

## **Bicycle Program**

The city of **San Francisco, California** (777,000), operates a bicycle program to improve and enhance bicycling as a safe, viable transportation option. The program accomplishes its mission by planning, engineering, and implementing bicycle facilities, and by educating the community and agencies about bicycle transportation.

### **Leadership/staffing**

The bicycle program is staffed by a manager, five other staff members, and an intern. An 11-member bicycle advisory committee, appointed by the city's board of supervisors, reviews bicycle transportation projects and policies and oversees the five-year bicycle plan update.

### **Timeline**

The department of parking and traffic established the bicycle program in 1992. In 1999, a bicycle lane was established on a two-mile stretch of road, and the city began to require monitored bicycle parking at large public events. In 2002, approximately 40 city parking garages were in compliance or were in the process of complying with the bicycle parking requirement in the city's planning code. In 2004, the San Francisco planning commission approved the updated San Francisco bicycle plan policy document and amended the San Francisco general plan to include the bicycle plan.

### **Budget/funding**

The bicycle program is fully funded by grants and donations and receives no city funds, although some of the program's grants come from the city's 1/2-cent transportation sales tax. In 2004, the program received approximately \$1.5 million in grants.

## **Program description**

San Francisco's bicycle program has developed a network of bicycle routes that are classified into four types: off-street bicycle path, on-street striped bicycle path, on-street signed bicycle route, and on-street signed bicycle route with wide curb lanes. A map of the city's 205 miles of bicycle network paths is available on the city's Web site or from the bicycle program office.

The program's free, four-hour street-skills bicycle education classes teach the basics of safe and enjoyable cycling, including riding in traffic, necessary equipment, crash avoidance, and legal rights and responsibilities. The classes are open to anyone aged 14 and older and are offered throughout the city. A six-hour on-road course lets students put into practice what they learned the street-skills course.

The bicycle program supports the city's Coexist Campaign, a citywide effort to increase respect between bicyclists and motorists, with the goal of enhancing the safety of roads for all users. Through the campaign, the program works with the San Francisco Bicycle Coalition to educate motorists and cyclists about proper coexistence on the city's crowded streets. Activities include distributing educational materials and posting signs explaining that the state permits bicycles to use the full lane.

The bicycle program works with planners to develop ways to allow bicyclists to share the roads safely with motorists. One example is a combined parking and bike lane, known as a floating bike lane. Space for cyclists varies—floats—during the day as parking is allowed or restricted. The city has also developed a shared-lane pavement marking—sharrow—that encourages bicyclists to ride outside of drivers' "door zones" and informs motorists that cyclists may be present along the roadway.

The bicycle program also produces numerous reports and studies on such issues as collisions between bicycles and other vehicles, accommodating

bicyclists along arterials with a part-time parking/travel lane, garage bicycle compliance, and shared-lane pavement markings.

## **Results**

Since the city adopted its initial bicycle plan in 1997, many miles of bicycle lanes have been striped and hundreds of bicycle racks have been installed. Census data show that the number of work trips made by bicycle in San Francisco more than doubled between 1990 and 2000 and the number of injuries decreased significantly. San Francisco has twice been named one of the top 10 bicycling cities by *Bicycling* magazine.

## **Contact**

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