

SAN FRANCISCO BICYCLE COALITION

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TUBE



TIMES

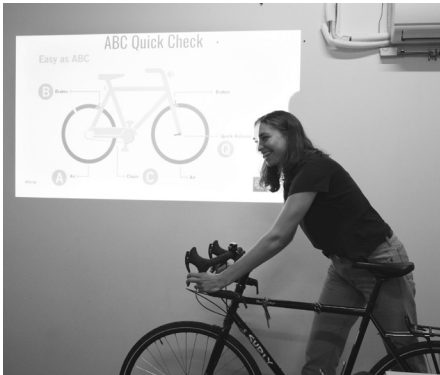
PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION



DIGITAL ISSUE

SF BICYCLE COALITION
FROM HOME

Letter from the Executive Director



The San Francisco Bicycle Coalition has always been dedicated to imagining a better future for our city and its people, then organizing and fighting for it. As we grapple with the growing human toll of the pandemic, that imaginative capacity and determination has never been more crucial. Coming together for mutual aid and survival in times of crisis is a defining characteristic of our humanity, and I am inspired by the many examples we have seen here in San Francisco and around the world.

I want to share with you how the members and staff of the SF Bicycle Coalition are coming together to help each other and how we are continuing to imagine and fight for a better future during this time of uncertainty.

Bicycle repair is an essential service.

Within days of San Francisco’s shelter-in-place order (the first in the nation), the SF Bicycle Coalition worked with elected officials to clarify that bicycle repair is an essential service and local bike shops are allowed to stay open. We are keeping an updated list on our website of bike shops in San Francisco that remain open for repair.

The bicycle as a tool to connect vulnerable community members.

Our organizing staff is working to connect seniors and others with limited mobility in the Tenderloin and SoMa with telephone calls to check in and delivery of food and other necessities by bicycle.

Serving as a trusted resource for bicycling information.

As thousands of San Franciscans adapt their commutes to deal with transit service cuts, many are looking to alternatives for making essential trips. As the city’s leading source for information on how to bike safely and responsibly, we continue to make our educational resources freely available to all.

Open Streets are necessary for healthy cities.

The shelter-in-place order has shown that San Franciscans, and especially families with children, do not have equal access to car-free space for essential trips and exercise. The recently–announced Slow Streets program is a beginning step toward remedying those inequities, and it must be expanded to our city’s dense neighborhoods and parks.

Clean air and fewer automobile trips are the silver linings we cannot ignore.

We will learn many lessons from this pandemic, but one silver lining is the dramatic improvement in air quality and the reduction in carbon emissions from transportation. The public health threat of climate change will remain once COVID-19 abates, and we will have a singular opportunity to examine how our city is designed and to promote other modes of transportation over cars. The urgency to change our behavior and dramatically reduce emissions has never been greater.



"The urgency to change our behavior and dramatically reduce emissions has never been greater."

It will take us many months to beat the dire threat of COVID-19 and work our way back to a semblance of normalcy in San Francisco and beyond. I have faith that we will continue to show up to support those in our community who are sick, working on the front lines as health care workers and first responders, or are impacted economically. I also have more faith than ever that the bicycle is a tool well-suited for our present moment and our future.

What we choose to do with it will make all of the difference.

Brian Wiedenmeier

Executive Director

Our events are now virtual to follow the public health requirements of the shelter-in-place order. We have online discussions about biking, representatives who work in all aspects of transportation leading webinars, virtual bike education classes, and online arts and crafts nights perfect for the whole family. Check out www.sfbike.org/events to RSVP for some online time with your SF Bicycle Coalition community, and if you have ideas for future events, email susan@sfbike.org.

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.

