MARKET STREET: 
NOW'S THE TIME TO DREAM BIG

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CREATING THE SAN FRANCISCO OF OUR DREAMS

It's no secret that the San Francisco Bicycle Coalition's members are the driving force behind every new campaign making our streets safer and more bikeable.

With ribbons recently cut on Howard Street, and on Oak and Fell Streets (see page 3), your vision of protected bike lanes connecting every neighborhood in our city is closer to reality than ever before. The fact is that without our members speaking at City meetings, emailing officials and news editors, and working with our staff, we simply would not have these lanes to enjoy.

We are so much closer to the San Francisco our members demand – one where kids and seniors feel safe making their next trip by bike; where you can ride from the Bay to Ocean Beach without leaving protected bike lanes; where no one in our city travels on streets known for bad design encouraging deadly behavior.

That dream did not arrive fast enough for Donald “DJ” Pinkerton-DeVito, who died in a collision with a police car in June. (See page 10.)

Part of making biking better for everyone is the new bike-share system's expansion, bringing 4,500 more bikes to San Francisco – over 10 times the current amount. We're hopeful that this will help even more people experience the joys of bicycling in San Francisco and continue turning up the pressure on City officials to build safer streets.

United, our members achieve more than any of us could hope to accomplish alone. Thanks to your efforts, we have dramatically improved San Francisco's streets and other public spaces for everyone. And the dream – of our city criss-crossed by a network of protected bike lanes – is within reach.

LAWRENCE LI
Board President
Volunteer. Empower people interested in biking to saddle up and do so safely: sfbike.org/volunteer.

Party with Us. The Golden Wheel Awards are your next chance on July 30: sfbike.org/goldenwheel.

Education. Teach people how to maintain their bikes and ride safely, or take a class yourself: sfbike.org/edu.

Make Your Voice Heard! Shape our slate ahead of our city’s elections and register to vote: sfbike.org/bikethevote.

Party with Us Again. Mark your calendars for New Belgium’s Tour de Fat, coming to Golden Gate Park September 19. That and more at sfbike.org/events.

Guide Our Strategic Plan. Members shaped our 2012-17 Strategic Plan and ensure that it continues reflecting their values. Join them: sfbike.org/join.

JOIN THE SF BICYCLE COALITION
Become a member today. Enjoy 70+ discounts around town and learn more about how to make a difference: sfbike.org/get-involved.
Women Bike SF Takes Off
Women Bike SF is our program encouraging more women, trans* and female-identifying individuals to bike. Since we launched Women Bike SF in January, we’ve reached hundreds with our coffee chats, happy hours, rides, women-specific survey and Bike to Work Day Pledge. Summer is the perfect time to join one of our many Women Bike SF events. Learn more about related rides, meetups and other events at wbsf.org.

Fell and Oak Protected Bike Lanes = Done
Years in the making, the three blocks on Fell and Oak Streets connecting the Wiggle to the Panhandle are finally complete. Planted medians offer physical protection to create a safe, beautiful bike lane that is comfortable for people of all ages.

Safe Routes to School and Vision Zero
In April, the San Francisco Unified School District (SFUSD) joined 10 other city agencies in passing a Vision Zero resolution committing to eliminate traffic deaths and severe injuries in San Francisco by 2024. Given that about 50 percent of SFUSD students arrive at school by car, the SFUSD has a big opportunity to help make our roadways safer, while also meeting their Safe Routes to Schools goal of encouraging more students to walk or bike to school.

Welcome to Our New Communications Director, Chris!
Chris Cassidy is our newest staff member. He joined the team as Communications Director in May, following over five years consulting with progressive nonprofits, campaigns and social ventures. With experience advancing reproductive rights, increasing diversity in the tech industry and fighting for civil rights, Chris has been diving pedal-first into sharing the SF Bicycle Coalition’s work with everyone who will lend an eye, ear or click. Holler: chris@sfbike.org.

Euclid Avenue Bike Lanes Complete!
Pedal power in Laurel Heights is growing stronger with new bike lanes on Euclid Avenue from Arguello Boulevard to Masonic Avenue. With several schools, a playground and two universities nearby, this residential street was a prime location for bike-lane striping and other traffic improvements to support safe speeds and a calm, neighborhood experience. Learn more about these important lanes: sfbike.org/euclid.

Thanks, Climate Riders
Thanks to all the riders and supporters who made Climate Ride California a huge success. Team members rode 320 miles over five days, raised more than $650,000 for dozens of organizations, made new friends and connections, and put a spotlight on sustainability challenges and solutions.

