

TUBE TIMES

Dec '05-Jan '06



SAN FRANCISCO BICYCLE COALITION

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



FREE



Welcome SFBC Member #5000

We did it! The SFBC reached our goal of 5,000 members—more than ever before! Matt Gousman joined our merry band of bicycle advocates at Veloswap in October and tipped the scale. Members gave him a warm welcome at the Zeitgeist (above).

The SFBC board and staff would like to raise a glass to all our 5,000+ members. Thanks for making this an unprecedented membership year for the coalition. The stronger and larger our membership, the greater our future prospects for bicycle victories in our city.

The SFBC sends a hearty thanks to all of our hard-working members who have been drawing in new members at events, handing out flyers, tabling, and spreading the word about the Coalition. Without the hundreds of volunteers active this year, we wouldn't have reached our ambitious membership goal.



www.sfbike.org

Riding the SF Blue Greenway Reclaiming Green Space on the Southeast Waterfront

Imagine biking from the Embarcadero to Candlestick Park along non-stop pathways and bike lanes, with the Bay to your side and open, green space and public art dotted along the way. Imagine, as you pedal along, running across lovely pocket parks and a well-used waterfront, with kayakers, local families, and tourists enjoying the waterfront together. This is the vision for San Francisco's southeast waterfront, a precious City asset that has long been neglected.

This corridor is undergoing a tremendous transformation with the development of Mission Bay, the Hunters Point Shipyard, and the Third Street Light Rail. We have a window of opportunity to influence this development and to ensure that green space and human-powered transportation prevails as a central theme in the area. This is a chance to realize a grand vision for the waterfront: giving southeastern residents more livable neighborhoods in which to thrive and to offer people from throughout the city a stronger connection with our waterfront.

The SFBC is part of a coalition, led by the Neighborhood Parks Council (NPC), working to build the Blue Greenway, a 13-mile green trail along the southeast Bay shore that will complete San Francisco's southern portion of the Bay Trail. The impact of this trail could be far more than a path for walking, biking, and kayaking, as well as connecting green spaces, and various San Francisco communities with the Bay. The Blue Greenway could also become the spine that runs through "green neighborhoods," attracting developers who see the importance of public open space and bike infrastructure for their projects.

"It's a great place to ride your

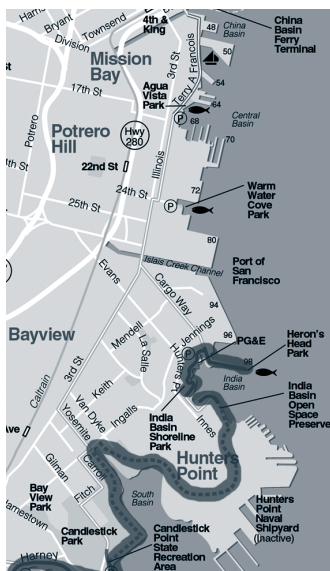


Heron's Head Park (Pier 98 in a former life) is along the Blue Greenway in southeast SF. It juts far out into India Basin just north of the power plant on Hunters Point Blvd. The park is a restored wetland, built largely by volunteers, students, and community members.

bike, especially in the mornings when the sun is rising over the water," says Paul Nixon, longtime SFBC member, kayaking enthusiast, and member of the Blue Greenway Taskforce. "The southern waterfront is something totally different and something most people in San Francisco are ignorant of."

Realizing the Vision In November Mayor Newsom convened the first meeting of the Blue Greenway Task Force—city and state agencies, elected officials, neighborhood associations, nonprofit and advocacy organizations (including the SFBC), business professionals, and residents, charged with creating short- and long-term visions for the Blue Greenway. The short-term objective: identify and ideally complete a portion of the Bay Trail within a year (being the first county to finish its portion of the Bay Trail). The long-term objective: create a funding strategy for a "green infrastructure" encompassing the full trail along the southern waterfront.

What Is the Bay Trail? The Bay Trail is envisioned to be a continuous 400-mile recreation and transportation network, with bicycle and pedestrian paths encircling San Francisco



CONTINUED ON P. 6

5,000 Bicyclists Can't Be Wrong

It really does feel like yesterday that I was writing my *Tube Times* column at this time last year, winding down 2004 and looking forward to the blank slate of 2005. Now, that slate is covered, and we're turning the corner on another year of possibilities.

This was a big year for the SFBC. We moved offices this Spring, and though we're only one block east from our former location, it feels like we covered considerably more distance. We are now settled in a beautiful space that is much more comfortable for our growing base of volunteers. (If you haven't visited our new digs, please come by 995 Market St., Suite 1550, to say hi.) This was also a big year for staff transition: we said goodbye to long-timers who helped build the SFBC, and we welcomed talented new staff members who are busily making their own remarkable impacts on our work.

