oversees the Department of Parking & Traffic and Muni). Currently, all of the appointments are made by the Mayor. Under Proposition D, the Mayor would make four appointments and the Supervisors would make three appointments. This is similar to recent measures, which have passed at the ballot, to split the power of appointments on the Planning & Police Commissions.

The SFBC anticipates that this split of appointments will strengthen support for our issues (most of which go through the MTA Board), as the Board of Supervisors has been strongly supportive of bicycling improvements. We are particularly eager to see a bicycle rider and sustainable transportation advocate appointed to the MTA Board.

NO Position on Proposition G

The SFBC Board voted to take no position on Proposition G, a ballot measure that prohibits the widening of MLK Drive in Golden Gate Park and permits a southern entrance/exit to the underground garage in the GGP Concourse.

While we strongly support the half of this measure that would stop the proposed widening of MLK Drive (which would bring more cars into the park and decrease safety for cyclists and pedestrians), we cannot in good conscience support the legitimizing of the controversial southern entrance/exit to the garage via MLK Drive from the Inner Sunset neighborhood. The original ballot measure to build the garage (Prop. J, which passed several years ago) called for no garage entrances within the Park. Proposition G would overturn this important element of Prop. J. For this reason the SFBC remains neutral on Prop. G.



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Bikes on LRV

CONTINUED FROM P. 1

emphasizes courtesy and common sense equating to bicycle safety. Budnick points out that the program is successful because the people who bring bikes onto the subway are very considerate of other riders.

In San Francisco, supporters of bikes on LRVs—including the SFBC—are frustrated by the amount of time it has taken for the San Francisco MTA to consider allowing bikes on Muni Metro. Bill Lieberman, deputy director of planning for the SFMTA, explained that the agency is interested in exploring the possibility of bikes on LRVs, but the matter has to be considered in a way that accounts for the needs of other transit riders. Recently, the objections of other transit riders, particularly some in the senior and disabled communities who are concerned about safety issues as well as the disruption caused by the maneuvering of bicycles on and off the cars, have slowed the progress of the project.

To help dispel the concerns of these groups, **the SFBC encourages the SFMTA to conduct a trial in which bikes are allowed on Muni Metro cars during off-peak times.** Chicago's successful program to allow bikes on the L-trains grew from trials conducted in collaboration with the Chicago Transit Authority and the Chicagoland Bicycle Federation (a nonprofit similar to the SFBC), says Trent Lethco, a planner who was involved in the process. The trial started with a weekend-only pilot program, which grew to all-day, every-day access, except during peak periods. The SFBC believes such a trial on San Francisco's Muni Metro will show that, as on BART and Caltrain, allowing bicycle access will not conflict with the comfort or safety of other passengers.

A trial will likely show that bikes, pedestrians, and transit can coexist in San Francisco as they do in cities across the nation, from Portland to New York. Until then, it's going to take a few more calories to get to the other side of Twin Peaks.

BY ELMER TOSTA

Bikes and Transit: Making the Connections

The Citywide Bike Network is a lot bigger when you connect it to the transit systems of the city and region. For a comprehensive collection of "bikes on transit" information, see bicycling.511.org/transit.htm.

Muni While we work to get a trial program started for carrying bicycles on light-rail vehicles, you can take advantage of bus-front bike racks that are available on most of Muni's buses (we expect to see racks on the final 100 Muni buses within the next six months). They're easy to operate, and each bus can carry two bikes. For more on how the racks work, including a short "how to" video, visit sfbike.org/transit.

Incredibly, folding bikes are not currently allowed inside any Muni bus, streetcar, or other transit vehicle at any time. Lifting this restriction is a priority action item under the 2005 Bike Plan and the SFBC will work to make sure that this common sense change happens soon!

Caltrain Bikes are allowed on all trains (first come, first served). As of August 1, "Baby Bullet" (high speed express) trains have room for 32 bikes on each run, greatly expanding the bike-carrying capacity of the line. Thank you Caltrain! And stay tuned for news soon on the long-anticipated bike parking station at the 4th and King Caltrain station.

BART Bikes are allowed on BART trains except during the commute-hour "blackout". During morning commute hours, bikes are allowed in the Embarcadero Station only for trips to the East Bay; during evening commute hours, bicyclists traveling from the East Bay must exit at the Embarcadero Station.

