



SAN FRANCISCO BICYCLE COALITION

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



FREE

SFBC campaigns keep rolling despite City ban

Members' Energy Needed in Organizing, Advocacy Efforts

As you have probably heard, the City of San Francisco's bicycle improvement efforts have taken a strange twist recently. Based on a Superior Court ruling last November, the City must prepare and certify an Environmental Impact Report (EIR) of its official Bicycle Plan. While this EIR is being assembled, the City is prohibited from striping new bike lanes, painting new shared-lane (sharrow) stencils, and even installing new bike parking racks on the sidewalks — basically any changes to the physical environment are on hold.

This bike improvement freeze sounds pretty cold, but of course building a Grade-A cycling city is about a whole lot more than the actual striping of bike lanes. The SFBC and its active membership is advancing the

cause in dozens of ways that are not affected by the lawsuit. Our campaigns are still rolling, neighbors are still organizing, and good things are getting done all over town. Read about some of the SFBC's many continuing initiatives to advance the cause of better biking in San Francisco as we keep rolling along.

To find out more about the SFBC's strategies to ensure that this situation results in a better biking city in the long run, see the Executive Director's column on page 2. To learn more background on the lawsuit and the EIR process, see www.sfbike.org/network.



WHAT'S MOVING FORWARD

Fixmasonic.org: Taking Steps Toward a More Livable Avenue

Incredibly, Masonic Avenue was a pleasant, quiet, tree-lined boulevard until about three decades ago. In the late '60s/early '70s, the Geary Blvd. bypass was constructed, permitting signal-free, THX-1138-style driving (the tunnel) on Geary.

The effect on the neighborhood was immediate and violent. Not only did the corridor become freeway-noisy, but local, small retail around Geary and Masonic, once a thriving intersection hosting one of the city's oldest bars, went immediately into decline. The sole beneficiaries were motorists on their way somewhere else, saving a couple of minutes traveling from downtown to the Richmond District on Geary or the Sunset on Masonic. Historic details came from an octogenarian neighbor of mine who has only lived two places in her life: on Masonic and, as a girl, around the corner at Lyon and Post.

WHAT'S MOVING FORWARD

The Many Neighborhoods of 17th St.

If you look at the San Francisco Bike Map, most of 17th Street is a purple dotted line, indicating that it is a designated, but yet unimproved bike route that starts near the center of the city and runs East.

To ride this bike route (the Eastern half of route 40), you would start under the rainbow flag at Castro and Market, pass through the Mission and Potrero Hill, arriving at Mission Bay. This ride would take you past the 16th and Mission BART station, across major bike routes on



Valencia, Harrison, and Potrero Streets, and leave you a short ride from Caltrain.

For the past year, I have been part of a group of SFBC members, the new 17th Street Committee, that meets regularly to plan and gather support for our project to get bike lanes striped on 17th Street.

The challenges we face planning the bike lane have been unique at different parts of the street. The west part of 17th is wide enough to accommodate a bike lane by narrowing the traffic lanes, so we spent the most time discussing how to ensure that cyclists are safe crossing Muni tracks near Church Street. At the other end of 17th, the street narrows, and we



have studied parking patterns to try to put together a plan that minimally impacts parking.

The City won a grant from the Metropolitan Transportation Commission's "Safe Routes to Transit" program to improve 17th

CONTINUED ON PAGE 5



www.sfbike.org

CONTINUED ON PAGE 4

Implications & opportunities of the Bike Plan injunction

As this *Tube Times* issue goes to press in late January, the SFBC staff and Board are focusing on the implications of — and opportunities created by — the recent legal decision requiring the City to conduct Environmental Review of the City Bike Plan. This results from a Judge's ruling that the Bike Plan received inadequate review under the state's environmental review standards.

It is important to note that the Judge did not rule against bikes or the environmental benefits of bicycling. The case was based on whether the City adequately followed the technical steps of the California Environmental Quality Act (CEQA). Unfortunately, the judge ruled that it did not.

I believe there are three major implications of this decision, and each of them opens up significant opportunities to advance our agenda for better biking.

Short-term implications of how the Environmental Review (ER) gets done.

The Issue: We want the ER to be done fully so that it meets legal requirements, but it must also be done as quickly as possible within those legal boundaries. This is key because the Judge's ruling halts the implementation of physical changes called for in the Bike Plan until the ER is completed. This means no new bike lanes can be striped, no new bike racks installed...not even adding new bike route signage or sharrows (white "shared lane marking" arrows) on the streets.

The Opportunity: The SFBC is working to ensure that the City does everything within its power to move the ER as efficiently, yet completely, as possible. This means that City leaders must commit the needed resources — funding and staffing priority — to conduct the ER expediently while, of course, ensuring legal compliance. The Mayor has an important role to play here, as he can direct his City Departments, particularly the Municipal Transportation Agency and the Planning Department, to make this a high priority among their staffs. As of this writing, we appreciate that the Mayor's staff is working closely with us on this issue, but frustrated that the departments continue to call for an unambitious 1.5-year time line for the ER. We believe the length of time can be shortened without sacrificing quality.