Climate Ride California is more than a bike trip – it’s an uplifting journey with people dedicated to supporting their favorite nonprofits. The Climate Ride benefits organizations working on climate change, active transportation and bicycle advocacy, including the SF Bicycle Coalition. Riders enjoyed meeting fun, intriguing people, and they returned inspired. See photos from the ride and learn more at climateride.org.

A family prepares to join the bike train to Commodore Sloat Elementary School near Stern Grove. Over 90 schools throughout San Francisco and 6,000 children, parents and school staff celebrated Bike & Roll to School Week this year from April 20-24.

Women ride through Golden Gate Park on a car-free Sunday during a Women Bike SF ride. During the event, they picked up basic bike mechanic skills at various bike shops.

Former SF Bicycle Coalition board member Dan Nguyen-Tan joined Board of Supervisors President London Breed on a test ride of the new protected bike lane on Oak Street.

Get your tickets at sf2g.com

Women Bike SF
District (SFUSD) joined 10 other city agencies in passing a Vision Zero resolution committing to eliminate traffic deaths and severe injuries in San Francisco by 2024. Given that about 50 percent of SFUSD students arrive at school by car, the SFUSD has a big opportunity to help make our roadways safer, while also meeting their Safe Routes to Schools goal of encouraging more students to walk or bike to school.

As part of the resolution, the SFUSD promised to hire a Vision Zero coordinator to help manage school transportation policy, include information about Vision Zero in its communications to parents, work with the San Francisco Police Department to deter dangerous speeding around schools and increase its commitment to Safe Routes to Schools. We look forward to working with the SFUSD to accomplish these goals and protect schoolchildren.
Record-Breaking Bike to Work Day

May 14 was the 21st anniversary of Bike to Work Day, and San Francisco celebrated big.

Bikes accounted for 76 percent of Market Street traffic, and around 1,000 people joined or renewed their membership with the SF Bicycle Coalition.

Enormous thanks to our 300 Bicycle Ambassadors, volunteer bike counters, bag-stuffers, equipment schleppers and behind-the-scenes helpers who made this year’s Bike to Work Day the biggest and best yet. Our hats are off to you. Huge kudos as well to the hardworking Bike to Work Day intern team: Christopher “X” Budz, Laura Krull and Taylor Wilson.

Thanks to sponsors who made Bike to Work Day possible: 511.org, Metropolitan Transportation Commission, Kaiser Permanente, San Francisco County Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA). Additional local sponsors include: Bay Area Bicycle Law; Bi-Rite Market; Blue Shield of California; craigslist; Dolan Law Firm; Equator Coffees & Teas; Golden State Warriors; Google; ICF International; Lennar Urban; Levi Strauss Foundation; Liberty Law; LinkedIn; Metromile; Quantcast; Realtex, Inc.; Recology; San Francisco Giants; Spinlister; Sports Basement; and Walkup, Maloia, Kelly & Schoenberger.

Thanks to these generous businesses for their tasty treats in support of Bike to Work Day: Diamond Foods, Duboce & Precita Park Cafes, The FruitGuys, GoGO SqueeZ, Honest Tea, Hubert’s Lemonade, KIND Bars, Mamma Chia, Philz Coffee and ZICO Coconut Water.

VOTEd winners were recognized at the Bike to Work Day press conference on the steps of City Hall.

- Epsilon: Large Business
- Hipmunk: Medium Business
- WaterSmart Software: Small Business
- Asian Art Museum: Nonprofit

Fatal Tragedy Near McLaren Park

Donald “DJ” Pinkerton-DeVito was killed while biking, after colliding with a San Francisco Police cruiser near McLaren Park, at the intersection of Persia and Sunnydale Avenues on Friday, June 6. The SF Bicycle Coalition extends its most sincere kudos as well to the hardworking Bicycle Ambassadors, volunteer bike counters, equipment schleppers and behind-the-scenes helpers who made this year’s Bike to Work Day the biggest and best yet.

\[ Image \]

As a San Francisco Police cruiser near McLaren Park, at the intersection of Persia and Sunnydale Avenues on Friday, June 6. The SF Bicycle Coalition extends its most sincere kudos as well to the hardworking Bicycle Ambassadors, volunteer bike counters, equipment schleppers and behind-the-scenes helpers who made this year’s Bike to Work Day the biggest and best yet.

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The number of people biking in the mornings on San José Avenue increased 651 percent after a buffered bike lane was implemented as a pilot project last June.