And we passed the 5,000-member mark for the first time! This accomplishment may be the one of which I am most proud. A 500-member jump in one year is significant. I can't emphasize enough how much I enjoy the looks of shock (yes, shock), followed by respect, when I tell people at City Hall or at the State Capitol how many active, committed bicyclists we represent. Numbers really do make a difference for a grassroots membership organization like ours.

For those of us biking around the city, we can feel the impacts of the SFBC's work during the past year. As of November, **we'd helped win seven new bike lanes around the city: Oakdale Ave in Bayview/Hunters Point, Arguello and Conservatory Dr. East in Golden Gate Park, Potrero Ave. and San Jose Ave. in the Mission, and Market St. between 8th and Van Ness.** (And 14th St., Alemany Blvd., JFK Dr., and Illinois St. are all in the queue for early 2006.) After several years of major planning efforts, it feels great to again be seeing new bike space on the streets.

Just as encouraging is the number of new member-led campaigns we kicked off this year. Dedicated SFBC members are working with their neighbors on Cesar Chavez, on Masonic, and throughout South of Market on new Bike Network campaigns that will yield huge results for more bike-able, livable streets.

Along with completing the Citywide Bike Network and reaching 5,000 members, let's check on the SFBC's other top five 2005 goals:

• **Winning bike access on Muni light rail.** While it's unlikely that we'll see the trial program for bikes on

light rail vehicles by the end of 2005, it is imminent. It's not a matter anymore of *if*, but *when*.

• **Reducing bike theft.** It's been far tougher to make progress on this goal, beyond some encouraging conversations with people at the SF Police Department. Next year, we will focus more attention on legislation requiring buildings to allow employees to bring bikes inside, winning more bike parking in garages, and improving bike security at transit stations.

• **Winning regional commitment for a shore-to-shore bike/pedestrian pathway on the Bay Bridge.**

Working with the Bay Area Bicycle Coalition, we have breathed new life into this important campaign. While we are far from proclaiming victory for a West Span bike/pedestrian pathway to connect with the East Span being built, we are making progress educating stakeholders and decision-makers from around the state about the importance of this project.



Based on the successes of 2005 and the growing local interest in bicycling as it relates to a more livable city — interest we've seen everywhere from the Mayor's Office to non-bicycling neighbors who are joining SFBC campaigns — I am optimistic about the coming year. We have all of the right pieces in place to continue and exceed our past achievements.

You, as a member, have an important role to play in what 2006 looks like for the SFBC and the city. How will you contribute this year?

- Will you **get involved in one of our ongoing campaigns?**
- Will you **start a new campaign** in an area of need?
- Will you **step up your financial support** to make sure the SFBC has the resources it needs to succeed by becoming a monthly sustainer or a major donor? Or sign up with your employer for a matching contribution to the SFBC Education Fund?
- Will you **recruit five new members from your workplace** to join the SFBC? Or volunteer at one of our regular outreach tables to recruit new members?

As always, the success of the SFBC in the coming year depends on the energy, commitment, and vision of its members. With 5,000 of us now — more than ever before — I expect monumental results in 2006.

LEAH SHAHUM, EXECUTIVE DIRECTOR

In Memory of Clay Mankin

November 22, 1955 – November 13, 2005

It is with deep sadness that I share the news that SFBC Board member Clay Mankin passed away on November 13. Clay was the long-time owner of City Cycle on Union Street and an advocate for better biking. He helped win 24-hour bicycle access on the Golden Gate Bridge, and he contributed substantially as an SFBC supporter and Board member.



Clay left us while doing what he loved most—riding his bicycle. In anticipation of his 50th birthday celebration, Clay was riding to meet friends in Santa Barbara. He apparently died of natural causes en route, on Skyline Boulevard in San Mateo.

It is rare to find someone so well respected by so many people. Clay stood out as a special person. He will be sorely missed by many people, and the Bay Area bicycling community will feel his loss.

LEAH SHAHUM

For more information about a memorial for Clay, please see www.sfbike.org.

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Vote in SFBC Board Elections

Mark your calendars for the SFBC Board of Directors elections: **polls are open Nov 29-Dec 12.** This is your chance, as an SFBC member, to elect the organization's leadership. Each year, half of the 15-person Board is up for election. These important Board positions help oversee our strategic direction, budgeting, fundraising, election endorsements, and more.

If we have your e-mail address, you'll receive a personalized e-mail message from us with instructions for online voting. And if we do not have your e-mail address, you should receive a paper ballot with this issue of the Tube Times. Voting will also be available at Winterfest on December 4. If you have any questions, contact Leah at 431-BIKE x306 or leah@sfbike.org.

Governor Vetoes Ban on Bike/Ped Tolls

We are frustrated to report that Governor Schwarzenegger vetoed Assembly Bill 748, legislation that would have banned tolls on cyclists and pedestrians on bridges and highways, including the Golden Gate Bridge. SFBC members worked hard on this bill, including sending more than 1,000 letters to the Governor and gathering thousands of petition signatures.