The Actions Needed: Thank you to the hundreds of SFBC members who have written the Mayor and the Supervisors on this important issue. Now we need commitments from the Mayor and the key departments that they will dedicate the resources to shorten the time line and that they will hold the departments and their consultants responsible for delivering on time. Keep writing those leaders!

Medium-term implications of what bike improvements can legally move forward during the ER.

The Issue: Not all work has to stop. Though the City cannot stripe new bike lanes or add bike racks until the ER is complete, they must have the foresight and commitment to focus on the other areas that are not halted. And we, as advocates, must keep the momentum in these areas going.

The Opportunity: Now is the time to focus attention on improving street pavement quality, which is dismal and poses a danger to bicyclists; on better educating motorists and bicy-

clists about responsibilities and rights while sharing the road; on major long-term bike needs, such as building support for a shore-to-shore Bay Bridge bicycle/pedestrian/maintenance pathway. And, the SFBC can and must continue to ramp up our own community organizing for the Bike Network projects (including those outlined in this issue). These should be ready to implement as soon as the legal issue is resolved.

The Actions Needed: We will ask the Mayor and the Board of Supervisors to commit to an ambitious agenda of bike improvements, despite the legal injunction, by making significant progress in other areas of need, including repaving, education, and enforcement. We will need your help to make sure our City leaders, and the general public, do not think that bike advocacy will be slowed down during the ER period. We'll need your commitment and advocacy efforts as much now as ever.

Long-term implications — and here is the greatest opportunity — to fix the broken system of Environmental Review.

The Issue: It is simply wrong that the current system of environmental review gives an advantage to car trips over bicycling, walking, and transit trips. This is an issue that the SFBC and other dedicated advocates have been working on for years, with only painfully slow movement.

The Opportunity: Now, because of the legal challenge to the Bike Plan, there is greater political and public attention focused on this issue than ever before and, we believe, the backing needed to repair the system. The City has the ability — and we hope the will — to change its interpretation of the state's environmental standards, and to give highest priority to those truly sustainable modes of transportation, such as biking and walking. If improved, bike projects that now face months, sometimes even years, of slow environmental review could move forward in a fraction of the time.

The Actions Needed: We'll need your help. Early in 2007, we hope to bring these decisions before the City's Planning Commission, which has the authority to make this change. We'll need your support!

There's no denying that there will be frustrating "bumps in the bike lane" because of the injunction against the Bike Plan, most notably the hold on new bike lanes and bike racks for many months.

But this situation will also make some long-term improvements more possible than ever. It will also offer the bike advocacy movement the chance to prove ourselves. We have already shown that we are one of the city's most effective and powerful movements in the everyday environment. Now is the time to prove that we can step up to this challenge with a new level of activism, creativity, and an even greater commitment to transforming San Francisco into a top-rate bicycling city.

BY LEAH SHAHUM

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To follow the developments and Calls-to-Action on this issue, see www.sfbike.org/network.

To read about the SFBC's specific 2007 Goals, see www.sfbike.org/about.

thank you kiss for the present.

ELLIOT SCHWARTZ, POTRERO HILL

I get so tired of the self-righteous complaining I hear from bikers. Cars, trucks, buses are only part of the problem. We bike riders make our own trouble by riding too fast, too aggressively, not using lights at night, and acting self-righteous. I have been riding in the city for over 20 years and have had my share of accidents, more than a few of them my own damn fault due to speed and being in

a hurry. I have slowed waaaay down now and worry that my next accident won't be caused by a car but by another bike rider running a red light or passing me with an inch to spare at an intersection. Think about it. The world is supposed to grow by another 3 billion or so people in the next 50 years. We're all in this together, whether we like it or not. We can b**** about crowded roads or we can slow down and be civil to each other.

PETER ARMOUR

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The SFBC is a 6,100-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

Thanks for the article "Shopping by Bike"! Driving to Rainbow Grocery was our last remaining weekly car trip (other than street cleaning). Your article spurred me to buy panniers for my girlfriend's bike as a birthday present. We completed our first bike shopping trip this weekend - it was a success, with no circling for parking, and no problem carrying the groceries up the hill. We felt refreshed from the ride, and I got a big

Welcome SFBC Board Members

Thanks to all of the members who voted in the SFBC's annual Board of Directors elections. Half of the seats on our 17-person Board are up for election by the members at the end of each year. This year's election welcomes four incumbent Board members — Jean Fraser, Amandeep Jawa, Brooke Kuhn, and Ann Lyons — and three new members — Riyad Ghannam, John Lister, and Zack Stender. To find out more about these and other members of the Board, see www.sfbike.org/board. This member-elected group plays an important role in the organization's strategic direction, financial oversight, fundraising, and organizational development. All members are invited to attend the open, monthly Board meetings to find out more. (See www.sfbike.org/chain for dates) To learn more about Board service, contact Leah Shahum at leah@sfbike.org.

ing by two wheels. Certification will happen through a point system — with secure bike parking bringing in the most points, but other support (like having a free bike pump for patrons and employees) will also pay off. Interested members can talk to owners and managers about the benefits of bringing bikers to their business through this program (like less need for car parking spaces). Participating businesses will get a sticker to put in their window, promotion in the Biker Bulletin and on the SFBC website. Take a fresh look at your neighborhood and ponder stores you might approach — both to encourage better facilities for bikes and to reward those who already have them. We hope to roll out the program in the late spring. If you have ideas in the meantime and want to get involved, check out www.sfbike.org/shopbybike. Special thanks to SF Department of the Environment for the generous grant that is making this program happen!