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Making History for Bicycling: 2014 in Review

2014 was a great year for improving the safety and comfort of biking in our city. Thanks to everyone who made our work possible by volunteering, attending and sponsoring events, and guiding our voice. Because of your vision, time and generosity, our shared dreams for San Francisco are closer to reality than ever before.

We have gone paperless with our Annual Report this year. It is publicly available at sfbike.org/2014annualreport.
BIKE TO SHOP DAY

On May 23, San Francisco celebrated its first-ever Bike to Shop Day, thanks to our members and scores of local business participants. Together, they helped demonstrate that bikes are an important way for people to get around and support our local economy.

Bike to Shop Day was started by the Silicon Valley Bicycle Coalition in 2014. Like Bike to Work Day, Bike to Shop Day is a one-day event that recognizes the growing number of people riding bikes to get to more places — including their local businesses. This year, it was planned in tandem with San Francisco Small Business Week.

In San Francisco, Bike to Shop Day featured over 70 discount partners and 20 new businesses participating from every neighborhood in San Francisco. From cartoons to coffee to classic novels, Bike to Shop Day had folks covered, no matter their interests.

Research from Portland State University shows that people who bike and walk are more likely to stop along their commutes and support businesses along the way. Bike to Shop Day is an opportunity to celebrate the special relationship between San Francisco’s local businesses and the people who pedal up daily to keep them thriving. The San Francisco Bicycle Coalition plans to collaborate with local merchants again next year to offer even more discounts to people on two wheels.

For Bike to Work Day on May 14, design and architecture firm Gensler created an experimental Pop-Up Commuter Space to immerse staff in the biking experience. The Commuter Space was equipped with a sampling of bike parking products, a cold-brew coffee fueling station, a bike mechanic, biker schwag and an interactive biker-community wall. The Commuter Space was used throughout the day for team collaboration and to share stories about biking in San Francisco.

Gensler’s Bike to Work Day activities also included two popular contests: the Longest Ride and the Best Photo. Best Photo entries were showcased in real time on the Commuter Space’s digital screen for everyone to see. Gensler ended the day with the popular Biker Bar where contest winners were awarded amazing biking gear for their future commutes.
World-class bike share is finally coming to San Francisco.

With more than 7,000 bikes being added to the existing 750 around the Bay Area, bike share in San Francisco is set to become one of the densest in the country by 2017.

Bike share is already incredibly popular in our city, even though there are only a small cluster of stations concentrated downtown. San Francisco currently hosts half of the Bay Area’s 750 bikes, but is responsible for over 90 percent of all trips. That’s why we’re especially excited that 4,500 of the region’s new bikes are coming here, making it possible for this new public transit system to serve the entire city.

This expansion will be a major boon to our city’s existing public transportation systems and will improve mobility for generations to come. Making bike-share bicycles and stations accessible to all will give San Franciscans a convenient and affordable new transit option, perfect for the first and last mile of trips, for pedaling between neighborhoods or for running local errands.

For the system to thrive, stations must be spaced one to two blocks from each other, according to new research on bike-sharing from the University of Chicago. In San Francisco alone, the 4,500 new bikes will make that possible in much of the city. At the San Francisco Bicycle Coalition, we will continue working with community leaders and those overseeing the system to make sure it is convenient, cost-effective and meets the needs of San Franciscans in every neighborhood.

We are working hard to ensure that the new bike-share system – a contract between bike-share operator Motivate and the Metropolitan Transportation Commission – is accessible and affordable for all San Francisco residents. While the regular membership rate will be around $120 a year (approximately the cost of two months of a Muni pass), anyone who lives in a household that qualifies for the PG&E Lifeline program is eligible for a $60 annual membership, with the option to pay in monthly installments of $5 each.

For years, we have advocated for robust bike share and we are excited to see the system built that will meet the needs of San Franciscans. Sign up at sfbike.org/bikeshare to receive updates from as Bay Area Bike Share’s expansion moves forward.
As often happens, the silver lining of this lamentable reality is a long, strong history of community organizing and activism. In this climate, the SF Bicycle Coalition has found enthusiastic support for biking.

**COMMUNITY BIKE BUILDS: MORE PEOPLE ON TWO WHEELS**

Our keystone campaign in Bayview-Hunters Point today places donated and City-owned bicycles in the hands of residents who want to bike but are unable to afford a bicycle. Since 2012, in close collaboration with the Bayview HEAL Zone, POWER (now merged with Causa Justa :: Just Cause) and our own SF Bicycle Coalition members, we have held a dozen Community Bike Builds with community groups like the Bayview YMCA and City of Dreams.

