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## Quick Facts: The San Francisco Bicycle Coalition

1. About the SF Bicycle Coalition
2. Recent Bicycling Successes
3. The SF Bicycle Coalition in the Community
4. SF Bicycle Coalition Partnerships
5. Bicycling by the Numbers

### 1. About the San Francisco Bicycle Coalition

The 11,000-member San Francisco Bicycle Coalition is a well-known and respected organization. Through day-to-day advocacy, education, and working partnerships with major government and community agencies, the SF Bicycle Coalition is dedicated to creating safer streets and more livable communities for all San Franciscans. In the past 15 years, the bicycle movement in San Francisco has advanced significantly thanks to the our work and bicycling is now a mainstream mode of transportation.

The SF Bicycle Coalition's 11,000 members represent San Franciscans of all ages, from all neighborhoods, who are actively involved in improving transportation by supporting more safe, healthy, and green ways to move around our city.

**1971:** SF Bicycle Coalition founded

**1997:** 600 members

**2009:** 11,000 members

**Member Involvement:** With 11,000 members, the SF Bicycle Coalition is the largest city-based bicycle advocacy group in the nation and one of the largest membership-based groups in San Francisco. Our members donate 6,000 volunteer hours each year.

**Leadership:** The Bicycle Coalition has a 15-person Board of Directors, elected by its members and the 11-person staff oversees the organization's day-to-day work, including bicycle advocacy, education and organizing hundreds of volunteers each year.

**We are not Critical Mass:** The SF Bicycle Coalition does not organize or sponsor Critical Mass which is a participant-led event that occurs independently of the Coalition. The Bicycle Coalition encourages all bicyclists to ride courteously and responsibly at all times.

## Quick Facts: The San Francisco Bicycle Coalition

Updated March 2010



### 2. Recent Bicycling Successes:

- **53% increase** in the number of people bicycling between 2006 and 2009. Counts were taken by the SF Municipal Transportation Agency (MTA) at 33 intersections across San Francisco.
- **45 bike projects got the green light** from the SFMTA Board of Directors in June 2009. These projects, which will nearly double the miles of bike lanes in San Francisco, are on hold due to the Bike Plan injunction.
- **6% of all trips in San Francisco are done on a bike** (Source: SF MTA).
- **San Francisco's first bicycle traffic signal** was installed at the notoriously dangerous intersection of Fell and Masonic Streets in September 2008. The SFBC led the campaign for this important safety fix.
- **16% of San Franciscans**, or 120,000 residents, say they use the bicycle as a mode of transit at two or more days a week. 128,000 bike trips are made each day in San Francisco (Source: SF MTA).
- SF Bicycle Coalition worked with Mayor Newsom's office and a coalition of groups to start Sunday Streets in 2008, a car-free event that opens up miles of streets to healthy activity. It became a permanent program in San Francisco in 2009.
- SF Bicycle Coalition advocacy helped double, in the past 10 years, the number of people bicycling for transportation – while increasing safety for cyclists.
- SF Bicycle Coalition led campaigns to double the number of bike lanes in San Francisco, to a current total of 126 miles of bicycle lanes and paths, including on Market, Valencia, Howard, Arguello, and Potrero Streets. City counts show bicycling increases, on average, by 50% after a bike lane is added, including the following increases: **Howard St. (300% increase); Valencia St. (144%); Arguello (67%)**.
- SF Bicycle Coalition led the campaign to win Healthy Saturdays, car-free recreational space in Golden Gate Park.

### 3. The SF Bicycle Coalition in the Community:

- We work with city agencies to offer free urban cycling education and rules of the road classes to the general public. Classes are offered in Cantonese, Spanish and English. ([www.sfbike.org/edu](http://www.sfbike.org/edu))
- We distribute two thousand free bike lights and helmets to adult and children cyclists in underserved communities
- We host a Family Day, where kids can learn how to ride a bicycle and can learn bike safety skills on a car-free stretch of Golden Gate Park ([www.sfbike.org/kids](http://www.sfbike.org/kids))
- We provide free valet bike parking at San Francisco Giants games and other major festivals and events in San Francisco. ([www.sfbike.org/valet](http://www.sfbike.org/valet))
- We created a toolkit for businesses who want to provide safe, secure bike parking for their employees ([www.sfbike.org/parking](http://www.sfbike.org/parking))

## Quick Facts: The San Francisco Bicycle Coalition

Updated March 2010



### 4. SF Bicycle Coalition Partnerships:

The SF Bicycle Coalition has working partnerships with major government and community agencies to improve the overall transportation network and livability of San Francisco, including:

**MTA:** Co-sponsor the "CoExist" campaign encouraging bicyclists and drivers to share the road. ([www.sfmata.com/cms/bsafe/3828.html](http://www.sfmata.com/cms/bsafe/3828.html)). Partner annually to distribute thousands of free bicycle lights and hundreds of free bicycle bells.