Quick Releases

Businesses Fight Global Warming with Bikes

We are glad to see that the business community is starting to catch the biking bug, recognizing the benefits of more of their employees biking. We applaud IKEA UK, which gave each of its 9,000 employees a £139 folding bike and offered a 15% subsidy on transit recently. John Sauven, acting executive director of Greenpeace said: "If Goldman Sachs followed IKEA's example of providing their staff with bikes that can go on public transport instead of multi million pound bonuses for fast cars and big houses we would be well on the way to saving the planet..."

Closer to home, we applaud the Silicon Valley Leadership Group

(SVLG) for recognizing the business community's responsibility in reducing greenhouse gas emissions and lowering our dependence on foreign oil. They recently launched the "Cool Commutes" Challenge, a competition between Bay Area employers, employees and the public to encourage commute alternatives such as transit, carpooling, vanpooling, bicycling, walking and telecommuting, rather than driving solo to work. (Find out more at www.svlg.net)

The group wrote in a recent *SF Chronicle* editorial: "We believe the small step of occasionally parking your car — even just one day each week — can make a radical difference."

In the Bay Area, vehicles account for 50% of the greenhouse-gas emissions. Thank you, SVLG, for your leadership. We hope that the San Francisco Chamber of Commerce will follow your example and lead a similar effort in the city known for being an environmental leader.



New SFBC T-shirt Unveiled

The SFBC is proud to announce our brand new T-shirt designed by pop-art local and T-shirt contest winner, Alex Pleasant. Our T-shirt Contest judges chose Alex Pleasant's design from over 20 stellar submissions. Alex Pleasant's work can be found on urbandelicious.com and artistica.org. We love Alex's new shirts with San Francisco's skyline dotted with bicycles, and you will too. Get yours now at sfbike.org/store.

Make that Business Bike-Friendly

A dedicated group of SFBC members have been working to finalize a Bike Friendly Business Criteria that can be used by members around the city to "certify" a business as supportive of patrons arriv-

Survey Says...Check out our Members

The results are in! We had a whopping 27% response rate to our SFBC Member Survey in November (that's phenomenal!). Here are just a few fun stats from the survey. 89% of respondents said they joined the SFBC to be a part of the bicycle movement to promote and improve bicycling in San Francisco. 72% of respondents said they ride a bicycle several times a week for transportation! Three-quarters said the completion of the Citywide Bike Network is most important to them for better bicycling in SF. The top 3 areas that the SFBC is doing a great job, in respondents' opinions: Increasing awareness among SF decision makers and politicians; Representing the bicycle community; and Winning new bike lanes! Thanks to all our members who took the time to take the survey and give us input to guide the Coalition. Watch for a full report of our members survey in the next *Tube Times*.

San Francisco youth get their hands dirty building bikes

Editors note: The activist work of SFBC members Justin Valone, Ami Puri and Elokun Orton is inspiring. They found that San Francisco's youth were being left in the dust by the cycling community, and decided to ensure young people get their spot in the bike lane. Their efforts have both changed the lives of San Francisco Middle Schoolers by making learning to ride a bike a political act, and inspired the SFBC to focus more attention on our youngest riders. Here is Justin Valone's story:

In a city full of cyclists, many youth are confined to the route of the MUNI bus; a bike means freedom. When I began working at Francisco Middle School, we asked students if they might be interested in building their own bike; the enthusiasm was too much to contain.

With the support of the Francisco after school program, the Bike Kitchen and Presidio YMCA, we scraped together old bike parts and tools, opened the long-abandoned wood shop, and got to work building a bike shop with students coming in during lunch and after school to help. From the first day, the class was more than full: I would turn around and find

PHOTO BY MEGAN JANKOWSKI



new students had snuck in for their chance to turn a wrench or oil a rusty chain.

Soon after, we started a bike-riding club. We start riding in the schoolyard until everyone can handle the road. Later, we take our youth on weekend mountain biking trips and the kids lead us on rides all over the city.

As we grow a youth bike movement, we now put wrenches in the hands of kids at three middle schools in San Francisco. To find out more or to volunteer, contact Justin Valone at (415) 850-1584.

BY JUSTIN VALONE

The Future of Riding to SFSU:

An Update on the Master Planning Process

San Francisco State University is in the process of updating and expanding their facilities to meet an expected increase in enrollment from 20,000 to 25,000 students by 2020. Currently the school is developing a Master Plan, which will be the blue print for future development.