**MAKING OAKDALE SAFER FOR PEOPLE BIKING**

For people who already bike, safety is a serious concern across Bayview-Hunters Point. Oakdale Avenue is often the quickest, flattest route into the heart of the Bayview. Besides being a convenient bike route, Oakdale also has the unfortunate distinction of being a heavily-used truck route, particularly approaching the warehouses and businesses near Bayshore Boulevard.

*Our wonderful city has a multitude of names. Frisco’ is a common moniker in Bayview-Hunters Point, like ‘San Pancho’ is in the Mission, and like ‘Gum Saan’ once was in Chinatown.*
In the span of just two years, Rheema Calloway went from not owning a bike, to bicycling to work every day, speaking out for access to bikes for low-income youth, and becoming an active member of a collective of women of color who ride together and promote biking. These are some of the reasons why Rheema earned recognition as the 2015 San Francisco Bike Commuter of the Year.

In Rheema’s own words: “Biking is a gateway to taking charge of your health. It’s the most reliable way to get around the city, and riding a bike gives you the opportunity to see your community from a different perspective.”

Rheema is a native San Franciscan, raised in Lakeview (also known as Ingleside). She has explored her city on two wheels since November 2013, when she attended a Community Bike Build and had the opportunity to select a bike, learn to repair it and ride away on it the same day. At Community Bike Builds, the San Francisco Bicycle Coalition goes to different neighborhoods and teams up with community partners to refurbish donated bikes with and for people who need affordable transportation.

We asked Rheema about riding a bike as a kid in San Francisco, how biking has changed her life and how she inspires others to ride. Check out our interview with Rheema at sfbike.org/news/rheema.
You’ve been on a one-woman mission to stop shuttle bus and taxi drivers from double-parking in the bike lanes near Caltrain. Why?

Every day I was getting more frustrated by the huge shuttle buses and taxis double-parked in the bike lane on Townsend. It’s scary and dangerous to have to constantly move in and out of busy traffic to bike around these vehicles. Plus, I noticed buses often needed to move up just a few feet to avoid blocking the bike lane.

One day, I walked to work instead and saw a Megabus blocking the bike lane, when it could have easily moved up a few feet. So I took a deep breath and walked up to the driver with a big smile on my face. I told him how I usually bike and that it’s dangerous when I have to pass his bus in traffic. I asked if he could just move his bus up a few feet. He smiled back and said, “For you, I will.”

The next bus driver I spoke with wasn’t quite as friendly...

Even though the second bus driver wasn’t Mr. Congeniality, he did move his bus for Dara. Find out how she convinced him to rumble forward a few feet, and out of the bike lane, at sfbike.org/dara.

Members, if you want to be like Dara and help fight back against double-parking, here’s how:

• For shuttle bus violations, taxi cab violations and delivery driver concerns, please report them using sf311.org, call 311 or tweet @SF311.

• To report unsafe parking behaviors by drivers of Uber, Lyft or Sidecar vehicles, please report them directly to the company, making sure to note the license plate and time.

• For more information, visit sfbike.org/resources

Thank you for making our roads safer!
MARKET STREET: NOW’S THE TIME TO DREAM BIG

by Paolo Cosulich-Schwartz

Market Street is on the verge of a long-overdue renaissance.

Dreams of a modern, vibrant, accessible and safe Market Street have tantalized San Franciscans for over 100 years. Still today, a bold swath of our city dreams of a boulevard from the Castro to the Ferry Building where people of every age can enjoy Market Street without risking their lives. What distinguishes today’s dreams from those of the past are the lessons and data from a century of experimentation.

A (Very) Brief History

1906: After the earthquake, much of San Francisco burned to the ground, including most of Market Street from Van Ness to the Embarcadero. From the ashes of horse-drawn buggies arose the hum of electric streetcars, democratizing people’s ability to move faster than they could walk or bike.

1910s – 1940s: Market was a grand, internationally-renowned avenue connecting the mismatched grids of the Financial District and SoMa, then “South of the Slot.”

1950s – early-1960s: Auto-centric planning was not kind to Market Street, plunging the corridor into a smog-choked era, with six lanes of autos bordered on either side by another lane of combustion engines at rest. Pedestrians dodged traffic as they spilled over the curb. Cars and streetcars clogged the roadway, with bicycles out of favor as a popular way to get around San Francisco.

Late-1960s – early-1970s: New visions for Market Street gained popularity, with an underground BART system and wider sidewalks winning the day. BART was built beneath Market Street, requiring six years of construction on and beneath the street surface before Market was recreated in more or less the design seen today.