EDITOR
Melissa Lewis

DESIGN
Titan Vicencio

ASSOCIATE EDITOR
Howard Levitt

ADVOCACY DIRECTOR
Janice Li, x302, janice@sfbike.org

CAMPAIGN COORDINATOR
Darren Newell, x321, darren@sfbike.org

COMMUNICATIONS AND MARKETING DIRECTOR
Melissa Lewis, x308, melissa@sfbike.org

COMMUNITY ORGANIZER
Claire Amable, x313, claire@sfbike.org

COMMUNITY ORGANIZER
Kristen Leckie, x312, kristen@sfbike.org

DEPUTY DIRECTOR
Rahul Young, x304, rahul@sfbike.org

DEVELOPMENT ASSOCIATE
Whitney Libunao, x320, whitney@sfbike.org

EVENTS DIRECTOR
Susan Gallentine, x318, susan@sfbike.org

EXECUTIVE DIRECTOR
Brian Wiedenmeier, x305, brian@sfbike.org

FAMILY & SCHOOLS COORDINATOR
Janelle Phung, x324, janellephung@sfbike.org

GRAPHIC DESIGNER
Titan Vicencio, titan@sfbike.org

MARKETING COMMUNICATIONS ASSOCIATE
Nesrine Majzoub, x303, nesrine@sfbike.org

MEMBERSHIP MANAGER
Kelsey Roeder, x310, kelsey@sfbike.org

OPERATIONS DIRECTOR
Janelle Wong, x311, janelle@sfbike.org

PROGRAM COORDINATOR
Eliana Marcus-Tyler, x301, eliana@sfbike.org

PROGRAM COORDINATOR
Jo-Anne Burgess, x315, joanne@sfbike.org

PROGRAM DIRECTOR
Christopher White, x322, christopher@sfbike.org

TECHNOLOGY STRATEGIST
Jeremy Hobbs, x307, jhobbs@sfbike.org

VOLUNTEER AND MEMBERSHIP COORDINATOR
Chris Bannister, x316, christian@sfbike.org

YOUTH AND FAMILY PROGRAMS COORDINATOR
Dave Gajer, x314, dave@sfbike.org

BOARD OF DIRECTORS
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INTERNS
Nicolas Abboud, Rico Daga, Teya Hernandez, Annika Sin, Titan Vicencio

Making Progress Block By Block

By Janice Li

Almost a year ago, we celebrated Bike to Work Day and Mayor London Breed's commitment to build 20 new miles of protected bike lanes within two years. A year into the Mayor's commitment, we've seen a record amount of lanes go into the ground, thanks largely to the "quick-build" process that was put in place shortly after Bike to Work Day. With quick-builds popping up across the city, we feel it's was time for a look back on how protected bike lanes came to be, and how many more miles of lanes we have to look forward to to meet the Mayor's goal.

What's on deck for the rest of 2020?*

We're excited that protected bike lanes were approved and are awaiting construction on Howard Street between 3rd and the Embarcadero, Seventh Street between Folsom and Townsend, and more.

Planning is also underway on new protected bike lanes projects are being proposed for portions of Valencia Street, Bayshore Boulevard, Folsom Street, Alemany Boulevard, and more.

** We recognize that the shelter-in-place order has had a significant impact on the construction of protected bike lanes. While we know that some approvals have moved forward, your SF Bicycle Coalition advocacy team continues to meet regularly with City staff to advance bike projects during this time. We still believe we can achieve 20 miles of protected bike lanes by May 2021.

What's happened so far?

2011

The longest stretch of protected bike lane yet gets built on JFK Drive in Golden Gate Park.

2012

The City's first two way protected bike lane gets built on Cargo Way.

2014

Using planters and concrete and other physical barriers, two blocks of a contra-flow protected bike lane creates a safe bike connection to City Hall from Market Street against the flow of traffic.

2017

Concrete barriers are installed along San Jose Avenue to fully protect the bike lane from fast-moving traffic.

2018

Tenderloin's first protected bike lane, on Turk Street, is constructed.

2019

On Bike to Work Day, Mayor London Breed commits the City to installing 20 miles of protected bike lane.

Where are we now?



