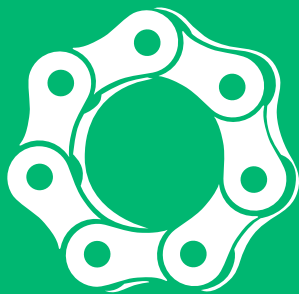


SAN FRANCISCO BICYCLE COALITION

FALL 2019 ISSUE 169 · OCTOBER, NOVEMBER & DECEMBER

TUBE



TIMES

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



Pedal for a Greener Future



**“We fight climate change by enabling and encouraging more people to bike more often”
-Core Values, SF Bicycle Coalition 2018-2022 Strategic Plan**

I can still smell the smoke that blanketed San Francisco last year from the devastating California wildfires that killed over one hundred and destroyed thousands of homes and businesses. We may look back in the near future on the poor air quality that kept many San Franciscans indoors as prelude to much worse.

The climate crisis has become viscerally real for Californians, threatening our personal health as well as our wellness, economy, and security.

The urgency of our response has so far been woefully insufficient. San Francisco has made incremental progress in reducing greenhouse gas emissions from buildings, waste, and power generation - but not from transportation. In fact, emissions from cars and trucks constitute the largest single source of CO₂ in San Francisco, California and the United States. **It could not be more clear: our transportation choices are imperiling our future.**

Your San Francisco Bicycle Coalition is fighting back against this crisis by enabling and encouraging more people to bike more often. Our advocacy efforts to build more protected bike lanes and our programs that provide bicycle education and access are taking cars off the streets of San Francisco. For every mile of driving that we eliminate, approximately one less pound of CO₂ is emitted into the air. Improving real and perceived safety on our streets, increasing the cultural competency of our messaging and programs, and ensuring affordable access to shared mobility are all actions we can take to fight global warming.

The evidence is mounting that we may not be able to prevent significant warming. I know that biking through the traffic-choked streets of San Francisco can bring about a feeling of despair. While we must begin to adapt to these changes, we cannot give up on actions that mitigate the increase in global temperature. **For every fraction of a degree we can slow warming, thousands of lives may be saved.**

The link between our transportation choices and the climate has never been more soberingly clear. So pedal like the future of our species depends upon it, because it does.

Brian Wiedenmeier

Executive Director

The Tube Times is a quarterly publication of the San Francisco Bicycle Coalition, a member-based advocacy organization transforming San Francisco's streets into safe, just and livable places by promoting the bicycle for everyday transportation.

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Welcome Back to School Families

Safe Routes to School will nearly triple their reach this year.

By Dave Gajer

School is back in session and so is the San Francisco Safe Routes to School (SRTS) program. SRTS, in which SF Bicycle Coalition is a partner, seeks to enhance all San Francisco children's health and well-being, and improve the daily life of all members of our community. SRTS advocates for the safest, most affordable and sustainable commuting options for youth and their families.

This year is a particularly exciting one, as SRTS has greatly expanded its reach. The San Francisco Municipal Transportation Agency (SFMTA) is now overseeing the SRTS program and collaborating closely with San Francisco Unified School District (SFUSD) to reduce single-family vehicle trips in favor of walking, biking, carpooling, and transit options.

During the upcoming school year, the SRTS partnership will be visiting schools to design and run events that encourage students to commute to school via one of the four fun ways: walking, biking, carpooling, and taking Muni.

In previous years, SRTS engaged roughly 30 elementary schools annually. **For the 2019-2020 school year, SRTS will be supporting all 103 SFUSD public schools, including middle and high schools!**

Additionally, SRTS will be working more closely with 30 priority SFUSD schools. The priority schools are chosen based on data about how



Family & Schools Coordinator Janelle Phung promotes biking with mayor London Breed at Playland in Outer Sunset

many students are driven to school in relation to where they live, and crime or traffic safety-related issues near the school.