The silver lining is that this does not necessarily mean that the Golden Gate Bridge District will impose a toll on cyclists and pedestrians. The SFBC believes that AB 748's relative success—it passed the State Senate and Assembly, won 100 percent support from the San Francisco and Marin state delegations, and mobilized thousands of people around the state against these tolls—will make it much more difficult for the GGB District to pass a bike/ped toll.

What's next? See www.sfbike.org/ggb to find out how you can continue to show opposition to a bike/pedestrian toll on the Golden Gate Bridge. We still need help!

In other, troubling news, the Governor also vetoed AB 523, the

Quick Releases

state Bicycle Transportation Account, which would have kept this source of state bike funding at its current level of \$7.2 million per year. Now this funding will decrease to \$5 million per year. The money, which comes from the state highway account, is competitive funding for bike facilities, bike parking, and other amenities. We'd like to thank the California Bicycle Coalition, which led the charge on these state bills.



Completing the Bike Network

We all know the frustration of riding in bike lanes, only to have them disappear when you need them most. Slowly but surely, we're making sure that bike routes connect and help you get where you need to go. As of press time, the most recent Bike Network gap to be filled was on Conservatory Dr.

View from the Saddle: Octavia Boulevard

In September the highly anticipated Octavia Blvd. opened to traffic, and soon thereafter the new Central Freeway ramp opened its touchdown at the Octavia and Market intersection.

Fortunately, the S.F. Board of Supervisors voted to ban right turns from Market St. (east-bound) onto the new Central Freeway onramp, because it would put pedestrians and bicyclists in grave danger. However, the police seem not to be enforcing the no-turn law, and the city is doing little to enforce the law. The SFBC is advocating for much better signage announcing the no-right turn law, and for colored bike lanes across the mouth of the freeway, as the Board of Supes has already legislated. Unfortunately, the city is drag-

ging its feet on this important safety improvement. (To help, please write the Mayor and urge him to direct the city departments to implement the colored bike lanes here.)

There need to be more and more visible signs as the ramp approaches Market to remind motorists that they are entering a residential neighborhood. There should also be abundant signage indicating the speed limit is 30 mph and that pedestrians and bicyclists are present. There should be big, bright-yellow stripes to indicate crosswalks rather than the current white outlines.

If you would like to get involved with improving the conditions at Octavia and Market, contact Andy Thornley at andy@sfbike.org.

BY MATT SCHNEIDER

Wanted: Space for the Bike Kitchen

The Bike Kitchen, a volunteer-run, do-it-yourself bike repair shop in the Mission, **reaches an estimated 250 adults and 75 youth per month, offering bike tools, parts, and mechanical expertise in order to build and fix bicycles.** For the past two years, the Bike Kitchen has been operating out of the Mission Village Market at 18th and Alabama Street. Unfortunately, the current space is slated for redevelopment in March 2006, so the group is looking for a new home. **They need 1,000 square feet of warehouse-type space with potential room to spill over as the shop gets busy.** Though the group has not paid rent in the past, they could afford up to \$500 a month in rent. If you know of an appropriate space, please contact Catherine Hartzell, catherinehartzell@yahoo.com. To learn more about the Bike Kitchen, visit bikekitchen.org.

lanes on Illinois St., part of the Bay Trail and Blue Greenway Network, will be introduced by the time you read this.

To find out more or get involved in supporting these Bike Network projects, contact Andy Thornley at andy@sfbike.org.

New SFBC Staff in '06

We bid a sad but warm farewell to Lisa Ruth Elliott as the SFBC Development Director, as of early December. Lisa Ruth has done a tremendous job over the past year of organizing tremendously successful events such as Winterfest and Golden Wheels, as well as leading the SFBC's major donor campaign, and being an all-around SFBC dynamo. She will be heading to Thailand soon for an amazing opportunity. We wish her well and look forward to seeing her bike around SF again soon!

Also in early 2006 we are excited to hire a new Membership & Volunteer Coordinator (see sfbike.org/jobs for details), as Jodie Medeiros is promoted to a new position of Development & Membership Director. Please join me in congratulating Jodie and spreading the word about the chance to work at the city's most exciting advocacy group!

GIVING BIKES A FLEETING CHANCE

City workers trade driving for pedaling

Few office workers are juiced about attending meetings. But Gloria Koch-Gonzalez has discovered a sign that a budget discussion will not be the typical snooze-fest: bike helmets.

"When someone shows up to a meeting with a helmet on, I know they're coming in with a good attitude," she said. **"When you're riding a bike you arrive in a very positive frame of mind."**

Koch-Gonzalez is an area supervisor with the San Francisco Recreation and Parks Department, overseeing other supervisors and gardeners who work in Golden Gate Park. She's not just a fan of the city's Bike Fleet program—she's a participant, riding a department bike from site to site and from her office in MacLaren Lodge to meetings around town.