Quick Releases

Congrats To New Board Members & Goodbye To Our Departing Board

After receiving 991 tallied ballots, we welcome and congratulate the eight winners of our 2020 board elections. Jean Kao, Tyler Morris, Stephen Braitsch, Audrey Harris, Marie Jonas, Manoj Madhavan, and Constance Cavallas join our board of directors in guiding our organization through our Strategic Plan for a two-year term. Thank you to all of our members who ran and voted in this year's election.

Thank you to our departing board members Robin Abad, Jane Natoli, Mary Kay Chin, Shirley Johnson and Andy Thornley. We are grateful for your years of service.

Improvements Are In Place For Page Street

After five-plus years of planning and the people power of our members and neighborhood advocates, safety improvements on Page Street are finally in the ground! Now, this popular east-west bike route will no longer have cars queued as they try to use the street as an extended freeway on-ramp. Thanks to the new traffic diversions, protected downhill bikeway, uphill bike lane and turn restrictions, Page Street now puts people-first. We look forward to evaluations of the pilot



and exploring the possibility to install similar treatments on Haight Street to make the neighborhood safer for those walking, biking or taking transit.

Welcome Claire And Titan!

The San Francisco Bicycle Coalition has welcomed two new staff to the team: Claire Amable as our newest Community Organizer, and Titan Vicencio as our part-time Graphic Designer! Claire is responsible for projects in District 6 which



encompasses the Tenderloin, South of Market and Treasure Island. When she's not in meetings or doing streetside outreach, Claire can be found camping, teaching little ones how to skateboard in Golden Gate Park and indulging in a tofu banh mi from Saigon Sandwiches. And Titan, a Bay Area native, is excited to merge his passions for visual design and transportation justice. When he's not designing for SF Bicycle Coalition, he loves practicing his jump shot, screen-printing t-shirts for his friends, and scheming up new recipes with his KitchenAid.



WeDriveU Training For Buses And Bike – Safe Driving

Your San Francisco Bicycle Coalition knows that making SF streets as safe as possible demands everyone's involvement. That's why training professional drivers, who set the tone for driver safety on our streets, is so important to us. This commitment took another step forward in January, as we trained over a dozen commuter shuttle bus drivers from WeDriveU, one of the largest commuter shuttle operators in SF, on how to safely share the road with people on bikes and bike infrastructure. No matter how you feel about giant white commuter buses, when their drivers keep people on bikes in mind, we're all safer.

These efforts augment the work we're already doing to train all Golden Gate Transit bus operators. And more trainings will happen soon — stay tuned!

Market Street 2020 Update

This is huge! As of January 29, private cars are now restricted from using Market Street east of 10th Street and new bicycle infrastructure is in the ground at key intersections like Page Street, Valencia, and Hyde. Members of your San Francisco Bicycle Coalition have been out flyer-ing to gain feedback on the changes, and have found that 70%



Here's what people are saying about Better Market Street!

Calder G. Lorenz @calderlorenz · Feb 3
All the feelings for Market Street going car free!!!! San Francisco feels world class and I finally feel safe riding to work everyday! Thank you to all the riders and walkers and organizations and civic leaders who made this happen! 🙌❤️🙌 @sfbike @walksf @sfgov

SF Parks Alliance @SFParksAlliance · Jan 29
#CarFreeMarketStreet

Thomas Strömberg @thomstrom · Jan 29
For the first time, cycling to work was stress free. Thank you @sfmta_muni and @sfbike for closing Market St to private automobiles. I'll be doing this more often now.

of respondents feel the changes have improved their commute. In addition, 50% of respondents say they now bike more often as a result of the car-restrictions on Market. And more changes are on the way,

including a side-walk level bike lane pilot-test aimed for this May. This is one of the most important transformations ever to one of the city's most important thoroughfares.

What Does It Mean To Be Car-Free?

By Janice Li

On January 29, it happened: Market Street became car-free. One can argue this win was over a century in the making, even before cars and driving began to dominate our roadways. Way back in 1896, J.S. Conwell led the first Market Street protest to demand that our city’s most important downtown corridor create space for people biking.