If you are interested in learning more about Safe Routes To School, or any of our Youth and Family Bike Programming, please see: sfbike.org/events/category/family-classes/

Later in this month of October, we have two free events:

Sunday, October 20: Biking with Babies

Register for this (free) class to learn the medically reviewed facts about biking while pregnant with a baby

and/or toddler, as well as tips and tricks to keep you and your little one safe. Meet other parents and parents-to-be who bike (or want to) too.

In partnership with Escuela San Pedro in the Mission, we will be holding our next **Family Biking Fair on Oct. 26** from 11:00 am - 2:00 pm. At this Spanish-language event, children will learn to ride with guidance from our partners at YBike. Meanwhile, we'll have our Smart City Cycling 1 workshop for parents, also in Spanish, in which we'll cover how to safely and confidently ride in our city. <https://sfbike.org/event/taller-de-bicicletas-para-familias-en-espanol-2/>

Quick Releases

BMAGIC Recap

For the second year in a row, we were excited to have been a part of the annual back-to-school backpack giveaway sponsored by the extraordinary Bayview-Hunter's Point youth organization, BMAGIC. Thanks to a generous donation from Thumbtack, SF Bicycle Coalition's Community Bike Build program gave away a total of 51 bikes, 36 of which were for kids ages 5-10. Along with a new bike, recipients also received a helmet, lock and lights!

Over thirty volunteers, SF Bicycle Coalition staff and board members, taught the new riders and their parents or guardians how to fit their new helmet and navigate a learn-to-ride practice course.

One overjoyed recipient told us after the event how the bike giveaway has helped her. "I just recently moved to San Francisco with my mother, and we had only one bike between us," she said. "Now you have given me the opportunity to be able to bike with my mother to all sorts of places."

If you'd like to take part in our Community Bike Builds and put bikes into the hands of more San Franciscans, email joanne@sfbike.org.



Staffing Updates

In July and August we welcomed five new members to the SF Bicycle Coalition staff family: **Adam Comeau**, Development Director; **Melissa Lewis**, Communications and Marketing Director; **Dave Gajer**, Youth and Family Programs Coordinator; **Darren Newell**, Campaign Coordinator; and **Chris Luu**, Valet Bicycle Parking Coordinator. With the five of them on board, we've added a healthy dose of cat and dog lovers, recreational and commuter cyclists, travel aficionados and East Coast transplants. Each of them shares a passion for advocacy, a love of the Bay Area, and belief that the bicycle is a vehicle for social change. Come on down to the office, or say hello to these new faces at Winterfest next month.

Page Street

This past August, over 150 people attended a San Francisco Municipal Transportation Agency (SFMTA) open house on a project that has been in the works since 2015: A people-first Page Street. Thanks to the leadership of District 5 Supervisor Vallie Brown, we finally saw what a safe Page Street could look like – a street that prioritizes walking and biking, not the cars that use it as a freeway onramp. The open house also served double duty as the mandated public hearing, shaving months off of the typical planning process. To stay up to date on the project and become involved, visit sfbike.org/page

Adaptive Bike Share

Bay Wheels and the Bay Area Outreach and Recreation Program (BORP) launched an adaptive bikeshare pilot in Golden Gate Park this past July, offering five styles of adaptive bicyclists on a first come, first served basis. The pilot runs every Sunday from 11:00 am to 4:00 pm, at the intersection of John F. Kennedy and Kezar Drives. We're thrilled to see an adaptive bikeshare program in SF that provides the joyful experience of biking for all ages and abilities. We look forward to an expansion of the program to the Embarcadero in the near future. If you have any questions about the program, email BORP directly at cycling@borp.org.

Light Up The Night

Lights don't just help people on bikes improve visibility – they're also required by law: California law (CVC 21201) mandates a white front light and red rear reflector or light to be used when riding in the dark. To make sure you can be seen and be safe, we're excited to announce the return of Light up the Night, our annual bike light distribution campaign! With help from our generous sponsor, Bay Area Bicycle Law, as well as some fabulous volunteers, we'll install free lights on hundreds of bikes during the darkest months of the year (November to January.) While we'd love to channel Oprah and give a light to everyone, we want them to go to those who need them most - so we keep our distributions locations a secret. Look for a Light up the Night station this winter on a street near you!