"I see the park through the eyes of bike riders and through the eyes of the people we serve. I see it much more slowly," she said. **Another bonus of cycling is that it's much easier to stop to talk to people than if she were driving a car.**

The Rec & Park and Police Departments were the first city departments to participate in the citywide Bike Fleet program, which was started by SF Environment in 2001 with the intent to reduce car and truck use in city business. Today 12 city departments use 200 bikes.

"These departments have employees using city cars on a daily basis, and they're contributing a significant amount of emissions," says Faiz Khan of SF Environment. "We thought if we put them on bikes, there are significant benefits: there are health benefits, there are environmen-

tal benefits, and there are areas they can't get to with a car or a Cushman [golf cart], but now they can, with a bicycle."

SF Environment orders bikes for departments and covers maintenance and repairs for one year. The departments decide how to use the bikes. All cyclists must take the Street Skills class offered jointly by the city and the SFBC. Bike Fleet funding comes from the smog fees auto owners pay when they register their vehicles.

The Fire Department and the Municipal Transportation Agency have also found bikes are more efficient than cars for some jobs, such as security patrols. Anita Paratley, a lieutenant with the San Francisco Fire Department's Division of Training, rides a bike while putting recruits through their paces in physical fitness training. She says the bike makes it easier to move from the front to the back of the 30-person pack and to talk to recruits as they run, pointing out buildings they pass and offering impromptu fire safety lessons. She says she also has some interesting interactions with motorists.

"The public heckles me a lot—they say, 'Why don't you get off and run?' It's funny. They're



PHOTO BY LAYLA MANDELLA

Rec & Park gardeners Ray Goodenough and Julie Johnson.

always in a car with their coffee, telling me to get off the bike and run. I tell the recruits, 'Yeah—*he's* in the car yelling at *me!*'"

SF Environment's Khan estimates that regular riders save five miles of driving each day. Each bike saves the city a little more than a gallon of gas per week—and eliminates the resulting pollution. **With 200 bikes currently in use, that translates to approximately 10,400 gallons per year.**

SFBC member Ray Goodenough is a gardener in Golden Gate Park, responsible for covering 25 acres every day. He uses a six-foot trailer to haul tools, plants, compost, garbage, and sprinklers behind his bike.

"A bike is so much more versatile," he says. "You can get just about anywhere to cover a lot of territory in a day; it's indispensable."

"Plus," he says, "it keeps me in shape."

BY JUDY B.

Crunching the Numbers: Who's the Average SFBC Member?

What's the most important benefit of membership in the SFBC? The answer to that and how we can grow our membership is being sorted out by the SFBC Membership Committee. The committee is a great mix of SFBC staff, Board, and members who have been meeting monthly throughout the year. To help reach the SFBC's goal of 5,000 members in 2005, we've been looking at **who our members are, what's important to them, and how our organization can improve.**

As some of you may remember, we conducted a major Member Survey in 2002, and an amazing 580 of you took our survey. Here are a few findings from your responses:

- **82%** of respondents said the most important benefit of membership in the SFBC is our **campaigns for more bike lanes**
- **30%** said they heard about the SFBC **from a friend**
- **59%** of respondents are

involved in other nonprofit organizations; members listed a whopping **382 other nonprofits they're committed to**

• **85%** said they always wear a **helmet**, **65%** always use a **rear light**, and **50%** a **front light**. **Great news on the helmets, but we all need to use front lights...**

• When asked to choose the three primary purposes for their bike trips, **83%** of respondents listed **recreational jaunts**, **80%** also use their bikes for

errands around town, and 78% commute to work

• The average age of the respondents was 39. (Median age was 37.) **Our youngest respondent was 16 and the oldest was 78!**

Stay tuned for the 2006 Survey, which will be distributed by e-mail early in the year. And keep telling all your friends to join the SFBC today!

BY JUSTIN SMITH, BOARD MEMBER

Bicyclist Leads City Greening Program

This summer, Mayor Gavin Newsom unveiled the new Better Streets Program as part of his citywide Clean and Green Initiative. We were excited to learn that the person picked to head the new program would be a bicyclist and an SFBC member. Marshall Foster was appointed San Francisco's first Director of City Greening after proving himself as an innovative and respected planner with the City's Planning Department.

The program has at least \$11 million for streetscape improvements around the city, focusing on revamping the streetscape on major streets, reclaiming excess pavement for more green space and urban landscaping, and improving conditions for pedestrians and bicyclists.

We sat down with Marshall to talk about his new position and how he sees bicycling fitting in.

Tube Times: How does bicycling fit in with the Better Streets program? Marshall Foster: Greening is part of a larger vision to make San Francisco a more livable city. **Making bicycling safer and more attractive is a critical part of this vision—bicycling needs to appeal to more San Franciscans, from more walks of life.** Cities are one of the few places that are compact enough to get around regularly by bike. You have choices. When we do things like put in new landscaping, access improvements like bike lanes need to be part of the city's program.

