



**NEWS EVENT**  
November 25, 2009

Media Contacts: Teri Gardiner 415-699-7233 [teri@sfbike.org](mailto:teri@sfbike.org)  
Andy Thornley 415-244-4605 [andy@sfbike.org](mailto:andy@sfbike.org)

## **COURT GIVES OK TO SOME BIKE LANE IMPROVEMENTS**

### **Court Grants Partial Lifting of 3-Year Old Bike Plan Injunction; 53% increase in ridership since 2006**

(SAN FRANCISCO, CA) – The SF Superior Court today has partially lifted the three-year-old Bike Plan injunction that has prevented all physical improvements for bicycles in San Francisco. This ruling allows the City to move forward with striping ten bike lanes and painting shared-lane bike stencils (“sharrows”) and colored bike lanes and installing hundreds of bike parking racks all across San Francisco. **This ruling comes on the heels of a city report that shows bicycle ridership has increased a whopping 53% since 2006.**

“With the huge demand for biking improvements, we’re disappointed that the Court didn’t completely remove the handcuffs, but we’re pleased that some streets can now be improved for biking” says Leah Shahum, Executive Director of the 11,000-member SF Bicycle Coalition. “A three-year backlog means San Francisco has some serious catching up to and we are eager for this dark cloud over sustainable transportation to be completely lifted.”

**New bike lanes will increase safety and create continuous biking routes for the 128,000 people who already bike regularly, and will attract tens of thousands of new bicyclists.**

“It’s frustrating that the City cannot begin making all of our streets safer and saner by striping bike lanes,” says Lainie Motamedi, mother of 3-year old son Jasper who is expecting another child. “Bicycling is a regular part of our week, I want to instill healthy and sustainable habits in my children, and I’m excited to think about how different SF streets will look this March when my second child is born.”

More than one-third of San Franciscans say they *would* ride if streets had bike lanes and were more inviting for bicycling. Official City counts show bicycling activity increases, on average, by 50% after a bike lane is added, including the following noteworthy increases where bike lanes have been added in the past: Howard St. (300% increase); Valencia St. (144%); Arguello (67%).

The City expects that the SF Superior Court will hear the lawsuit which brought about the Bike Plan injunction in June 2010, at which point the lawsuit could be dissolved and bring about a full lifting of the injunction.

“Interest in bike commuting is surging in San Francisco, and it’s really heartening to see so many new people on the streets, despite the three-year absence in improvements,” says Shahum. “There’s definitely an excitement that San Francisco could become one of America’s most bicycle-friendly cities once the injunction is fully lifted.”

###