**Caltrain:** Work together to build the new bike parking station at Caltrain 4th & King. ([www.caltrain.com/caltrain\\_bicycle\\_parking.html](http://www.caltrain.com/caltrain_bicycle_parking.html))

**YMCA:** Partner on a new middle school, after-school bike education program at the Presidio YMCA. ([www.ymcasf.org/presidio/community.html](http://www.ymcasf.org/presidio/community.html))

**Senior Action Network & Walk San Francisco:** Work together to improve street safety for pedestrians and bicyclists. Recent joint actions include rallies at dangerous intersections such as Fell and Masonic and Market and Octavia.

**San Francisco Police Department:** Co-produced an officer training video to educate officers of bicyclists' rights and responsibilities on the road ([www.sfbike.org/bikelaw\\_sfpd\\_video](http://www.sfbike.org/bikelaw_sfpd_video))

### 5. By the Numbers: Bicycling and Transportation in San Francisco

**120,000 people or 16% of San Franciscans** say they use the bicycle as a mode of transit at two or more days a week. (Source: SF MTA).

**67% of San Franciscans** believe that City Government should do more to promote bicycling for transportation. (Source: 2009 David Binder poll)

**51% of San Franciscans** would bike more if there were more bike lanes  
(Source: 2009 David Binder poll)

**126 miles of bike lanes** (each direction counts) and greenways in San Francisco

**1 SF Bicycle Coalition member per 74 residents**, the ratio of SF Bicycle Coalition members to city population.  
(Source: 2008 Census)

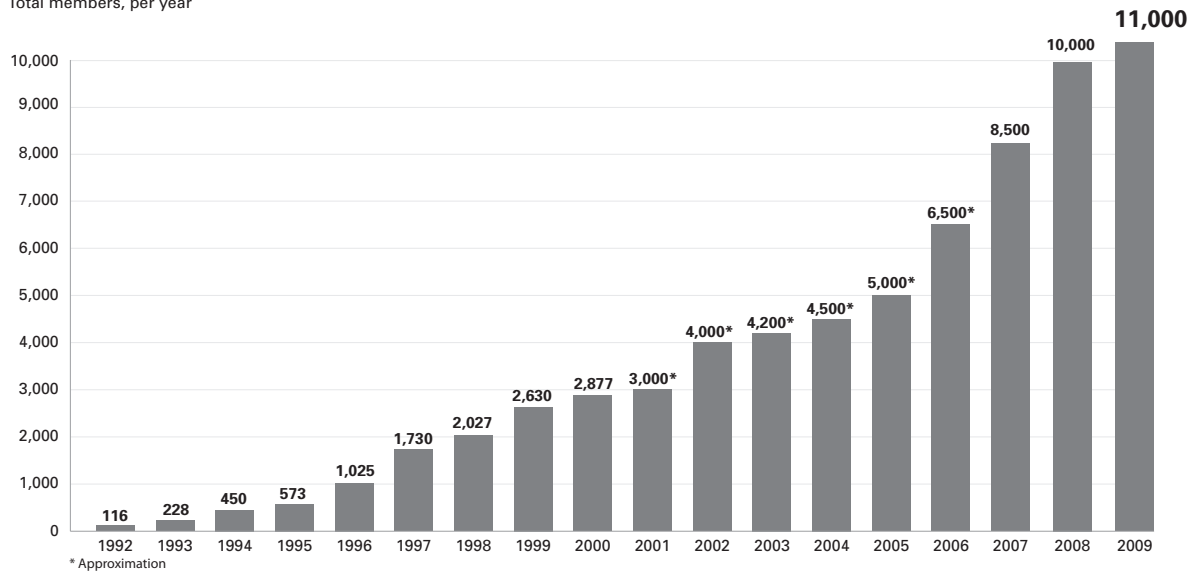
**\$9,369 per year** saved by riding a bicycle versus owning and driving a medium sized sedan 15,000 miles.  
(Source: AAA [www.marketwire.com/mw/release.do?id=840241](http://www.marketwire.com/mw/release.do?id=840241))

**3,500 lbs. of greenhouse gas emissions** saved by riding a bicycle 10 miles a day versus driving a car per year. (Source: California Air Resources Board (CARB) Computer Model for San Francisco and CARB's Draft Wells to Wheels study. Assumes 250 work days per year)

**30 lbs. of body fat** burned by riding a bicycle 10 miles a day versus driving per year.  
(Source: American Cancer Society and the League of American Bicyclists.  
Assumes biking speed of 10mph with no hills.)