During the last few months, myself and other cyclists have been commenting on the developing plan at community meetings and open houses. While new buildings are a major focus of the plan, bicycling has become an integral solution to circulation and congestion problems associated with the population increases. Designated north-south bicycle paths are currently proposed to cross the campus - extending

Bicycle Route #75 through the school, as well as bike parking facilities at major campus entrances. These routes through campus will be a major step forward as the core of campus is currently closed to bikes. The Plan also calls for a reduction of automobile use, pushing parking to the edges of the campus, and promoting other alternative modes of transportation.

Although each draft of the Master Plan has shown improved facilities for bicyclists, we still see problems with potential versions of the Plan. For one, nothing is set in stone, and number and location of parking amenities, designated bicycle space on pathways, and degrees of bicycle access to the campus are still being decided. The Master

Plan is making important steps to decrease auto dependency, but it still needs to be monitored by students, staff and neighbors to ensure optimal bicycle facilities.

Another major issue is that the Plan presents a thirty-year process with nothing being built for another five years. It's clear that interim solutions to SFSU's bike problems need to be figured out sooner. Cyclists heading north from campus to the Sunset still regularly take the stretch of sidewalk on 19th between campus and Stonestown - unless they brave 19th Ave., they've got no other choice. And bike-parking facilities (minus the Bike Barn) are dismal. This spring, the SFBC will be rallying SFSU students, staff and neighbors around pushing for inter-



im improvements like better bike parking. To get involved in our effort to make the Master Plan and SFSU better for bikes, go to www.sfbike.org/sfsu To check out the SFSU Master Plan online, visit www.sfsu-masterplan.org

BY NATE ROTSKO
SF STATE STUDENT

Improving pavement quality

Rough, broken, potholed pavement can make biking unpleasant and discourage folks from riding, often an outright hazard to two-wheeled travelers. According to the SFBC's 2006 Report Card of Bicycling in San Francisco, pavement quality rated a D+, the worst aspect of riding a bike in the city. We heard you loud and clear. Here's what we're doing to help smooth your ride.

The best news is the Bike Plan lawsuit does not stop the City from maintaining and repaving bike lanes. Under the injunction, the city can and should make an extra effort to keep bike right-of-way clean and safe, and the SFBC is working to see that happen.

This year we'll see an extra \$15 million spent on repavement projects, thanks to a supplemental allocation sponsored by Supervisor Sean Elsbernd in last year's city budget. The SFBC is advocating for bike-priority repaving work with this supplemental funding.

The SFBC knows that the \$15 million is a tiny portion of the hundreds of millions of dollars in needed

repairs. We're working with the City to develop a responsible, sustainable capital program to bring San Francisco's streets up to specs. We'll also keep pushing for optimized coordination of all repaving projects with bike routes on a routine, ongoing basis, so the bike network gets the attention it deserves.



The SFBC's Lane Steward project, tagging and reporting hundreds of pot holes and pavement menaces, piloted on the Bay to the Beach corridor last spring, is rolling out on other bike routes around town. We're deputizing more Lane Stewards to circle potholes and rough spots in white paint, so DPW's repair

crews will know where to patch and smooth out our ride.

Go to our website's Fix It page (sfbike.org/fix) for a do-it-yourself problem-reporting tool, as well as a sample letter you can send to Fred Abadi, Director of DPW, to urge him to prioritize better pavement for bicycles.

Fixmasonic.org from page 1

Along with the tunnel, the design of surrounding neighborhoods significantly shaped Masonic's current car-centric condition. Lone Mountain and Anza Vista host no mixed retail — not so much as a corner store for blocks — and every house features a garage. More importantly for Masonic Avenue, these neighborhoods also have no through routes for traffic. (The first time I wandered into Anza Vista, I felt as though I'd discovered some strange cul-de-sac of Daly City.) The nearest direct route for bikes, peds, and cars from Page to Geary is either Arguello or Stanyan, each half a mile away.

With no alternative routes, bicyclists are doing something radical — they are actually trying to ride Masonic Avenue, Route 55 of the bike network. Shouldn't a safe, sane ride be possible, while at the same time reducing some of the stress for the pedestrians, neighbors, and even the motorists themselves?

My personal test: Would I take my kids in the bicycle trail-

er on that route, or would I end up on the sidewalk? Masonic is the only bicycle route in the entire city that ever puts me there, head down, ashamed of myself, happy only not to be mowed down.

Because Masonic Ave. is complicated in nearly every way, with nearly half a dozen individual street widths and lane configurations, it requires a sophisticated solution including traffic calming elements that go beyond simple re-striping. What's needed is an extensive re-thinking and re-engineering of the street, and that requires grassroots community-wide support. To that end, I've created fixmasonic.org as a place for people to learn about the issues involved, make comments and join the effort. This spring, the Fix Masonic group will begin by engaging the community, setting goals and then promoting them to the neighborhood at large. Please join us.