If you hit the blackout and need to get your bike across the Bay, check out the Bay Bridge Bicycle Shuttle, which will take both you and your bike over the bridge for only one dollar! Operated by Caltrans to help cyclists affected by the BART bike black-out periods, the Bike Shuttle runs approximately once per hour during both morning



and evening rush hour. The shuttle only makes one stop at each end: MacArthur BART in Oakland and the Transbay Terminal at Fremont and Mission Streets in San Francisco.

AC Transit Nearly all AC Transit buses are equipped with bicycle racks (except the small vans used on a limited number of trips).

Golden Gate Transit Exterior bike racks are available on all Golden Gate Transit buses that are 40 feet or less in length and on articulated buses. Up to two bicycles can be accommodated in the exterior racks. Bikes are allowed on all GG Transit Ferries.

SamTrans All SamTrans buses have bike racks.

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CHAIN OF EVENTS

OCT-NOV '05

The SFBC's Cultural History Tours and Recreational Rides are free for SFBC members (a \$5 donation from non-members is appreciated). Unless otherwise noted, call 431-BIKE or email rides@sfbike.org for more information. Or see our full online calendar at www.sfbike.org/chain. Rain cancels rides.



www.sfbike.org for full, updated calendar of events and action items!

REC. RIDES

QUEER HISTORY TOUR

Sat., Oct. 15 | 10am-3pm
Justin Herman Plaza (Market @ Embarcadero)

Celebrate Queer History Month with a tour of San Francisco's queer neighborhoods from the '30s to the present day. Learn how Halloween was celebrated as Gay Pride Day in pre-Stonewall SF. We will visit sites of queer community and resistance, including Compton's Cafeteria. The tour will end at the Wildside West in Bernal Heights for post-ride drinks and socializing. Co-sponsored by the GLBT Historical Society. Contact reneu_rivera@yahoo.com for more info.

MOON VIEWING NIGHT RIDE

Sun., Oct 16 | 7-9pm
Meet at Panhandle Statue (Fell @ Baker)

We'll pedal a good moon viewing spot TBD. Bring front and rear lights and hors d'oeuvres to share (no one turned away for lack of snacks but we will chide you if you don't have lights!). Contact robin@biteback.com for more information.

CRITICAL MASS!*

Fri., Oct. 28 & Nov. 25 | 6pm
Justin Herman Plaza (Market @ Embarcadero)

Join the world-famous monthly coincidence still sponsored by No One.

BEAT MUNI CHALLENGE!

Sat., Nov. 12 | 10:30am
Glen Park BART Station
In this bike ride, we will experiment with the age-old question: is cycling really faster than Muni? As everyone knows, beating Muni is often a cinch, but can you match the fabled 24 line? If you can beat this line, you can beat any line. The person who passes the

most busses gets a free lunch. Meet at Glen Park BART, and we'll ride together to the start of the 24 line. Wear a helmet. Contact brandonbaunach@dbarchitect.com for more info.

HOLLY PARK NIGHT RIDE

Sunday, Nov. 20 | 6:30-9:00 pm
Meet at Panhandle Statue (Fell @ Baker)

We'll take a quiet and scenic route to Holly Park, so expect a couple of medium hills along the way. Bring snacks and an extra layer of clothing for our famous hors d'oeuvres stop. Don't forget front and rear lights. Contact nancy@nancybotkin.com for more information. Rain cancels.

OTHER BIKE-RELATED EVENTS

BICYCLE FILM FESTIVAL*

Wed.-Sat., Oct. 5-8
Various locations
The Bicycle Film festival is rolling into San Francisco for the 2nd year in a row! For a full schedule, visit bicyclefilmfestival.com.

MEMBER PARTY IN THE PARK

Sun. Oct. 16 | 1-4pm
Golden Gate Park, 14th Ave. East Grassy Spot
No bike campaigns, membership sales, requests for money or help—just a time to sit and chat with cycling mates and enjoy the company! Bring a frisbee, maybe a BBQ, a snack to share, a blanket, and a friend. Low-key, no frills, bike-friendly day. Hope to see you there! Have questions? Contact jodie@sfbike.org.