Winterfest Member Party

Winterfest, our mega year-end bash *just* for San Francisco Bicycle Coalition members like you, is back on Saturday, November 16. Come on down to the County Fair Building in Golden Gate Park for an afternoon of games, crafts, bikes, art and a few other surprises we have up our sleeves. Tickets are just \$15 and support our bicycle advocacy work throughout the year. Bring your friends and meet your fellow members – let's pack the house!



2020 Board of Directors Election

SF Bicycle Coalition

members will be voting to fill seven seats on our board of directors.

Members must join or renew their membership by

January 8, 2020

to be eligible to vote.

Voting will open

January 22, 2020

and close on

February 4, 2020

Members interested in running for the board can find out more information about the process by visiting

sfbike.org/news/board-of-directors-2020-director-elections

The 49-Mile (Anything But) Drive

Riding SF's famous route by foot, public transit and bike.

By Melissa Lewis and Heather Knight

Created in 1938, San Francisco's 49-Mile Scenic Drive takes people through the best parts of the city -- though the route hasn't been updated in 20 years. SF Chronicle columnist, Heather Knight and her colleague, Peter Hartlaub, decided to revisit these 49 miles, but not by car. Instead, they walked as much as possible, rode public transit, used bikes, scooters, rickshaws and "anything else on wheels that got her [them] where [they needed] to go." Keep reading to learn what this journey taught Heather, what surprises this 81 year old path provided, and what improvements need to be made on 49-Mile Drive to ensure accessibility and inclusivity for 2019 and beyond.

ML: What was exactly was this challenge and what prompted you to undertake it?

HK: The city's 49 Mile Scenic Drive is 81 years old and very outdated -- and who wants to see beautiful San Francisco in a car? My colleague, Peter Hartlaub, and I thought it would be fun to modernize the route and make it more friendly for bicyclists and pedestrians. We decided to make the route better, but we first needed to know what's on it now. We traversed the whole 49 miles without a car, and it took more than 15 hours!

ML: What surprised you along the way?

HK: I was shocked that anybody



considered Cesar Chavez Street, Highway 280 and Lake Merced Boulevard scenic. A lot of San Francisco is downright stunning, but these car-clogged thoroughfares definitely aren't.

“There’s so much to see in San Francisco, and discovering the city on foot and on bike is the best way to do it.”

— Heather Knight

ML: You walked, rode transit, and you biked. With the bike infrastructure -- what are some takeaways from riding around SF?

HK: I was worried that we'd be traversing Howard Street before dawn and that it would be dangerous.

But the protected bicycle lanes made all the difference, and it really wasn't a problem. Bicycling on busy streets without them, including Cesar Chavez, was a lot scarier and I noticed how often unprotected lanes are blocked by cars, forcing bicyclists into traffic.

ML: What could our members and the SF Bicycle Coalition learn from your experience?

HK: There's so much to see in San Francisco, and discovering the city on foot and on bike is the best way to do it.

Why I Love the Tenderloin

What the Tenderloin's grassroots community organizers taught me.

By Charles Deffarges

Growing up in San Francisco, the Tenderloin was always a neighborhood my family would drive through. On our way to some other neighborhood, we'd take O'Farrell Street to Union Square or Golden Gate Avenue to the 280 and I would stare out the back window at people in the streets as my mom clicked the doors shut.

In my adult life, I've come to love the Tenderloin and recognize it as the most special neighborhood in San Francisco. As a young, inexperienced organizer a couple years ago, community members took me in, working together on street safety projects and bold ideas like a bike lane on Turk Street that would remove a whole parking lane. Turk was a first step and we've made progress since. Still, though, the impact of traffic violence on this vulnerable neighborhood is ever-present.

Over the past year, the Tenderloin community has experienced loss and devastation as numbers of bicyclist and pedestrian fatalities have increased. Now that I've gotten to know so many fierce organizers, community activists and local residents, these fatalities are more personal to me than ever before. Home to some of San Francisco's most vulnerable residents – the traffic violence endemic to the Tenderloin is evidence of the injustices that result from a community that has historically been neglected.