MARK CHRISTIANSEN
WWW.FIXMASONIC.ORG

Cesar Chavez Street – ¡C.C. Puede!

The C.C. Puede campaign for a safer, friendlier, healthier Cesar Chavez Street keeps growing, building enthusiastic support in the community, and expanding minds at City Hall.

It's not an overnight sensation, by any means, this impulse to tame and reclaim the freeway-style urban artery — some C.C. Puede campaigners have been advocating and activating for a healthier Cesar Chavez Street for decades. Fran Taylor, a South Mission neighbor and 2006 REI Steward for the Environment recipient (see *TT* Dec 06 - Jan 07), has been pushing since 1997 with the bicycle community for bike lanes on Cesar Chavez Street and better bike/pedestrian access through the Cesar Chavez/Hwy 101 interchange.

Cesar Chavez St. is an official SF bike route, carrying (poorly) a significant number of bicycle trips, students, professionals, laborers, and others. Fran joined other SFBC members and neighbors and quick-

ly became a strong voice demanding real improvements for the CC corridor. While that campaign didn't result in full bike lanes, it did bring a few key bike/pedestrian facilities at especially dangerous spots, most notably a bike/ped bridge across and through the Highway 101 interchange.

Bonnie Ora Sherk, another C.C. Puede campaigner, has been re-imagining and re-inhabiting the CC corridor even longer — in 1974 her art/landscape/place work, Crossroads Community, a.k.a. "The Farm," surrounded the inhumane CC/Potrero/Hwy 101 interchange with a park and art center, believe it or not! See more about Bonnie's work at www.alivinglibrary.org.

Today the C.C. Puede movement

is bringing together more people who share that vision and taking action to make it real. They include the San Jose/Guerrero Coalition to Save our Streets, Walk SF, Senior



Supervisor Tom Ammiano speaks at Sept. 2006 rally for a safer Cesar Chavez Street.

Action Network, ACORN, Mission Economic Development Agency (MEDA), and North Bernal Neighbors.

Our successful rally at the C.C./Mission intersection in September

brought together over 50 neighbors and partners and drew attention to the intersection's dubious distinction of being the seventh most-dangerous intersection in the city, according to a city report. Supervisor Tom Ammiano was there, calling the street "a poster child for dangerous streets in San Francisco," and pledging to bring city resources and atten-

tion to the Cesar Chavez corridor.

And it looks like the city's agencies are warming up to the CC challenge. Until recently, the Municipal Transportation Agency (MTA) had avoided addressing the problems on Cesar Chavez Street — a few traffic calming elements have been implemented around the edges, but nothing substantial. Now attitudes are changing at the MTA and there's interest in doing more substantial planning and reworking for the CC corridor, together with other city agencies, such as the Planning Department, which is working on a Mission Area Plan.

Of course, we still need "average citizens" to be a big part of the good things that are happening on Cesar Chavez. Now's the time to find your part in the action — for more information about C.C. Puede and to get involved in the campaign, visit www.ccpuede.org

Moving Townsend St. into the 21st Century

Take a ride down Townsend Street any day and you'll find scared pedestrians walking in the middle of the street to get to Caltrain, abandoned vehicles, puddles the size of small lakes, and a lot of garbage. You'll see that the street is plenty wide to accommodate bike lanes and sidewalks. You'll wonder how there could be a street in the middle of SF without sidewalks. You might also think: "Wow, this street would be an excellent route to commute downtown from the Mission to the Embarcadero."

Given all of this, it's probably not a surprise that SFBC members have formed a South of Market Committee (SOMAC), which has been meeting regularly throughout 2006 about Townsend street. Our committee includes people who live near the Townsend Street Corridor



Without a proper sidewalk, Townsend forces pedestrians to walk between moving traffic and parked cars.

and also people who use it just to commute, either to Caltrain or downtown. Our work is focusing on Townsend now, but we'll be gearing up soon to start organizing work on both 2nd and 5th Streets, which are key gaps in the Bike Network system and are ripe for improvements.

Currently, we're gathering support from Townsend businesses — both from retail and from the small offices that are housed along the street. We've received overwhelming support including Borders bookstore and Limn. Meanwhile, city planners have drawn up excel-

lent plans for Townsend to upgrade this 19th century street to the 21st century, complete with sidewalks and bike lanes. We're also excited to be working with District 6 Supervisor Chris Daly's office, who has shown a lot of support for the project.

The challenge of Townsend is that it is almost two separate streets: east of 4th St. and west of 4th St. East of 4th is a normal city street, but west of 4th, Townsend is like a run-down country road in the middle of the city. No sidewalks, no drainage, no street cleaning and (shhh-hh!) you can park your car there 24/7 and not be ticketed or towed.

Our committee wants to get the city's plan for Townsend implemented. As more housing is completed along the Townsend corridor and in Mission Bay and with the growth in Caltrain service, turning Townsend into a modern street has become urgent.