### SFBC Membership 1992–2009

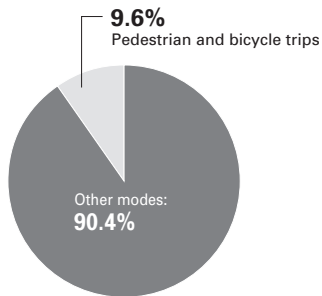
Total members, per year



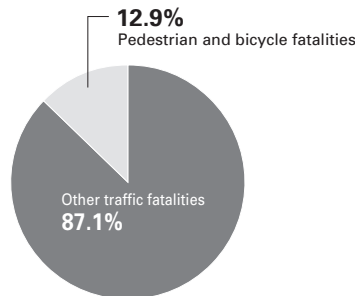
### Pedestrians and cyclists are at a disproportionate risk for being a traffic fatality

While 9.6% of all trips are walking or cycling and 12.9% of all traffic-related fatalities are pedestrians or bicyclists, only 1.5% of federal transportation dollars are spent on walking and bicycling projects:

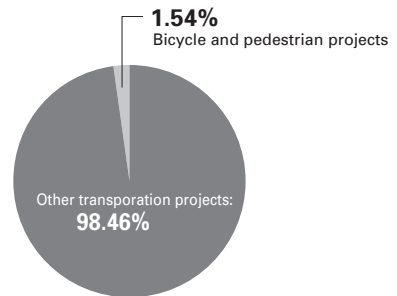
**Trips by foot and bike**



**Pedestrian and bicycle fatalities**



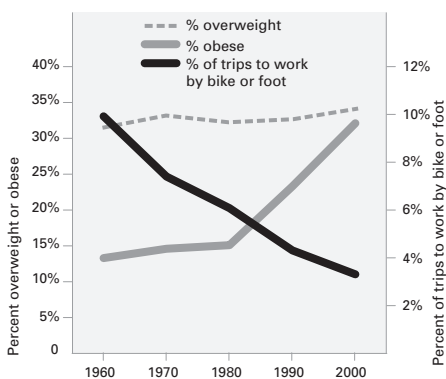
**Federal funding for walking and cycling**



SOURCES: Thunderhead Alliance Benchmarking Report, 2007; Federal Highway Administration (2001-2006)

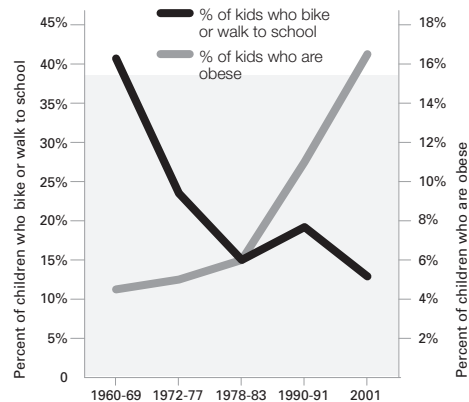
### As adults and kids bicycle and walk less, they are becoming obese

**Change in bicycling and walking vs. adult overweight and obesity**



SOURCE: Thunderhead Alliance Benchmarking Report, 2007; National Center for Health Statistics; ACS

**Trend in obese children vs. rate of biking and walking to school**



SOURCE: Thunderhead Alliance Benchmarking Report, 2007; CDC; NHANES, McDonald, Noreen (2007)