Charles at the Turk Street Ribbon Cutting Ceremony

Building off of the momentum from Turk Street, we brought together a community coalition to demand more for street safety. What began with a co-signed letter became a task force that convenes monthly, is staffed by City planners, and has representation from service providers for affordable housing, homelessness, youth and senior services.

As a group, we've been able to make a lot of progress. So much more needs to happen to make Tenderloin streets safe for people walking and biking. I know and believe that community-driven work is the only way we're going to get there.

How are we fighting for street safety in the Tenderloin?

Last year, we wrote a letter to the SFMTA and won a new quick build project, three new pedestrian scrambles and more of either in the coming months. We know it's not enough. That's why we worked once again with community partners to push for an even more aggressive vision, which includes the following: pedestrianized spaces, red light cameras, and intersection improvements throughout the neighborhood. Learn more and get involved at sfbike.org/tenderloin.

Let's Win Big this November

Here's what you need to know for this November's election.

By Janice Li

"Build public support and political power to win affordable and sustainable transportation for all San Franciscans."

Of the four goals in the SF Bicycle Coalition's strategic plan, this goal makes clear the need to participate in our city's political process and elect champions to promote the bicycle for everyday transportation. And with the next election fast-approaching on Nov. 5, 2019, it's time to flex our political muscle again.

Yes on Proposition D – Let's invest in biking, walking and public transit

Our streets are flooded with cars like never before.

In a public opinion poll commissioned by the SF Chamber of Commerce earlier this year, 82% of respondents said congestion has gotten worse in the last few years. You feel it too, from the influx of drivers parked in bike lanes or the crunch you feel biking anywhere downtown. So what's really happening on our streets?

While California's car culture still thrives, a new phenomenon has brewed over the past decade: ridesharing. Recent reports show that companies like Uber and Lyft make up 13% of all vehicle miles traveled in San Francisco. Uber and Lyft trips alone account for 1.2 million miles a day. And during a targeted, two-month enforcement effort that the SF Police Department conducted in 2017, our traffic enforcement officers found that these drivers committed 64% of downtown traffic violations during this time period.

The concept of ridesharing is so new that even the term has evolved several times over. Some may question who is providing the "rides" and what's actually being "shared" in the term "rideshare." In California, a common term used is *transportation network company* to broadly describe private entities that profit off of the use of public streets and infrastructure. Some of these companies prefer the term mobility as a service to describe the shift from needing to own a car for transportation to the ability to instead hail a car on demand transportation service.

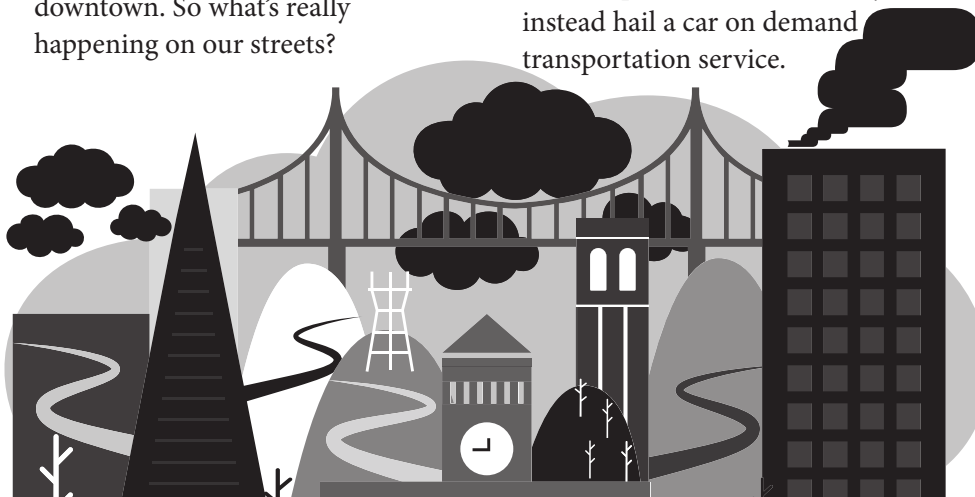
Whatever you call it, we are grappling with the negative impacts as policy makers struggle to keep up with the pace of these emerging mobility services and technologies. What can we do to reinvest in our city, our streets, and our people?