It is a great shame on the city that the bike plan injunction is preventing such a no-brainer project from going forward. However, our committee will continue to conduct the crucial outreach and community planning work. The injunction cannot and will not stop that essential work. If you live, work, or bike on Townsend and would like to get involved, we need to finish getting business support. Contact somac@sfbike.org.

BY NANCY BOTKIN, SOMA RESIDENT

17th St. from page 1

Street to connect the 16th and Mission BART station to the Citywide Bike Network, which gave a jump-start to this project. Now our committee members — all SFBC volunteers — are conducting outreach to businesses and neighborhood groups, and have had great initial success.

My experience working on this project has been incredibly positive. Our group is made up of a diverse group of people who ride on 17th Street for very different reasons. Most of our meetings have started with barbecues and socializing, which has allowed us to really get to know each other. I have also gotten to know the neighborhoods that I ride through every day much more intimately because of this process.

17th Street is long, so we can use a lot of help with outreach. If you are interested in joining us, please contact our committee chair, Hitesh Soneji at koolkwote@yahoo.com or Leah at 431-BIKE, x-306.

BY NIELS BRADSHAW
UCSF GRADUATE STUDENT

Kids Come Out to Play with the SFBC

Announcing new youth memberships

Learning to ride a bicycle is a rite of passage for many children. The San Francisco Bicycle Coalition is proud to announce a new program in 2007 for kids on two wheels: SFBC Youth Memberships. Youngsters will love having their own membership in the SFBC along with their folks and fellow riders. It will show they are an active member of the bicycle community and will be invited to participate in our kid-specific events,

while making a difference in San Francisco!

The new Youth Membership Kit includes a special kids-only membership card and stickers, a bike map, kids' bike safety tips and more. Youth Memberships will be \$10 (the cost of adding an additional member to your household). In Summer 2007, the SFBC will launch a line of kid-spe-



cific SFBC wear so the little ones can show off their bike pride.

To compliment the new Youth Membership, the SFBC is launching kid-friendly programming for the whole family. We have expanded our Freedom From Training Wheels (see the Chain of Events for upcoming dates), and lots of fun bike events for kids are planned for 2007, like the Kids' Bike Festival in April and Bike to School Day. Moms and Dads with little ones,

this is a great opportunity to meet other bike-riding families to share bike-friendly family fun! Look for more youth-focused content coming in the Tube Times, and check out our already thriving Family Forums online community for informative family biking info (www.sfbike.org/family_forum).

Join us in welcoming our newest and youngest members by giving a Youth Membership to a young person you know. To sign up your favorite tot, tween, or teen check out www.sfbike.org/youth-membership.

Winterfest 2006: Biggest Bike Party of the Year

The SFBC hosted the 11th Annual Winterfest Bike and Art Auction on December 3, 2006. As the years go by, Winterfest momentum builds and the party gets bigger and bigger! Approximately 900 SFBC members attended and enjoyed fantastic deals on bikes (we auctioned off over 20 bikes!), essential bike gear, weekend get-a-ways, dates with celebrities, locally made crafts, fabulously fun SF googies, and exceptional local art from over 60



PHOTO BY ANITA BOWEN

MC Andy Thornley chats it up with guest star Gary Fisher

of the Bay Area's hottest artists. This yearly fundraiser, with the help of countless volunteers and the generosity of over 150 sponsors, grossed over \$50,000 to keep the wheels turning at the SFBC. Annually, Winterfest income goes toward SFBC's work in bicycle advocacy in San Francisco. Thanks to our longtime

members who joined the festivities and to the 150+ new members who joined the SFBC at the door. Welcome to the SFBC! There are some very important people to thank for making the event a success: JC Rafferty and Girl Friday Events for event planning expertise, John Cardoza Auctions for his exceptional auctioning abilities, Jonn Herschend and Jill Manthai for their dedication to a superb art auction, Colin Sebestyen for his design talents, and Sherry Shannon for scoring sponsors. Thanks to the Squirrely String Band & DJ TOPH ONE for donating their talent, and Eric Staller for letting us borrow the Conference Bike. And three cheers goes out to New Belgium Brewing Company for supplying the brew. We greatly appreciate everyone who made Winterfest a successful event.

Mark your calendar for Sunday, December 2, 2007. See you at Winterfest!

Visit sfbike.org/winterfest for a look at the gallery of photos.

Thanks to our generous sponsors:

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PHOTO BY CHRISTIAN BUHL



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PHOTO BY ANITA BOWEN

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Ask Sprocket

Dear Sprocket, What is up with Valencia Street bike lane? I use Valencia from 18th to Cesar Chavez and over the past year the street and bike lanes have been ripped apart due to construction. Do you know if there is a repaving of the street planned? Sincerely, Dammy Buttissore



Dear Butt, The main reason I decided to get a suspension seat post for my saddle? Valencia Street.