1989: Eighty-three years after Market Street’s first overhaul, tectonic shifts once again played a role in the street’s redesign. The Loma Prieta earthquake spurred a reimagination of Market Street’s northeast terminus. The Embarcadero Freeway’s demolition opened up the possibility of the public plaza that residents and visitors enjoy today.

2000s: Only the most recent decade provided people on bikes with increasing comfort and safety on Market. Even 10 years ago, riding one’s bike on Market was a feat performed primarily by bike messengers and the adventurous. Greater separation from traffic, green paint and bike boxes all contributed to a friendlier street. Now boasting 60,000 to 100,000 people on bikes every month, Market Street continues to grow in popularity and transform for the better.

A Proving Ground for Good Design

Only recently have City leaders come to appreciate people’s growing appetites for bicycling down Market Street. Since 2009, Market has served as the proving ground for new on-street bicycle facilities and infrastructure, like protected bike lanes, bike counters and traffic reduction measures.

Market Street’s first bike lanes, between Van Ness Avenue and Eighth Street, were striped in 2009. Around the same time, right-turn restrictions for private autos were mandated at 10th and Sixth Streets. These fast, cheap improvements helped grow biking on Market by over 115 percent between 2009 and 2014, more than the increase in people biking citywide over that same period.
In 2011, the San Francisco Metropolitan Transportation Agency (SFMTA) further modernized Market Street by dramatically improving Muni speed and reliability. They also reduced hazards for all who travel on Market by making private auto restrictions permanent.

Whereas private automobiles were the norm on Market Street 40 years ago, bikes now make up the majority of vehicles. San Francisco’s first bicycle counter, installed by the SFMTA just before Bike to Work Day 2013, tallies the number of people on Market every day. Even to those who entertained a hunch that bicycles represented the majority of Market Street traffic, the results were striking. Over 3,500 people on bikes pass by the counter on an average weekday – and that is just eastbound traffic. Safety advocates eagerly await the day when the millionth person bikes past the counter in a single year, a milestone that may be reached in 2015.

While the promise of safer travel along Market Street is enticing, getting to and from the corridor remains challenging for some. The SFMTA and Department of Public Works addressed this for many in 2014, cutting the ribbon on the award-winning Polk Street protected bike lane. The “contra-flow” design there protects people on bikes from head-on auto traffic, separating them with a concrete curb outlining a bed of succulents.

New designs on Market and nearby streets continue to grow our network of protected bike lanes. In some sections, Market Street is now a leading example of modern urban design. In others, work remains.

**Market Street Today**

Market Street remains the heart of San Francisco. It is the city’s busiest thoroughfare for people who

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**Safer Market Street**

Near-term changes on Market Street include a “Safer Market Street” – part of the City’s Vision Zero pledge to eliminate all traffic deaths and severe injuries by 2024.

The San Francisco Bicycle Coalition’s decades-long advocacy for transforming Market Street includes increases on private auto restrictions from Third Street to Eighth Street. These restrictions, which **unanimously passed the SFMTA Board of Directors** in June, will prevent private autos from turning onto Market Street from north-south crossing roads, reduce existing conflicts at intersections, and free up space on Market for Muni buses and people on bikes. Restrictions for private autos exempt regulated autos like taxis, commercial vehicles and paratransit.

**Upper Market Street**

Imagine what it will be like to have more protected bike lanes on Market: long stretches of safe, designated space for people biking, separated from other vehicles. This vision could become reality on Upper Market, as the SFMTA is proposing safety improvements from Octavia to Castro. Currently designated a “high-injury corridor,” this segment of Market Street is part of the 12 percent of San Francisco streets that are responsible for over 70 percent of all severe and fatal collisions.

The SFMTA’s proposal, if completed, will enhance existing bike lanes with signage, green paint, physical protection and possibly buffers, improving safety at Upper Market’s most treacherous intersections.

**The Future: A Better Market Street for All**

This project is a once-in-a-generation opportunity to ensure the safest and most comfortable avenue for today’s residents and our children. The City is repaving Market in 2018 and is considering significant changes to the street and sidewalks on from Octavia to the Embarcadero.

The City’s “Better Market Street” project started with a lengthy environmental review in early 2015, giving rise to three proposals: (1) a continuous protected bike lane on Market Street from Octavia to the Embarcadero, (2) funneling all people on bikes onto Mission Street, or (3) a status-quo proposal with few bike improvements.

The **San Francisco Bicycle Coalition and its 10,000-plus members strongly favor the continuous, separated bike lane on Market Street, along with full auto restrictions**. The protected bike lane proposal is also seeing growing support from the local business community, many of whom understand that people on bikes spend more than those traveling by car.