This November, San Francisco voters finally have an opportunity to require companies like Uber and Lyft to invest in Muni and street safety.

Proposition D asks voters whether we should levy a business tax on rideshare companies like Uber and Lyft through a 3.25% tax on every trip that starts in San Francisco. Half of the estimated \$30 million raised annually would go to Muni to improve transit service and reliability while the other half would go to funding bicycle and pedestrian street safety projects. Your San Francisco Bicycle Coalition is proud to endorse Proposition D.

We know that this tax is far from a panacea to heal our congestion ills, but this is a small yet mighty measure. Yes on D means that we recognize companies like Uber and Lyft need to pay into our transportation system. As rideshare companies put an increasing impact on our streets and our bike lanes, Yes on D says that those companies need to share a portion of their profits rather than continuing to cede public

Vote Yes on D.





LONDON BREED FOR MAYOR, SUZY LOFTUS FOR DISTRICT ATTORNEY

goods to private gains.

We are proud to endorse two inspiring women who we believe are the best candidates to advance our mission of promoting the bicycle for everyday transportation: London Breed for Mayor and Suzy



Loftus for District Attorney.

Elected in June 2018 as the first black woman to serve as San Francisco's mayor, **London Breed** has championed several initiatives to advance biking and street safety

in her first thirteen months in office. From her commitment to building 20 miles of new protected bike lanes over the next two years, to directing the SF Municipal Transportation Agency (SFMTA) to fast-track a protected bike lane on Valencia within four months, her leadership has set a high bar for elected officials and City planners alike.

Suzy Loftus served on the Police Commission for nearly five years, where she fought for and won commitments to Vision Zero to reduce bias in traffic enforcement. The November 5 election is the first time in over a century that there is no incumbent running for District Attorney, and with an open race, this is our chance to elect someone who will take traffic violence seriously. We believe that Suzy Loftus has the skill, courage and experience needed to do just that and seek justice for people who



are affected.

Between now and Nov. 5, Bike the Vote with us by voting **Yes on D, London Breed for Mayor, and Suzy Loftus for District Attorney.**

With Bikes, Transit Stays Golden

Our partnership plans for bike-safe driver training.

By Christopher White

Anyone who has biked city streets for awhile knows the heart-pounding terror brought on by a bus passing too closely. The blast of wind and looming presence can give you the sense of losing control at any moment. But if San Francisco is to become more livable and our air more breathable, transit must continue to play an important role alongside bikes in shifting people out of private cars.

“It’s vital that we make our system as bike-friendly as possible. Working together [with the SF Bicycle Coalition] will help all of us reduce travel time and friction.”

— Priya Clemens

This shared purpose is at the heart of a new collaboration between Golden Gate Transit -- which operates bus routes connecting SF with Marin -- and your San Francisco Bicycle Coalition. **Over the course of the next year, every Golden Gate Transit bus driver will receive training in bike-safe driving, through a specially-created curriculum from our bicycle safety experts.**



Program Director Chris White filming Golden Gate Transit Safety Video

Several times throughout the year, Golden Gate Transit runs in-house training programs for new bus operators seeking their license. Over several weeks, operators learn in the classroom, then maneuver buses in a closed course, and eventually practice on SF city streets. Currently, however, **the standard bus operator training program gives more focus on sharing the streets with other vehicles than with people on bikes. This is an omission we aim to correct.**

Underpinning the curriculum is the ideal of common ground that exists between people who bike and bus drivers: we both contribute to getting people safely and sustainably where they need to go. Hearing

about the experiences of a daily bike commuter like me fosters empathy in the operators and helps quell the ‘us versus them’ them mindset. **Operators don’t learn just that it’s legal for a person on a bike to take the lane; they come to understand why it’s often the safest option. Gaining such insights at the very start of drivers’ careers will shape the way they drive for years to come.**

Golden Gate Transit approaches the partnership with a similarly collaborative mindset. “Our customers are also pedestrians and many are bicyclists, too,” says Priya Clemens, Golden Gate Transit’s Director of Public Affairs. “It’s vital that we make our system as

bike-friendly as possible. Working together [with the SF Bicycle Coalition] will help all of us reduce travel time and friction.”