But in the early 20th Century, the auto industry began to take over, and just 33 years later after Conwell’s protest, a letter to the San Francisco Chronicle had a simple, pleading title: “Why not abolish all automobiles?” The writer of this letter, A.R. Knoll, called for converting Market Street into a “paradise by driving every auto off the street from the Embarcadero to 10th Street.” Now all these years later, our paradise is here.

Since its founding in 1971, your San Francisco Bicycle Coalition has consistently pushed for designing and transforming our streets so that we put people first. About a decade ago, in 2010, a new opportunity emerged. City planners rolled

out “Better Market Street,” a major capital project that would overhaul the corridor, upgrade Muni facilities, link public open spaces, and finally create inviting, welcoming places for people to bike and walk.

After we rallied members, turned out meeting after meeting, and educated our City leaders, the project was unanimously approved last October by the SF Municipal Transportation Agency’s Board of Directors.

But as bike advocates, we aren’t satisfied with merely approving a project — we need to see progress on the ground.

So finally, the day came. On January 29, Market Street from 10th to Main Streets -just two blocks shy of the Embarcadero - was closed to private automobiles. The only vehicles allowed are Muni buses and streetcars and taxis. This has opened up the street to people biking and made walking more pleasant.

Many approached the change with apprehension or skepticism: So how is it going? We’ve been out there on Market Street the streets getting your

feedback on how the changes have been for you, “So quiet. You can hear the breezes these days,” said long-time Market Street advocate and SF Bicycle Coalition member Paul Valdez.

Member Austin Elliott had the same reaction. “The awesome thing about Market Street right now is how quiet it is. Just bikes, a parade of electric buses and the clanging bells of street cars,” he remarked.

With the Market Street project now well underway, we are on a big-time roll. But we know that, we need to continue building the momentum to open up more of our streets for people. With recent wins for Octavia Boulevard, Page Street and Twin Peaks, we’re continuing our momentum forward with Golden Gate Park, the Tenderloin and beyond. Getting cars off of Market Street wasn’t the end; it was just a major milestone in reclaiming our streets for our health, our enjoyment, and for our people.

"But as bike advocates, we aren't satisfied with merely approving a project—we need to see progress on the ground."

WHAT MAKES A STREET "CAR-FREE"?

“Car-free,” is sometimes literally that — no cars. But the design and the policies can differ from street to street, creating a variety of models of what it means to be car-free. Here are three snapshots of ways we can divert traffic so that popular bike routes and busy pedestrian streets can be more welcoming for biking and walking.

PAGE STREET

Approved late last year and now freshly in the ground, a variety of turn restrictions and one-way streets were implemented as a pilot to significantly decrease traffic between Webster and Octavia. While not technically car-free, these treatments will prioritize bikes and only offer limited, local access for those driving. During morning commutes, people biking on lower Page Street outnumber those driving cars by two-to-one.

OCTAVIA BOULEVARD

Late last year, one block of Octavia Boulevard went car-free. For the one block south of Hayes Street, people will no longer be able to use Octavia as a cut-through. While this car-free zone only spans about 200 feet alongside Patricia’s Green in Hayes Valley, new bollards and striping forces drivers to turn off while people can freely bike and walk across this area like a park space.

GOLDEN GATE PARK

On April 2, 1967, our city celebrated *People’s Day In The Park* — the first Sunday where half of JFK Drive in Golden Gate Park was car-free. In 2007, This Sunday tradition was extended to Saturdays, with a smaller car-free zone. Now that we have had decades of successful weekends, we continue to work hard to expand access and car-free spaces in our biggest city park.



GOLDEN WHEEL AWARDS
WEDNESDAY, JULY 29, 2020
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The Golden Wheel Awards honor leaders in the community who are making positive changes to the urban landscape. Mingle with political decision-makers, community leaders, business partners and San Francisco Bicycle Coalition members, and be inspired.

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

Become a member of the San Francisco Bicycle Coalition 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.

Make checks payable to: San Francisco Bicycle Coalition.
Check with your employer about matching your donation.

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