And vice versa. When someone sees a new bike lane, they should see more landscaping and opportunities for greening. **I hope the Bike Coalition can play an active role in not just advocating for bike improvements, but seeing to it that we make our streets better for everyone in the process.**

Our challenge is to show people that making bicycling more safe, attractive, and viable is good for everyone. The transformation on streets like Valencia is a good example. Valencia demonstrated that slowing traffic and adding bike lanes makes for a better shopping street. Many people now think that good shopping streets should include bike lanes... that's certainly not

something people were thinking a few years ago.

The greening program isn't just about beautification, it's also about providing people with better choices. This isn't a fringe issue. It's not an out-there spotted owl issue. This is about safe, gracious streets, it's about civic pride, it's even about property values. It's about making the city a more attractive place to raise a family. My role is to reduce obstacles facing the individual that wants to be part of that solution. It's also to create pilots that demonstrate how dramatically different—how safe, attractive, and green—our everyday public spaces can be if we design and manage them with people in mind.

You bike in the city. What do you want to see personally?

Oh, there are so many things. One thing I'd like is to find an opportunity for more dedicated bike paths.

I would love to see San Francisco complete its portion of the Bay Trail with a unified waterfront bike path from Crissy Field to Candlestick Park. When you look at the cities that are becoming great biking cities, they're creating that recreational opportunity that brings people in. We need that powerful statement about bicycling and recreation in the city, not just in the Marin Headlands, but right here in San Francisco.



Citizen activists volunteer their greening skills for the recent San Jose/Guerrero traffic calming project.

Another piece is connecting Lake Merced to Candlestick Park, a good connection across the southern part of the city. **We need to create green corridors that link neighborhoods in the southern part of the city to parks and the waterfront, much like what we have on the western side.**

How can we help?

I'd like to see bicyclists get their hands in the soil: get out and plant trees and landscape their front yards. When we see a project that is about bike improvements, **let's make it**

clear that the agenda of the bike community includes greening. We need to get past the single issue and form a coalition dedicated to improving our quality of life that can focus on implementing real, specific

projects. I'd love to see bicyclists out planting trees when a bike lane goes in.

In five years, if this program is successful, what will be different in San Francisco?

The first thing we're going to do is concentrate on fixing big streets like Van Ness and Market Streets, 19th Ave., Mission Street... to make those not just transportation corridors but safe, gracious places to spend time. You'll see a more multifaceted effort in the neighborhoods. We'll be working to transform key shopping streets in each District with new landscaping, lighting, and street furniture.

You'll also see a proliferation of individual greening projects block by block, people landscaping the sidewalks in front of their homes, reclaiming unused street spaces for community gardens. We're taking big steps to make that easier for individuals to do.

In some situations, this may mean reducing space for cars...

There'll be places where that's part of the process. Streets like Valencia or Octavia have shown that taking unneeded traffic capacity to improve bike and pedestrian conditions can bring new life to neighborhoods, add vitality to shopping streets. We're certainly not going to shy away from those decisions.

We'll focus on improving the character and quality of our streets for all users, period. That includes pedestrian safety, giving people better transportation choices. If we need to reconsider how to allocate street space, we will. There are a lot of streets with excess space.

Anything else you'd like to add?

I want to see the bicycle community in solidarity with the goals of greening, to understand that when we talk about a landscaping project, we're talking about a larger, comprehensive agenda for making San Francisco a more sustainable city too. Where we add to the physical beauty of the city's public spaces, we are giving people more reasons to get out and enjoy city life. Bicyclists are a big part of that and should embrace this larger agenda. Ultimately, we'll be more effective and get more done if we work together as a focused coalition targeting the same specific outcomes.

I love riding my bike in San Francisco because it lets me really experience the world around me. It brings me and my friends together; it's a kind of social institution for many of us. We've made great strides to expand the basic safety of biking in the city and getting the rudiments of a citywide network in place. But we've got to do more than just facilitate the basics. **Bicycling should not only be possible in the city, it should be fun and even joyous. There should be public art, neighborhood life, pleasant surprises. City greening is about making it a pleasure to spend time in the city on a bike or on foot.** It's a way to create more choices, connect people with each other, and have fun in the process. If we can widen our tent and offer people more reasons to join us, we'll do tremendous things.

INTERVIEW BY LEAH SHAHUM



Etiquette for the Conscientious Cyclist

Ask the Advice Pedaler

Dear Advice Pedaler:

Gentlemen are to walk on sidewalks so that they are between their companion and the roadway. While I don't plan to throw down my coat over a pile of glass so that my companion can safely ride her bike over it, where should one ride in relation to his companion in a side-by-side situation or a single file situation?

—GentleCyclist

Dear Gentle:

First of all, let's redefine the word "gentleman" to include any etiquette-conscious cyclist, gender having nothing to do with good manners. I'll use "Conscientious Cyclist (CC)" for this column's purpose. When a CC is riding with a companion, the CC should volunteer to take the position of less comfort, where they can offer protection or guidance. In general, this would tend to be to the back and/or to the left, between the companion and auto traffic.

