

Bike to Work Week Celebrates Velo Commuting

by Lucinda Means
with Peter Meitzler and David Snyder

The SFBC organized its first National Bike to Work Week (BTWW) May 18 - 22. Having very little lead time, we intended a modest series of events as a trial run for next year while making whatever splash we could. But with a great deal of enthusiastic help, we ended up with some impressive activities and great press coverage. We put together group rides to various workplaces, a contest, an information table at Justin Hermann Plaza, and a Bike Commuter's Free Breakfast on Bike to Work Day, Tuesday. The organizing also spawned an ongoing Bicycle Commuter's Project.

On Tuesday, San Francisco Supervisor Carole Migden joined the SFBC's breakfast at Market and Church Streets and then rode with the group to City Hall on a bicycle provided by Fog City Cyclery.

KPIX-TV filmed the event as part of a piece on bicycle commuting that aired Friday, May 22. The piece included an "in transit" report from Marin resident Kristi Denton Cohen, who rides to her job in the Financial District.

The contest's main prize was donated by Eccosport, a local company that produces



Video images and interviews
courtesy of KPIX Channel 5 News

bicycle commuter garment bags. To enter the contest, bike commuters had to fill out a postcard describing their best commuter adventure/disaster story. Other prizes included a year's membership in the Freewheel co-op bike shop and a one-year SFBC membership.

During lunchtime every day of BTWW, Peter Meitzler, Lucinda Means and Mitch Karasov (President of Eccosport) distributed bike commuter information, contest cards and SFBC materials at Justin Hermann Plaza and selected locations downtown.

Palio Paninoteca, a cafe located on the ground floor of 505 Montgomery Street (winner of the Golden Wheel Award; see article back page), displayed a fully-equipped commuter bike provided by City Cycle, a Marina District bike shop.

BTWW coverage continues page 6

Supervisors Shift TDA Monies to General Fund

BICYCLISTS LOSE EARMARKED FUNDS TO MUNI

by David Snyder

The Board of Supervisors' Finance Committee has cut \$225,000 from San Francisco's bicycle budget. On a two to one vote, the Supervisors allocated the bicycle portion of the 1992-93 Transportation Development Act (TDA) funds to the city's General Fund instead of to the Department of Parking and Traffic (DPT) where it was earmarked for bicycle transportation improvements.

Supervisors Terence Hallinan and Jim Gonzalez accepted the suggestions of City Controller Ed Harrington and DPT Director Tim Johnson, who argued that the bicycle budget has increased so rapidly in the last two years that they can't spend it quickly enough and that the money would be better used for something else. Supervisor Carole Migden, who joined the SFBC for our Bike to Work Day breakfast and ride,

cont'd. page 7

CITY PEDICABS GIVEN A HEAD START BY PORT COMMISSION

by Peter Meitzler

After months of battling the Wharf Merchants for the right to operate pedicabs along the Embarcadero and Fisherman's Wharf and other selected areas in or near the waterfront, months of being hassled by the Police with scores of parking violations, and finally a costly three-month lawsuit against the merchants, the Port Commission consented to the pedicab operators' requests granting a 3-month trial use of two "official" pedicab parking zones, one of which is next to the Ferry Terminal and the other just beyond Pier 41 on the Embarcadero. This is a crucial victory for pedicab owners and

operators, some of whom have been in the business for more than 11 years.

According to Jeff Sears, owner of Barbary Coast Pedicabs, "The merchants view us as taking their customers away. They think we have a honky-tonk image." Sears described the ordeal of financing a lawsuit against the merchants and lobbying the Port Commission's five members. Supervisor Angela Alioto was pivotal in helping to resolve the dispute.

The morass culminated in a 3-0 favorable decision (two absent) by the Port Commission granting the pedicab operators two legitimate areas for parking the pedicabs

and attracting customers. Before this decision, pedicab cyclists were often ticketed for stopping in red or yellow zones. Sears mentioned that during that time, "Realistically, we had no place to park."