The timeline for the completion of the project is as follows:

- **2015 – 2017**: Environmental Review
- **2015 – 2017**: Detailed design
- **2018**: Construction, repaving begins
bike and among the most-pedaled routes in the United States. On an average day, bikes account for 67 percent of all vehicles on Market Street, and they accounted for a whopping 76 percent on Bike to Work Day. Additionally, Market remains an outdoor living room, a bustling social space and a hub for San Francisco’s booming economy.

Despite the tremendous growth in the number of people biking on Market, parts of the corridor continue to be dangerous for people biking and walking. The San Francisco Bicycle Coalition is dedicated to winning protected bike lanes from the Castro to the waterfront, to increase safety, reduce congestion and benefit everyone who travels Market.

With more victories for a safer Market Street on the horizon, San Francisco is within reach of a bold new future – one where people need not fear for the worst, whether they walk, bike, drive or take transit. The key to realizing the potential of Market Street remains, as it ever was, a united and vocal populace dedicated to making San Francisco safer and more comfortable for everyone.

A safer Market Street will not be possible without your help. Sign up for the latest news, and find out how you can make your voice heard and help shape the future of Market Street at sfbike.org/market.

**The Business of Better Biking on Market: Equator Coffees is in for the Long Haul**

More people bike on Market Street than ever before, and a movement is growing among bicycle-friendly businesses supporting a more vibrant, safer Market. Equator Coffees & Teas (986 Market St. at Sixth) is a San Francisco Bicycle Coalition Business Member and strong supporter of better biking on Market Street. Thanks to the SFMTA, Equator expects four racks of bike parking to be installed soon. They are also hosting events for people who ride, which are listed at sfbike.org/events.

A local, woman-owned, green-certified B Corporation, Equator is committed to their employees and the neighborhood they serve. Their robust local hiring practices included specifically recruiting staff living within blocks of their new Tenderloin cafe. Equator offers profit-sharing and a progressive benefits packages. They also provide extensive training for local residents transitioning to a career in coffee, like Brennan, who works the front door in addition to his current training schedule. SF Bicycle Coalition members enjoy 10 percent off at Equator, so make sure to stop in next time you’re riding down Market.

Photo courtesy of Equator Coffees & Teas.
NEW MEMBER MEET AND GREET
WED., JULY 22 | 6-7:30PM | SF Bicycle Coalition, 833 Market St., 10th Floor
If you’ve been an SF Bicycle Coalition member for less than a year, we warmly invite you to come to our New Member Meet and Greet! Join us to chat with fellow members, check out the SF Bicycle Coalition headquarters, learn more about your friendly SF bike advocacy organization and find out about the many different ways you can get involved. sfbike.org/event/new-member

BIKE EAST BAY’S PEDALFEST®
SAT., JULY 25 | 11AM-7PM | Jack London Square, Oakland
Pedalfest is a free celebration of bikes, cycling, food and family! Enjoy pedal-powered food, a pedal-powered sound stage featuring live music, dastardly stunts, a kids’ bike rodeo, safety training, and an amazing collection of bicycles. All proceeds benefit Bike East Bay. pedalfestjacklondon.com

BIKE ADVISORY COMMITTEE MEETING*
MON., JULY 27; AUG. 24; SEP. 28 | 6-8PM | City Hall, Room 408, 1 Dr. Carlton B. Goodlett Place
The Committee meets monthly to consider bicycle transportation projects and policies to make recommendations to the Board of Supervisors, the SFMTA, and other City and County agencies. sfgov.org/bac

SF BICYCLE COALITION BOARD MEETING
TUE., JULY 28; SEP. 1 | 6:30-8PM | SF Bicycle Coalition, 833 Market St., 10th Floor
SF Bicycle Coalition Members are invited to attend Board meetings. For details on the Board of Directors, visit sfbike.org/board.

GOLDEN WHEEL AWARDS 2015
THU., JULY 30 | 6:30-9:30PM | Delancey Street Foundation, 600 Embarcadero
Join us for the 23rd Annual Golden Wheel Awards, where we honor local groups and individuals making our city a better place to live, work, and bike. This year we are pleased to have audited by Peter Norton, University of Virginia, as our keynote speaker, and to present awards to SF2G and the San Francisco Yellow Bike Project. sfbike.org/goldenwheel

PIZZA, SALAD AND BIKES!
TUE., AUG. 4 | All Day | Patxi’s Noe Valley, 4042 24th St.
Order food all day from Patxi’s Noe Valley and a portion of the sales will benefit the SF Bicycle Coalition! Come in for a lunch meeting, family dinner or get a half-baked pizza for another time. You can also order online! Help spread the word by inviting your friends, family and colleagues. sfbike.org/event/patxis