MUSIC WITH A MISSION:

SFBC BENEFIT CONCERT
Sat., Oct. 15 | 4pm
El Rio 3158 Mission St.
(@ Cesar Chavez)

Like the new bike lanes on San Jose Ave. and Potrero Ave.? Want more on Cesar Chavez and 16th/17th Streets in the Mission? Join us at a special benefit concert with local bands to support the SFBC's campaign to Complete the Mission Bike Network. Band John Heartfield (with Matt Gonzalez on bass) will join other great local acts (Sid Lucious & the Pants, The Frank Chu Project) for a special outdoor concert on the back patio at El Rio.

SFBC BOARD MEETING

Tue., Oct. 18 & Nov. 15 | 6:30pm
SFBC HQ, 995 Market St Ste 1550 (@ 6th)

Everyone's invited! Contact Leah at 431-BIKE x306 or leah@sfbike.org for agenda and details.

SF BICYCLE ADVISORY COMMITTEE MEETING*

Thu., Oct. 20 & Nov. 17 | 6:15pm
City Hall Room 408 (Polk and Grove Streets)

Come and speak your mind about bicycle issues in San Francisco. Contact Bert Hill, chair of the BAC, to place an issue on the agenda or to request notice of meetings: sfbc7bert@aol.com.

VOLUNTEER NIGHT

Wed. Oct. 12 & 26, Nov. 9 & 30 | 5-8pm
SFBC HQ, 995 Market St. Suite 1550 (@ 6th St)

A great way to meet other friendly bikers, eat snacks, and help keep our office running smoothly! The SFBC provides a tasty dinner (voted on by volunteers). Always bring your bike upstairs! Questions? Contact jodie@sfbike.org.

* Events marked with an asterisk (*) are not organized or endorsed by the SFBC.

SPECIAL EVENTS

ELECTION DAY*

Tue., Nov. 8 | All day
Pedal to the polls! See p. 5 for SFBC's endorsements.

SAN FRANCISCO VELOSAP AND SPORTS EXPO*

Sat., Oct. 29 | 9am-5pm
SF Design Center
2 Henry Adams Street

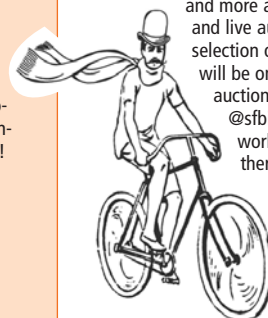
The 3rd Annual Veloswap is hitting the SF Design Center with a bang! Plus, it is a fundraiser for the SFBC, so get some goodies and support a good cause. Free valet bike parking will be provided. For more info: www.veloswap.com/expo.



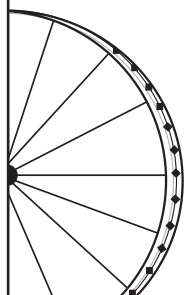
SAVE THE DATE

WINTERFEST PARTY & AUCTION

Sun., Dec. 4 | 6-10:30pm
SOMArts, 934 Brannan @ 8th
Mark your calendars for SF's biggest and best bike party of the year! We'll have plenty of fabulous entertainment, drinks, and good food to enjoy. Start saving now for fantastic deals on bike gear, fancy meals, gift certificates for everything from climbing to yoga, and more at our popular silent and live auctions. A huge selection of Bay Area artists will be on display in our art auction (email lisaruth@sfbike.org if you've got work to submit!) and there will be valet bike parking at the door. \$5-\$15 (sliding scale). Visit sfbike.org/winterfest for more details!



Bike Accident? | Need Advice?



Mark L. Webb
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www.markwebb.com

Referrals from this ad will result in a \$200 donation made to the SFBC for every home sold to a fellow biker!



Jennifer Smith
The biking realtor



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Direct: (415) 321-4237
Fax: (415) 931-0984
Email: sfcreatorjsmith@yahoo.com



www.sfbike.org

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SEE YOUR NAME HERE!
 Get the **TUBE TIMES** delivered to your door
 by becoming an SFBC member.
 (MEMBERSHIP FORM BELOW)



PHOTO BY MARK JOHNSON

This pair of cyclists teamed up for the Great SF Bike Ride on Sept. 4. More details on page 4.

JOIN the SFBC!