If conditions permit riding side-by-side, the CC on the left not only acts as a buffer between their companion and traffic, but can also go into traffic and block it while the other person maneuvers around double parkers, debris, or whatever may be in the bike lane. However, if the CC notices that the companion is prone to riding in the more dangerous door-zone, a CC might want to take the door side to steer the companion away from this hazard.

When the companions must ride single-file, a CC should ride behind in most situations, allowing the companion to set the pace. Again, stay a little to the left to force traffic to move over more and give the rider in front more of a buffer. When entering chaotic urban cyclist situations, a CC might want to move to the front and point out glass and other hazards, giving cues to follow.

Advice Pedaler Fashion Tip! Beautiful bright orange is still in style, but it can be found on many sale racks. Stock up now and be fashionable and visible!

Advice Pedaler Bids Adieu

It's been a pleasant ride for the Advice Pedaler, but now it's time to find a new bike lane to travel in! The AP would like to extend her thanks to Anna Sojourner, who helped significantly with the creation of the Advice Pedaler's world (style, theme, etiquette); Mike Sallaberry, who helped with facts and figures; and Renee Curran, who came up with the name.

The SFBC staff would like to say a heartfelt thank you to Nancy Botkin, aka the Advice Pedaler, for sharing her wisdom and wit with Tube Times readers for the past five years.

Riding the Blue Greenway From page 1

and San Pablo Bays. This "ring around the Bay" will connect the shoreline of all nine Bay Area counties, link 47 cities, and cross the major toll bridges in the region.

To date, approximately 240 miles of the 400-mile network are complete. The southern waterfront of San Francisco is a significant gap and major challenge for the Bay Trail network.

The Blue Greenway Existing parks along the waterfront are dilapidated. Many residents have health problems because they have fewer opportunities for recreation than other City dwellers. The Bay Trail is crucial in connecting existing parks to one another and the surrounding communities—and it could be the spark to encourage additional new park spaces, possibly a grand park for the east side of the City to rival Golden Gate Park.

The Neighborhood Parks Council has pursued this vision, and the name Blue Greenway for this portion of the Bay Trail expresses the important connection between land and water. **The Blue Greenway Trail will unify the**

Bay Trail, green infrastructure, public art, and interpretive elements along the southern waterfront.

Short-Term Plan Mayor Newsom assigned Marshall Foster, Director of City Greening, to facilitate the Blue Greenway Task Force (see page 5). The Blue Greenway goals include completing the bike lanes along the Bay Trail alignment, from SBC Park to the entrance of the Hunters Point Shipyard, continuing to the City's southern border. Completing bike lanes on Illinois St. will be an ideal starting point. The Task Force will be promoting a temporary easement around the development in the Hunters Point Shipyard, to give the public shoreline access.

San Francisco's goal should be to become the first county in the Bay Area to complete their Bay Trail alignment, and build momentum for a world-class waterfront greenway network.

BY JEFF CONDIT

NEIGHBORHOOD PARKS COUNCIL
To learn more, or hear about upcoming events, or get involved and participate in the Blue Greenway, contact Jeff Condit at jcondit@sfneighborhoodparks.org.

Make the Bay Trail Connection in Fisherman's Wharf

Besides residents riding for everyday transportation, the SFBC also encourages visitors to explore the city by bicycle. On a recent weekday lunch hour, I revisited the North Waterfront and saw cyclists who had ridden briskly along the Embarcadero cautiously slow down as they approached Jefferson Street—which is clearly not a bicyclist-friendly area.

Imagine being new to SF and an inexperienced urban bicyclist, as you start out from one of the bike rental companies along the piers. What might seem easy on a map—only a half dozen blocks on a simple one-way street—can be an intimidating challenge even for the experienced rider. Along Jefferson Street there are drivers and pedestrians unfamiliar with the area, tour buses, and delivery trucks parked on both sides of the street. As if that weren't enough, one must deal with cobblestone and the infamous MUNI streetcar tracks shifting from the right side of the

street to the center.

Fortunately, the subsequent path along the Marina Green and Crissy Field are relatively tranquil, so Fisherman's Wharf represents the last gap of the bridge-to-bridge Bay Trail. With the Blue Greenway project's work on the Southeast portion of the city, we could potentially have an uninterrupted bike path of a dozen miles from Candlestick Point to the Golden Gate Bridge.

SFBC staff and members have had encouraging initial discussions with area merchants on how to not only make the area easier for walking and bicycling but also revitalize the area as a compelling, repeat destination for locals.

BY FRANK CHAN, DISTRICT 3 REP.,
SF BICYCLE ADVISORY COMMITTEE

For information on how you can help complete the Bay Trail along the waterfront, visit www.sfbike.org/jefferson, or contact Andy Thornley at (415) 431-BIKE x307.