TOUR DE FAT
SAT., SEP. 19 | 10AM-4PM | Lindley Meadow, Golden Gate Park
New Belgium’s Tour de Fat – a festival of bikes, costumes, music and philanthropy – is coming back! The event kicks off with a costumed bicycle parade that winds through Golden Gate Park, followed by eclectic entertainment from musical acts to yo-yo performers, bike contests and even vaudeville acts. It’s part of a ten-city tour hosted by New Belgium Brewing and all of the money raised during the day goes directly to the SF Bicycle Coalition and the Bay Area Ridge Trail Council! There are lots of great volunteer roles, too! sfbike.org/fat

BIKES AND BUSINESS SOCIAL
TUE., JULY 28; SEP. 1 | 6-7:30PM | 1 Market St., Herman Plaza, 10th Floor
SF Bicycle Coalition Members are invited to get to know each other and our many business supporters! Free for SF Bicycle Coalition members (a $10 donation from non-members is appreciated); rain cancels rides. No RSVP needed. sfbike.org/sf-bike-coalition-meet-and-greet

SURVEY RIDE: NORTH BY NORTHWEST BY BIKE
SAT., JULY 11 | 10AM-3:30PM | Velo Rouge Café, 799 Arguello Blvd.
There’s a 40-year history of traffic calming and “neighborhood protecting” in the Richmond District, with some dramatic bumps along the way. Come out on this survey ride to hear stories of how neighbors and the SFMTA, and other City and County agencies worked together to reshape the streets, and learn how neighbors like you can help make real changes for your neighborhood. Free for SF Bicycle Coalition members ($10 donation from non-members is appreciated); rain cancels rides. No RSVP needed. sfbike.org/rides/north-by-northwest

GALS WITH GEARS | 10AM
SAT., JULY 25 | SF to Tiburon
SUN., AUG. 2 | Heather Park Farms, Lafayette
SAT., SEP. 12 | Golden Gate Park to Marin Headlands
Join the Gals for monthly scenic rides for women aged 50+ years young. These fun rides are not fast and include easy tips on city riding. No rider is left behind! RSVP required at sfbike.org/gals.

SURVEY RIDE: ANDY’S AUDITS C1
SAT., JULY 25 | 1:30-3:30PM | City Hall Steps, 1 Dr. Carlton B. Goodlett Place
Do you wish that more of your coworkers biked to work? Are you working to increase bicycle parking in your workplace? Is your business interested in getting more involved with the SF Bicycle Coalition’s work? Mix and mingle with SF Bicycle Coalition staff, bike-friendly business leaders and like-minded people from businesses large and small who are interested in pedaling the bike movement forward. We’ll have drinks, snacks and a brief presentation about the latest on the SF Bicycle Coalition’s work and how you can get involved. sfbike.org/event/social

RIDE TO TOUR DE FAT WITH SAN JOSE BIKE PARTY
SAT., SEP. 19 | Time TBD | SF Caltrain Station, 4th St. and Townsend St.
Party on your way to Tour de Fat! Meet up with the San Jose Bike Party in the Southern Bike car on Caltrain. The route captains will lead a fun ride together.
Thanks to Dolan Law Firm for supporting the Tube Times

Let’s Practice Together

Various Sundays in Golden Gate Park
New to biking? Come practice with volunteers Catherine and Juli! Juli’s an alumna of our Adult Learn to Ride class. We’ll do an easy ride in Golden Gate Park’s car-free space, then ride a bit in traffic and end with tasty treats in the Richmond District.

Free Classes

Don’t see a class date that works for you? We’re always adding more! Please check sfbike.org/education for the most up-to-date list of classes.

Learn to Ride with Ybike*

Sun., July 5; Aug. 2; Sep. 6

Learn to ride your bike with Ybike’s awesome instructors! They provide bikes and equipment; you just bring your game face (ideally a big, toothy grin) and a little determination. All ages welcome! More info at facebook.com/YBikeSF.

Intro to Urban Bicycling with Bay Area Bike Share

Thu., July 9 6:30-7:30PM | SF Bicycle Coalition, 833 Market St., 10th Floor

Come learn the basics of biking in San Francisco at our Intro to Urban Bicycling Workshop. In partnership with Bay Area Bike Share, we are offering our one-hour course covering bicycling for everyday riding in SF, the rules of the road, route planning and how to dock and check out a Bay Area Bike Share bike. This course is a great introduction for people who are considering bicycling with Bay Area Bike Share, or looking to brush up on skills. No bicycle is necessary for this class. RSVP required: sfbike.org/education.