Barbary Coast employee Sven Boender, from the Netherlands, noted the huge differences in attitudes towards cyclists on the roadways in his homeland and in San Francisco and how much he enjoys pedicab-touring with his passengers. "We take people to Chinatown—it's our favorite ride. It's too much of a hassle to *drive* to Chinatown." Boender underscored a long-held SFBC

cont'd. on page 2

the tubular times INDEX

- Rank of automobile air conditioners among sources of ozone-eating CFCs: 1
- Percentage of California cars that come equipped with air conditioners: 90
- Amount of federal money available for bike/ped projects over the next 6 years: \$3.3 billion
- Portion of a state bike project's cost that the federal government will pay: 80%
- Approximate number of attendees at the recent Auto-Free Cities conference: 450
- Brain damage suffered by Bangkok 8-year-old children due to auto pollution, in terms of lost I.Q. points: 4
- Number of the top 15 Fortune 500 companies this year which are oil or car corporations: 9
- Worldwide sales of GM last year: \$125 billion
- Fine levied against GM, Standard Oil of California, and Firestone, for violating anti-trust laws in the conspiracy to destroy Los Angeles' extensive streetcar system: \$1.00
- Cost of the Blue Line, a 22-mile light rail link between Long Beach and L.A.: \$877 million
- Number of *Green Consensus* readers who took seriously the "Bike Index" excerpted from the 100 *bizarre times* in the *Consensus* May issue: 72.
- Fine for running a stop sign on your bicycle in Washington, D.C.: \$5 in San Francisco: \$136
- Percentage increase in retail sales after the creation of auto-free zones in Britain, Germany, and the U.S.: 25 and up
- Cost per parking space in the defeated Civic Center Car Parking Garage: \$65,000
- Cost per parking space in the proposed city-wide bike rack program: \$200
- Number of cars that have been produced since you began reading this Index: 240

SOURCES: 1. EcoCity Society, Edmonton; 2. RIDES for Bay Area Commuters; 3. Bicycle Federation of America; 4. U.S. D.O.T.; 5. 1992 Auto-Free Cities Conference, Toronto (AFC); 6. Sety Pendakur, AFC; 7-9. Steven Ellsworth, Greenpeace (AFC); 10. L.A. County Transportation Commission; 11. *Tube Izar Surveys* 12. Washington Area Bicyclists Association; 13. SFPD; 14. Canadian Urban Institute; 15. S.F. Home Owners Council; 16. B.A.C. 1992 TDA application (assuming 10 bikes per rack); 17. Steven Ellsworth, Greenpeace (assuming 4 minute reading time)

the tubular times

Editors:

Peter Meitzler, Dave Snyder,
Joel Pomerantz

Contributors:

Mira Brown, Karl Kurz, Lucinda Means, Beth Verdekai (Taurus),
Marian Yu

Photographs: Meitzler

Special thanks to:

KPIX Channel 5 (TV images and interviews) & Jeff Schaub, Karl Bates, EpiCenter DeskTop, Copy Central, Anonymous, Network News, Carole Migden, Eccosport, Safeway, One Heart Oat Cakes, various espresso makers of Haight Street, Computer Showcase (2739 Geary, 864-4750) for videotape image to disk transfers.

Printed on Recycled Paper
Recycle & Bicycle!

Published bi-monthly by the
San Francisco Bicycle Coalition
P.O. Box 22554,
San Francisco, CA 94122.

CHAIN OF EVENTS

B.A.C. Funding Sub-committee mtg.
June 16, 5:30 p.m., 450 McAllister,
Room 605

Bay Area Bicycle Action Summer
Solstice People Powered Parade, Sat.
June 20 at 9:00 a.m., Baker at Fell

Auto-Free Bay Area Coalition Golden
Gate Park Forum, June 22, Mon., 7:00
p.m., SF Public Library Park Branch
(downstairs)

B.A.C. full meeting, June 25, 5:45 p.m.,
450 McAllister St., Room 605

Auto Free Bay Area Coalition meeting
and party, June 28, Sun., Berkeley. Call
(510) 486-0773

Auto-Free Golden Gate Park monthly
ride, 11:00 a.m., Baker at Fell

CalTrain public meeting regarding 9-
year plan, July 9, 7:00 p.m., 150 Oak St.,
Room 22, San Francisco

SFBC full meeting, elections, 6:30 p.m.,
July 13, Pot & Pan Restaurant, 9th Ave. at
Irving. Bikes welcome inside.



PEDICABS

from front page

feeling that alternatives to automobiles are urgently needed in San Francisco. Amazingly, the merchants don't think so.

Currently there are two organized pedicab companies, Rama and Barbary Coast, and one or two independent operators. Pedicab cyclists must obtain a pedicab license and follow designated routes along the Embarcadero, in Chinatown and near North Beach.

At press time, Sears was uncertain what

the Port Commission would propose at the end of the three month period. His questions include whether the two parking zones would be approved every couple of years or approved permanently. The *Tubular Times* will inform readers of when the Port Commission intends to consider this issue.

A roundtrip wharf journey on the back of a pedicab is about \$10.00 per person and, according to Sven Boender, "a really good ride."