Like you, I am puzzled, especially since it's got a bike lane and there are a lot of cyclists who ride through there everyday. Thank goodness there is an end in site to the miserable conditions on Valencia St. The City plans to repave it this Fall, and a

hearty group of city staff, neighbors, merchants, and activists (including the SFBC) are working to make sure it's put back together better than before. That means wider bike lanes, wider sidewalks, narrower (read: slower) traffic lanes, and more greenery and benches along the sidewalk. While this wait is excruciating, Valencia should be a better street soon. Check out www.better-valencia.org for more info. and to get involved. For now, I'm afraid you may have to go the same route as me: suspension seatpost, an extra padded seat and special cushy knickers to keep your heiney feel less owee.

Yours in bumpy rides,
Sprocket

CHAIN OF EVENTS

FEB - MAR 2007

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!

LOVE ON WHEELS

Tue., Feb. 6 / 6pm doors, 7pm show, Cafe du Nord, 2174 Market St.
Do you only date gents who wear their right pant leg rolled up? Or long to meet a lady who can fix a flat? Then our Valentine's tradition, Love on Wheels, should stop your heart! One night a year, the SFBC turns into a match-maker, pairing cyclists off just in time for Valentine's Day. Don't miss the spectacle of the Dating Game that won the San Francisco Bay Guardian's 2006 "Best of the Bay" with DJ Paul Paul (Soul Night), DJ Pickpocket (DONUTS), and DJ Jamie Jams (Club Neon), prizes, and tons of fun. www.sfbike.org/love

VOLUNTEER NIGHT AT THE SFBC!

Wed., Feb. 7, 28 & Mar. 14, 28 / 5-8 pm, SFBC Headquarters, 995 Market St, Suite 1550, 15th floor
Volunteer at volunteer night! This SFBC tradition has been happening for as long as we can remember, but newcomers are always welcome. So stop by, snack on tasty treats, chat with fellow cyclists, and help us keep our organization rolling. Dinner is on the house. Bring a friend - the more the merrier! Questions? Email kate@sfbike.org or just show up.

AMGEN TOUR OF CALIFORNIA: PROLOGUE

*Sun., Feb. 18 / 1pm, Ferry Building at Pier 1**
The AMGEN Tour of California brings the drama and excitement professional bicycle stage races to San Francisco. The world's top professional teams kick-off their eight-day, 700-mile race through California redwoods, wine country and the Pacific Coast in our little city by the sea. The tour raises funds for cancer care and treatment. Don't forget to ride your bike to the event and park at the SFBC valet bike parking. www.amgen-tourofcalifornia.com

DISSENT TOUR

*Sun. Feb. 18 / 12-4pm, Meet at CounterPULSE, 1310 Mission @ 9th**
CounterPULSE and Shaping San Francisco director Chris Carlsson conducts a 4-hour historical tour of dissent in San Francisco by bicycle. Bring a snack and water, and reserve your spot now! \$15-50 sliding scale. Call (415) 626-2060.

SFBC BOARD MEETINGS

Tue., Feb. 27 & Mar. 27 / 6:30pm, SFBC HQ, 995 Market St., Ste. 1550
Everyone is welcome. For agenda and details, contact Leah at 431-BIKE x306 or leah@sfbike.org

SF BICYCLE ADVISORY COMMITTEE MEETING

*Thu., Feb. 22 & Mar. 22 / 6:15pm, City Hall Room 408 (Polk and Grove Streets)**
Come and speak your mind about bicycle issues in San Francisco. This eleven member committee meets once a month and advises the Board of Supervisors on all matters bicycle. Check sfgov.org/bac to confirm these dates and read the agenda. Contact Bert Hill, chair of the BAC, to place an issue on the agenda or to request notice of meetings: sfbac7bert@aol.com

CRITICAL MASS

*Fri., Feb. 23 & Mar. 30 / 6pm, Justin "Pee Wee" Herman Plaza, Market @ Embarcadero**
The world famous coincidence organized by you! More info at www.critical-mass.org

FREEDOM FROM TRAINING WHEELS

Sun., Feb. 25 and Mar. 18 / 10:30-11:30am, meet in front of McLaren Lodge, Fell @ Stanyan
Join SFBC Board Member and biking mom, Jean Fraser, as well as other families with kids, in car-free Golden Gate Park for a group effort to get our kids to

ride without training wheels. Bring bike, helmet and maybe some snacks to share. Rain cancels. Call Jean @ 751-6619 if you have questions.

NIGHT RIDE: BRIDGE VIEW FROM CRISSY FIELD

Sun., Feb. 25 / 6:30pm, meet at the Panhandle Statue, Fell and Baker
Descend with us through the Presidio, to the native plant gardens and Bridge views awaiting on the city's northern shoreline. Don your blinkers, pack your snacks. Rain cancels. Info: robinm@exploratorium.edu

NEW MEMBER MEETING

Wed., Mar. 14 / 6:30pm / SFBC Headquarters, 995 Market St, Ste 1550
If you have been a member of the SFBC for less than a year, this meeting is for you! Find out about our advocacy work and hot campaigns to make San Francisco a model cycling city and how you can get involved. Learn about the awesome benefits of your membership, meet other members, and witness the enthusiasm and productivity of our volunteers working at volunteer night. (And join them after your meeting, once you have been inspired by their energy.) If you are a first-year member, you won't want to miss this great opportunity to learn more about your friendly San Francisco Bicycle Coalition. The next new member meeting will be in June 2007.