Yellow lights. Four-way stops. Blind corners. Never looked so good.

The Down Low Glow, with GSR* Technology, provides crucial side visibility to help keep you safe on city streets. Make a Loud Statement for your safety with the Down Low Glow (DLG). (* Gimme Some Room)

You can't shout through the window of a passing SUV, but with the DLG, you'll have a light that delivers the message for you:

1. I value my life.
2. I'm riding this bike because I want to, not because I have to.

See pictures, testimonials, and safety info at www.fossilfool.com, or call 415-810-3696 to order. 10% off for SFBC members. A great gift for bicycle commuters.



"I was more visible to traffic at 11 p.m. than I am at 11 a.m. These lights rock!"

Josh Curd, Michigan.



CHAIN OF EVENTS

DEC '05 - JAN '06

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!

RIDES AND CULTURAL HISTORY TOURS

CRYSTAL SPRINGS RESERVOIR TOUR

Sat., Dec. 3 | 10am (ride will last 4-6 hours)
Meet at Millbrae BART station
This semi-difficult, 40-mile ride begins at the Millbrae BART. We slog up the hills west of Millbrae until we get to the Crystal Springs Trail. The trail winds around the reservoirs on a gentle downward slope for several miles until we get to Canada Road. Here, we have a choice: go up along Skyline Blvd which is fun but treacherous, or go along the flat ride to Atherton. Either way is fun. Please wear a helmet, bring plenty of food and water. Rain cancels. More info at bittercyclist.com.

2ND ANNUAL CHRISTMAS LIGHTS NIGHT RIDE

Sun., Dec. 11 | 6:30-9pm
Meet at Panhandle statue (Fell @ Baker)
Ho Ho Ho! Light up your bike and cruise by some of the city's more festive and lesser known holiday displays. Bring blinking lights and snacks to share at our famous hors d'oeuvres stop. Rain cancels. Info: robinm@exploratorium.edu.

CRITICAL MASS*

Fri., Dec. 23 & Jan. 27 | 6 pm
Justin "Peevee" Herman Plaza, Market @ Embarcadero
The world-famous coincidence organized by you!

RIDE TO BEACH BRUNCH

Sun., Dec. 25 | 10:30 am
Meet at Panhandle statue (Fell @ Baker)

Anyone who's left in town: let's take advantage of one of the quietest traffic days of the year. We'll take a leisurely ride through the park to the beach, watch the waves, and roll back to have brunch chez b. in the Fillmore. Juice and coffee provided. Please bring a veggie or vegan dish to share. If you want to drop it off before the

ride, contact judy b., jb@onzeproductions.com.

NEW YEAR'S DAY NIGHT RIDE

Sun., Jan. 1 | 8:30-10:30pm
Meet at Panhandle statue (Fell @ Baker)
Monday's a holiday, so let's ring in 2006 with a late Sunday evening ride. We'll roll down quiet streets to a new China Basin park (or check out holiday lights if the December ride is rained out). Bring blinkies and a tasty treat to share. Rain cancels. Info: nancy@nancybotkin.com

DIRTY HARRY BIKE TOUR

Sat., Jan. 28 | 11am
Meet at City Hall, Polk St. steps
The Dirty Harry movies owned the San Francisco landscape. They captured a moment in San Francisco's history and are damn fun, too! Please join me in paying tribute to the movies that drive hippies and gangsters mad with contempt as we snake through a number of the movies' locations. Please wear a helmet, bring plenty of food and water. Rain cancels. Semi-difficult, 10+ miles, 2-4 hours. More info: bittercyclist.com.

CLIMB TO COIT TOWER

Sun., Jan. 29 | 6:30-9:30pm
Meet at Panhandle statue (Fell @ Baker)

Stretch your legs and get some great city views from the top of Telegraph Hill. As always, have front and rear lights and something to add to our ever-popular snack collection. Rain cancels. Info: robinm@exploratorium.edu

OTHER BIKE-RELATED EVENTS

WINTERFEST PARTY & AUCTION

Sun., Dec. 4 | 6-10:30pm
SOMArts, 934 Brannan @ 8th
\$5-15 (sliding scale)
SF's biggest and best bike party of the year! Fabulous entertainment, food and drink, and live and silent auctions on

everything from bike gear to fine dining gift certificates. Plus, a huge selection of Bay Area artists on display in our art auction. Check out sfbike.org/winterfest for more info. Free valet bike parking provided.

PUBLIC HEARING: ALEMANY BLVD BIKE LANES

Mon., Dec. 5 | 1pm
City Hall, Room 263
We need supporters to attend this important hearing before the Board of Supervisors and to support the SFBC's proposal for adding bike lanes on Alemany Blvd. in the Outer Mission/Excelsior. For more info. contact andy@sfbike.org

Love on Wheels

Friday, February 9
6-9 pm
Cafe du Nord



SAVE
THE
DATE!