Become a member of the San Francisco Bicycle Coalition and help make the city a better place to ride... plus get a Tube Times subscription, shop discounts, free bike trailer rental, and more (see www.sfbike.org/membership for all the benefits).

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

HOME PHONE _____

WORK PHONE _____

EMAIL _____

I HEARD ABOUT THE SFBC... _____

MEMBERSHIP LEVELS

- \$1,000 HIGH WHEELER
- \$250 TWO-WHEELED WONDER
- \$52 BUCK (A WEEK) THE SYSTEM (\$52+ includes FREE SFBC T-Shirt: Men's Size _____ OR Women's Tee Size _____)
- \$25 INTRODUCTORY MEMBERSHIP (families: add \$10 each additional member)
- \$500 VELOUTIONARY
- \$120 CRUISER'S CLUB

MAKE CHECK PAYABLE TO SFBC, 995 Market St., Ste. 1550, 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 are not tax-deductable. If you need a deduction for your contribution, contact Chris at 431-BIKE ext. 304.

NAME _____

CREDIT CARD # _____

VISA MASTERCARD EXPIRATION DATE _____

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

I WANT TO VOLUNTEER!

- Volunteer Night (every other Weds.)
- attending public meetings
- staffing an information table
- newsletter writing
- daytime office assistance
- newsletter mailing/distribution
- phonebanking
- other: _____
- valet bike parking at events

JOIN ONLINE
WWW.SFBIKE.ORG

TUBE TIMES INDEX

- 1) Year the first automobile crash was recorded in the United States (an automobile collided with and killed a bicyclist in New York City): **1896**
- 2) Percentage of total traffic fatalities in California that involved a cyclist (2002): **2.8**
- 3) Estimated percentage of injury-producing bike accidents in the U.S. that are not reported: **75**
- 4) Percentage of car-and-bike crashes caused by a motorist merging into the path of a bicyclist: **12.1**
- 5) Percentage of the above crashes (in item 4) in which a motorist made a left turn in front of a cyclist approaching from the opposite direction: **48.8**
- 6) Percentage of all crashes caused by a motorist overtaking a bicyclist: **8.6**
- 7) Percentage of the above crashes (in item 6) in which the motorist misjudged the space required to safely pass the bicyclist: **23**
- 8) Percentage of crashes caused by a bicyclist turning or merging into the path of a motorist: **7.3**
- 9) Percentage of the above crashes (in item 8) in which a cyclist made a left turn in front of a motorist traveling in the same direction: **60**
- 10) Percentage of all car-and-bike crashes where the motorist failed to yield right-of-way at an intersection: **31.7**
- 11) Percentage of all car-and-bike crashes where the bicyclist failed to yield right-of-way at an intersection: **16.8**
- 12) Percentage of all car-and-bike crashes where the bicyclist failed to yield right-of-way at a midblock location: **11.7**

Sources: 1: National Center for Statistics and Analysis or Famous First Facts by Joseph Kane. 2: U.S. Department of Transportation, National Highway Traffic Safety Administration. 3: U.S. DOT Federal Highway Administration, "Injuries to Pedestrians and Bicyclists: An analysis based on Hospital Emergency Department Data". 4-12: Pedestrian and Bicycle Information Center, bicyclinginfo.com, summarized from U.S. DOT data.

SFBC Discounts

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

- | | | |
|--------------------------------------|-----------------------|------------------------------|
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| ARIZMENDI BAKERY* | FREEWHEEL | ROARING MOUSE CYCLES |
| AVENUE CYCLERY | FRESH AIR BICYCLES | SACRED GROUNDS |
| BAY CITY BIKE RENTALS | HEAVY METAL BIKE SHOP | SALON DES BICICLETTES |
| BIG SWINGIN' CYCLES | MIKE'S BIKES | SAN FRANCISCO CYCLERY |
| BIKE HUT | MISSING LINK | SAUSALITO CYCLERY |
| BIKE NOOK | NOE VALLEY CYCLERY | SPORTS BASEMENT |
| BLAZING SADDLES BIKE RENTAL | NOMAD CYCLERY | VALENCIA CYCLERY |
| BOX DOG BIKES | OCEAN CYCLERY | VELO ROUGE CAFE |
| | PACIFIC BIKES | |
| | PEDAL REVOLUTION | |

*offers a discount to customers who arrive by bike

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