New bus operators won’t be the only ones to receive this training. It’s also being incorporated into a mandatory annual training for all Golden Gate Transit drivers. Additionally, SF Bicycle Coalition is helping the agency fold this into the work of their driver-trainers, who mentor less experienced drivers. It’s all part of learning “how we can, together, make our roads safer and less congested by encouraging more people to drive less and bike or take public transit more,” says Clemens.

Our work with Golden Gate Transit is just one strand of the SF Bicycle Coalition’s efforts to improve safety on San Francisco streets by focusing on professional drivers. In September, we trained drivers of Google’s commuter bus fleet how to safely share the streets with people on bikes and bike infrastructure. And further expansion of our professional driver training program is in the works.

But these efforts are no magic bullet. We hear clearly from our members that their greater concern, more than bus drivers, is the behavior of the semi-professional drivers of the gig economy. That’s why we continue to demand that Uber, Lyft, and delivery companies take responsibility for their drivers’ safety. Progress is slow in the face of the systemic barriers baked into those companies’ business

models. In the meantime, we hope that the semi-professionals look to those trained to operate large vehicles, and that our bike-specific training compels everyone who drives in the direction of safety for all.



Drivers watching the driving safety video

An Inside Look at Chase Center's Bike Valet

By Jo-Anne Burgess and Chris Luu

San Francisco Bicycle Coalition's enormously popular Valet Bicycle Parking program has been active since 1991. Our list of events has grown each year, and with the addition of the Chase Center to our regular events, we brought on Chris Luu as the new Bicycle Valet Program Coordinator to oversee the expanded program. Chris and former program coordinator, Jo-anne Burgess, recently traded thoughts about the bike valet program. Here's an excerpt of their conversation.

JB: What are you most excited about in your new position?

CL: I'm thrilled for the chance to gain experience as a people manager, learn about program development, and work on business skills like contracting. I'm excited to be able to in connect community members with our work through my conversations with them at our valet stations. I know that my work will play a role in our advocacy in the community. It's also cool to work for an organization with such a long history of success in improving the streets of San Francisco.

JB: What were your first impressions of the Chase Center and the valet parking room?

CL: The space is awesome, and is located at one of the prime entrances to the arena. The huge permanent sign above the space



Chris and Jo-Anne doing bike valet at Chase Center ribbon cutting ceremony

really legitimizes valet bicycle parking and elevates the visibility of the San Francisco Bicycle Coalition. Whether you're attending a Chase Center event, or just passing by, you'll know the San Francisco Bicycle Coalition is an important part of the experience.

CL: Tell me about some of your favorite valet experiences.

JB: I have enjoyed seeing bicyclists connecting with each other at the valet stations. Sometimes they are comparing their rides to the event, or sometimes they are admiring each others' bikes. The valet attendants are also part of the welcoming scene. Users of the valet service often develop friendly relationships with the valets. There's always this underlying sense that the bike valet parking service is one of the coolest parts of attending events in the city.

CL: What should I expect in my new role as Program Coordinator for Valet?

JB: You should expect to become friends with the people you manage. Our valets are their own little community that you're now a part of, and that's a cool thing. You should also expect to work with some great community partners and organizations. Valet is pretty self-sufficient. When a regular client gets in touch about valet service at their event, they know that hiring us means there's one less thing to worry about. We'll show up and do a good job. All we need is our space mapped out – we'll take it from there. And finally, expect to be proud of your work. Valet is a service that thousands of people use and appreciate each year, and you will be a key part of its success.