SOMA BIKE LANE COMMITTEE

Tues., Dec. 6 6pm
SFBC offices, 995 Market St. @ 6th, Ste. 1550
We're working for bike lanes on Townsend, 2nd and 5th Sts. in SOMA. Join us to help this member-led campaign.

SFBC BOARD MEETING

Tue., Dec. 13 & Jan. 17 | 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.

VOLUNTEER NIGHT AT THE SFBC

Wed., Dec. 14, Jan. 11 & 25 | 5pm
SFBC HQ, 995 Market St. Ste 1550 (@ 6th)
The perfect way to spend a Wednesday evening! A great opportunity to meet fellow cyclists, eat tasty treats, and stuff envelopes until your heart is content. We need your help—member volunteers keep our organization running like a well-oiled chain. Bring your bike up! Questions? Contact jodie@sfbike.org.

MASONIC AVE. TRAFFIC CALMING COMMITTEE

Tues., Jan. 10 | Time TBD
Crossroads Café @ USF University Center

Join SFBC members and neighbors in our effort to traffic calm and improve bike conditions for Masonic Ave. For more info., contact Andy at andy@sfbike.org or 431-BIKE x307.

SF BICYCLE ADVISORY COMMITTEE MEETING*

Thu., Jan. 19 | 6:15pm
City Hall, Room 408 (Polk & Grove)
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: sfbac7bert@aol.com.

ORGANIZING MEETING: 17th ST. BIKE LANES

Tues., Jan. 31 | 6:30pm-8pm
321 Potrero, between 16-17th Sts.
Want to help win the first major east-west bike route through the Mission District? Please join us to work on the member-led bike lane campaign for 17th St. (and a little bit of 16th St.). To find out more our get on the 17th St. Bike Lane email list, contact Hitesh at koolkwote@yahoo.com

*Events not sponsored by the SFBC are marked with an asterisk.

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



Kids got their bikes tuned up and had bike lights installed at the Bayview Fit-n-Fun Fair in October, with the help of SFBC volunteers. On the skills course, banana mascot Dre helped young riders practice stopping, slaloming through cones, looking over their left shoulders, and dodging rocks.



TUBE TIMES INDEX

1. Number of vehicles per mile of road space in the United States: **54.9**
2. Number of gallons of gasoline consumed per person for mobile engines in the United States (2001): **429.07**
3. Number of vehicles per mile of road space in the Netherlands (1999): **93.2**
4. Number of gallons of gasoline consumed per person for mobile engines in the Netherlands (2001): **88.10**
5. Miles of paths and lanes used exclusively for bicycles in the Netherlands: **11,806**
6. Miles of paths and lanes used exclusively for bicycles in Germany: **19,263**
7. Number of gallons of gasoline consumed per person for mobile engines in Japan (2001): **118.03**
8. Amount, in U.S. dollars, of annual auto inspection fees and licensing in Tokyo, Japan: **2,000**
9. Worldwide manufacturing ratio of bicycles to cars in 2000: **3:1**

COMPILED BY ELMER TOSTA

Sources: 1 & 3, International Road Federation (IRF) World Road Statistics 2002; 2, 4, & 7, International Energy Agency (IEA) Energy Balances of OECD Countries (2003 Edition); 5, 6, & 8, Janet Larsen, Earth Policy Institute, July 2002; 9, Worldwatch Institute, Vital Signs 1996 and 2002. Conversions from metric by author.

Thanks to all the special people who worked so hard for the Coalition in 2005. We love you! And wish your names fit here! Go to www.sfbike.org/vol to see our sterling 2005 volunteers!

SFBC Discounts

- A CLEAN WELL-LIGHTED PLACE FOR BOOKS
- AMERICAN CYCLERY
- ARIZMENDI BAKERY*
- AVENUE CYCLERY
- BAY CITY BIKE RENTALS
- BIG SWINGIN' CYCLES
- BIKE HUT
- BIKE NOOK
- BLAZING SADDLES BIKE RENTAL
- BOX DOG BIKES
- CITY CYCLE
- DD CYCLES
- FREEWHEEL
- FRESH AIR BICYCLES
- HEAVY METAL BIKE SHOP
- MIKE'S BIKES
- MISSING LINK

*offers a discount to customers who arrive by bike

MEMBERSHIP PAYS FOR ITSELF

Join today and get discounts all over town!

- NOE VALLEY CYCLERY
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- OCEAN CYCLERY
- PACIFIC BIKES
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- ROAD RAGE BICYCLES
- ROARING MOUSE CYCLES
- SACRED GROUNDS
- SALON DES BICICLETTES
- SAN FRANCISCO CYCLERY
- SAUSALITO CYCLERY
- SEE JANE RUN
- SPORTS BASEMENT
- VALENCIA CYCLERY
- VELO ROUGE CAFE

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

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

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 Chris at 415/431-BIKE x304.

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