Adult Learn to Ride

Sat., July 11 10:30AM-1:30PM | Panhandle Blacktop, Ashbury St. and Fell St.
Sun., Aug. 16 10:30AM-1:30PM | Waller Street Bicycle Learning Area, Waller at Stanyan in Golden Gate Park

You’re never too old to learn to bicycle! Instructors will work one-on-one to teach the basics of balancing, starting, stopping and steering a bike, as well as proper helmet fit and adjustment. Most people learn to ride their bike while taking the class, but even if they don’t, they will leave with tips to continue teaching themselves to ride. This class is funded in part by the SFMTA and SFCTA. A bicycle and helmet are required for this class; we are happy to help connect participants with bike rental companies. RSVP required: sfbike.org/education.

Volunteer

Volunteer night

Wed., July 8; Aug. 12; Sep. 9 5-8PM | SF Bicycle Coalition, 833 Market St., 10th Floor

Volunteers! Help us keep our organization rolling as we welcome to try the new ride with you! We’re always looking to add more! Please check sfbike.org/volunteer for the most up-to-date list of classes.

Washington Square Community Ride

Wed., July 15 6:30PM | SF Bicycle Coalition, 833 Market St., 10th Floor

Join the volunteers who keep the SF Bicycle Coalition membership strong. No cold-calling, just calls to friendly lapsed members offering an easy way to renew. Plan to stay for the birthday dinner afterward and get to know your fellow volunteers.

Service Stations

Twice monthly in Citywide

Twice a month, your SF Bicycle Coalition pops up in different neighborhoods with our friendly, volunteer-staffed Service Station, offering hi-fives and free coffee or other goodies to folks riding by. If you’d like to volunteer to brighten the rides of fellow commuters, view our upcoming Service Stations and sign up at sfbike.org/volunteer.

Valet Bike Parking

Ongoing in Citywide

Just as famous in SF, the SF Bicycle Coalition’s Valet Bike Parking is like a coat check for bikes. You will be trained on-site by our friendly and experienced Valet Supervisors; no previous experience required. View upcoming opportunities and sign up at sfbike.org/volunteer.

The Problem: Bad Drivers. Bad Roads.

The Solution:

Dolan Law Firm

Personal Injury | Employment Discrimination | Harassment

Representing Bay Area Bicyclists for 20 Years

Bike-Law.com | 415.421.2800
1438 Market, San Francisco, CA 94102
SF Bicycle Coalition Members Get A Free Consultation

Visit us online!
Become a San Francisco Bicycle Coalition member and get discounts all over town!


*Must arrive by bike to receive discount. See sfbike.org/discounts for details.

Join the San Francisco Bicycle Coalition! Become a member of the San Francisco Bicycle Coalition and help us Connect the City and make San Francisco a better place to live, work and bike. As a member, you get discounts all over town, free bike trailer and air travel bike box rentals and more. See sfbike.org/membership for all the benefits.

NAME
ADDRESS
CITY
ZIP
HOME PHONE
EMAIL

MEMBERSHIP LEVEL:

☐ $35 ONE YEAR MEMBERSHIP
☐ $52 A BUCK A WEEK
☐ $120 SUSTAINER*
☐ $250 SUPPORTING MEMBER*
☐ $500 PATRON*
☐ $1,000 DONOR*

*includes FREE SF Bicycle Coalition T-Shirt:
Men’s Size ___ OR Women’s Size ___

MADE CHECKS PAYABLE TO: San Francisco Bicycle Coalition
Check with your employer about matching your donation.

NAME

CREDIT CARD NO. EXP. Date (MM/YY)
☐ VISA ☐ MASTERCARD
☐ Do not share my name, even with cool organizations the SF Bicycle Coalition likes.
☐ YES, I WANT TO VOLUNTEER!

SIGN ME UP FOR INFO ON:
☐ Market Street
☐ Polk Street
☐ 2nd Street
☐ The Wiggle
☐ The Embarcadero
☐ Bikes and business
☐ SoMa streets
☐ Other:_______________________

Get your tickets at:
sfbike.org/goldenwheel

Join us for the 21st Annual Golden Wheel Awards

JULY 30, 2015 6:30-9PM
Delancey Street Foundation, 600 The Embarcadero

Get your tickets at:
sfbike.org/goldenwheel

*Must arrive by bike to receive discount. See sfbike.org/discounts for details.