Rally for Market Street 2020

Our push for Market Street improvements this year.

By Charles Deffarges

For the past decade, we've had a clear vision for the future of Market Street: A car-free corridor, with protected bike lanes and pedestrian-friendly amenities all the way from Octavia to the Embarcadero. Now, that vision is closer than ever to reality.

Market Street 2020 is our push for improvements to Market Street this year and next. As a part of our vision, we have three main asks:

**Full project
approvals this
month - on
October 15!**

**Cars off of
Market before
the end of 2019.**

Our organization believes heavily in people power, the ability to create change through coalition building and collective action. To make Market Street 2020 happen, we'll need members like you, and your extended communities to pressure our City decision makers. On Tuesday, October 15, the SF Municipal Transportation Agency's Board will be voting on Market Street improvements.

**We need you at the
meeting to fight for
Market Street's future!**

SFMTA Board of Directors
Tuesday October 15, 1:00PM
City Hall, Room 400

**Ground breaking
in 2020 on the first
segment of protected
bike lanes.**

sfbike.org/market-street-2020

Chain of Events



Rides

Market Street Infrastructure Ride with JUMP Bikes

9:45 am - 12:00 pm | October 5 | 1720 Market Street, San Francisco, CA 94102

On this ride, we'll bike down Market Street to look at the progress San Francisco has made on our bicycle network. At various points, we'll stop to discuss the history and future of our main corridor and upcoming bicycle improvements. We'll start at the SF Bicycle Coalition office and JUMP will provide bikes and helmets for anyone who needs them. The ride will wrap up at SoMa Street Food Park, where we'll continue the conversation over food and drink. sfbike.org/events

Free Classes

Smart City Cycling 3: Road Practice

10:30 am - 12:30 pm | October 12 | Arguello Extension, at Lincoln Way and Arguello Blvd

Join us as we take to the streets for a guided group ride where we'll practice intermediate skills such as taking the lane, signaling, and box turns.

Night and All-Weather Biking

6:30 pm - 7:30 pm | October 15 | Noe Valley Branch Library

This classroom-based class will cover all you need to know to get out there and ride, no matter the weather or time of day.

On-Bike Practice for Adult Beginning Cyclists

12:00 pm - 3:00 pm | October 27 | Arguello Extension, at Lincoln Way and Arguello Blvd

We'll start by reviewing skills such as starting, stopping, and scanning. Then we'll head out to practice riding in light-traffic areas. This is a great class for those who have completed our Learn to Ride class.

You can find out more details and register on our website (sfbike.org/education) or by calling 415-431-2453 x301.

Volunteer Sunday Streets

11:00 am - 4:00 pm | Oct. 20 | Excelsior

Come join the SF Bicycle Coalition as we help transform the Excelsior into a two-mile, car-free recreational space for everyone. This Sunday Streets also marks the last event of the season. Go to: sfbike.org/volunteer

Women Bike SF Coffee Club

8:00 am - 9:00 am | October 4 |
Arizmendi Valencia

8:00 am - 9:00 am | November 1 |
Maxfield's House of Caffeine

8:00 am - 9:00 am | December 6 |
Duboce Park Cafe

Join us for coffee on the first Friday of each month to meet new people and discuss all things in life and biking. All trans* and female-identifying folks are welcome to come out, caffeinate and share stories.

Save the Date Annual Member Meeting

6:00 pm | January 22 | Venue TBD

Join us for our Annual Member Meeting to learn what's new at the SF Bicycle Coalition and share feedback

on your favorite campaigns. We want to hear from you! This event will also feature a SF Bicycle Coalition Board of Directors candidate forum. Candidates will be given an opportunity to speak, and members will have a chance to ask them questions after the forum.

WINTERFEST MEMBER PARTY



Saturday, November 16, 2019
2:00 - 6:00 pm
County Fair Building in Golden Gate Park
sfbike.org/winterfest

BIKES ARE EVERYWHERE. LET'S KEEP IT THAT WAY.

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