DASHIELL HAMMETT'S SAN FRANCISCO

Sun. Mar. 18 / 12 noon, meet in front of the Ferry Building
Visit locations associated with hard-boiled detective writer Dashiell Hammett, author of The Maltese Falcon and The Thin Man, who lived and wrote in San Francisco in the 1920s. We'll bicycle to Sam Spade's Tenderloin apartment building, his Financial District office, the alley where his partner was gunned down, and various locations where Hammett lived,

worked and drank in a now almost-vanished San Francisco. Rain cancels. Contact Jayson@well.com for info.

ECOLOGICAL HISTORY TOUR

*Sat., March 24 / 12-4pm, meet at CounterPULSE, 1310 Mission @ 9th**
CounterPULSE and Shaping San Francisco director Chris Carlsson conducts a 4-hour historical tour of San Francisco by bicycle. Bring a snack and water, and reserve your spot now! \$15-50 sliding scale. Call (415) 626-2060.

NIGHT RIDE: JOURNEY TO THE SUNDIAL

Sun., Mar. 25 / 6:30pm, meet at the Panhandle Statue, Fell and Baker
Did you know there's a giant sundial in the city? Come along and read the day's last rays of sunlight as they fall on this historical curiosity. Bring snacks to share and those ever-luvin' blinky lights. Info: robin@biteback.com or sfbike.org/nightrides



Save the date!
BIKE TO WORK DAY
Thursday, May 17!

Check out www.sfbike.org/btwd for up to the minute events happening throughout the month of May to celebrate our two-wheeled commute. Fuel up at an Energizer Station, get a Bike Buddy, join the Team Bike Challenge and vote for the Bike Commuter of the year.

*Events not sponsored or endorsed by the SFBC

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



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 (MEMBERSHIP FORM BELOW)

**Pedaling with a purpose
 (our planet!)**

Every week SFBC member Bert Hill pedals the SFBC office scraps to his green bin and towards their new future as rich soil. And he does it in his 15-year-old panniers. Thanks Bert! For more info on composting in the city, visit sfbike.org/recycle

"Cars Make Us Weak"
 stencil by Matthew McKee



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*offers a discount to customers who arrive by bike

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

TUBE TIMES INDEX

- | | |
|---|---|
| 1,550 The approximate number of bike racks installed on San Francisco sidewalks as of 2005. (San Francisco City and County 2006) | 108 The percentage increase in bicycle trips in San Francisco reported between 1990 and 2000. (San Francisco City and County 2006) |
| 62 The number of bike lockers administered by the Municipal Transportation Agency (MTA) in San Francisco. (San Francisco City and County 2006) | 7 The percentage of San Francisco's population increase between 1990 and 2000. (U.S. Census Bureau) |
| 407 The number of reported injury (including one fatal) auto collisions with bicycles in 1998. (San Francisco City and County 2005) | -4.9 The percentage of change between 1999 and 2004 of nationwide bicyclists (anyone age 7 and up who rode a bike at least 6 times during the year). (Hong 2006) |
| 273 The number of reported injury (including one fatal) auto collisions with bicycles in 2004. (San Francisco City and County 2005) | 53.5 The percentage of the U.S. male population that participated in bicycling in 2004. (Hong 2006) |
| 49 The percentage decrease in reported injury auto collisions with bicycles between 1998 and 2004. | 46.5 The percentage of the U.S. female population that participated in bicycling in 2004. (Hong 2006). |

COMPILED BY ELMER TOSTA

Hong, Sean. 2006. Cycling Participation Down, but Consumers Still Spend on Sport. In Bicycle Retailer and Industry News. Laguna Hills: National Bicycle Dealers Association. _____ 2006. Women's Market Represents Potential Cash Cow. In Bicycle Retailer and Industry News. Laguna Hills: National Bicycle Dealers Association. San Francisco City and County. 2005. San Francisco 2004 Collision Report, edited by M. T. A. D. o. P. a. T. T. E. Division: San Francisco City and County. _____ 2006. San Francisco Bicycle Program, edited by S. F. M. T. Agency: San Francisco City and County. U.S. Census Bureau. American Fact Finder: U.S. Census Bureau.

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).

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- I HEARD ABOUT THE SFBC... _____
- MEMBERSHIP LEVELS**
- \$1,000 HIGH WHEELER
- \$500 VELOURINARY
- \$250 TWO-WHEELED WONDER
- \$120 CRUISER'S CLUB
- \$52 BUCK (A WEEK) THE SYSTEM
- (includes FREE SFBC T-Shirt: Standard Size _____ OR Form-Fit Size _____)
- \$25 INTRODUCTORY MEMBERSHIP (families: add \$10 each additional member)

MAKE CHECKS 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.** If you're interested in a charitable deduction for your contribution, contact KATE at (415) 431-BIKE x303.

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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