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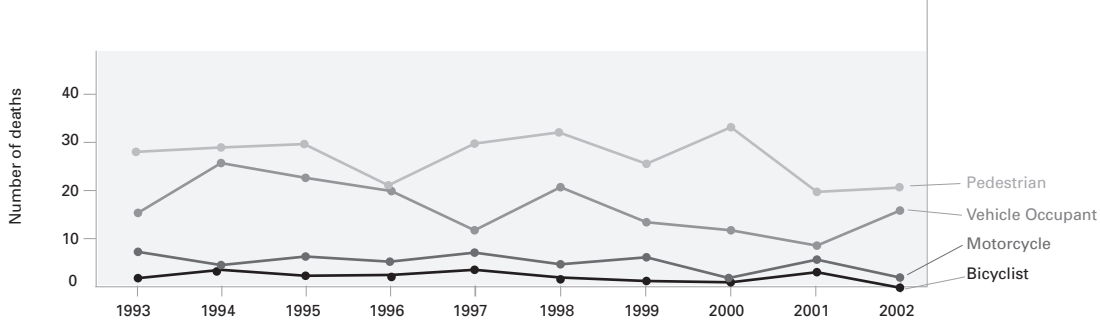
January 2009



## Statewide Ten Year Trend by Traveler Type 1993-2002

Cyclists injured in motor vehicle and traffic-related accidents are still far fewer than vehicle occupants, pedestrians, and motorcyclists injured in motor vehicle and traffic-related accidents. Bicyclist fatalities have not increased in the past 10 years, despite the fact that the number of people bicycling has increased dramatically. This means that the rate of bike fatalities has decreased. For the past 10 years, there have regularly been between 1 and 2 bicyclist fatalities in San Francisco, except for 2001, in which there were 4 bicyclist fatalities.

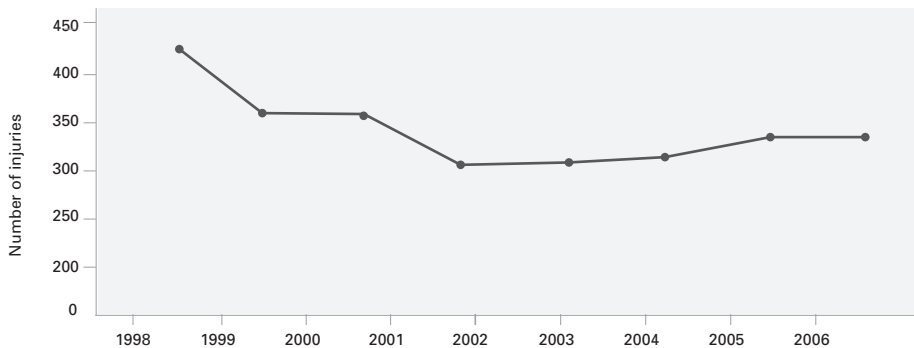
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To receive graphics as as editable Illustrator files email [teri@sfbike.org](mailto:teri@sfbike.org).



Source: Statewide Integrated Traffic Record Systems 1993-2002, see <http://www.surgery.ucsf.edu/sfic/Local.html>

## San Francisco Injury Collisions for Bicyclists 1998-2006

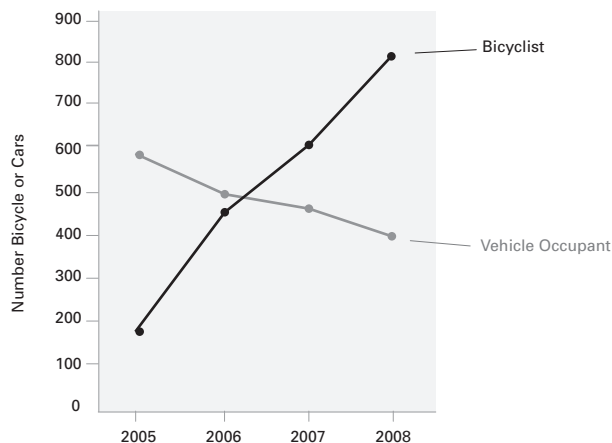
This chart shows there has been a significant decline in bicycle-related injuries over the past decade, a 19.3% decrease. Overall, San Francisco has experienced a significant decline in bicycle-related injury collisions over the past decade. It is also worth noting that there has been a significant increase in bicycling on San Francisco streets in this same time period. The fact that San Francisco experienced a slight percentage rise in injury collisions from 2003-2005 may in part be a result of significant increases in bicycle traffic volumes on San Francisco streets. Citywide Bicycle Count data from 2006 and 2007 measured a 15% increase in bicycle trips.



Source: 2005-2006 San Francisco Bicycle Injury Collision Report, City and County of San Francisco, Municipal Transportation Agency, Planning Division, February 8, 2008, see <http://www.sfmta.com/cms/rbikes/3172.html>

## Bike to Work Day Bicycle Counts on Market at Van Ness 2005-2008

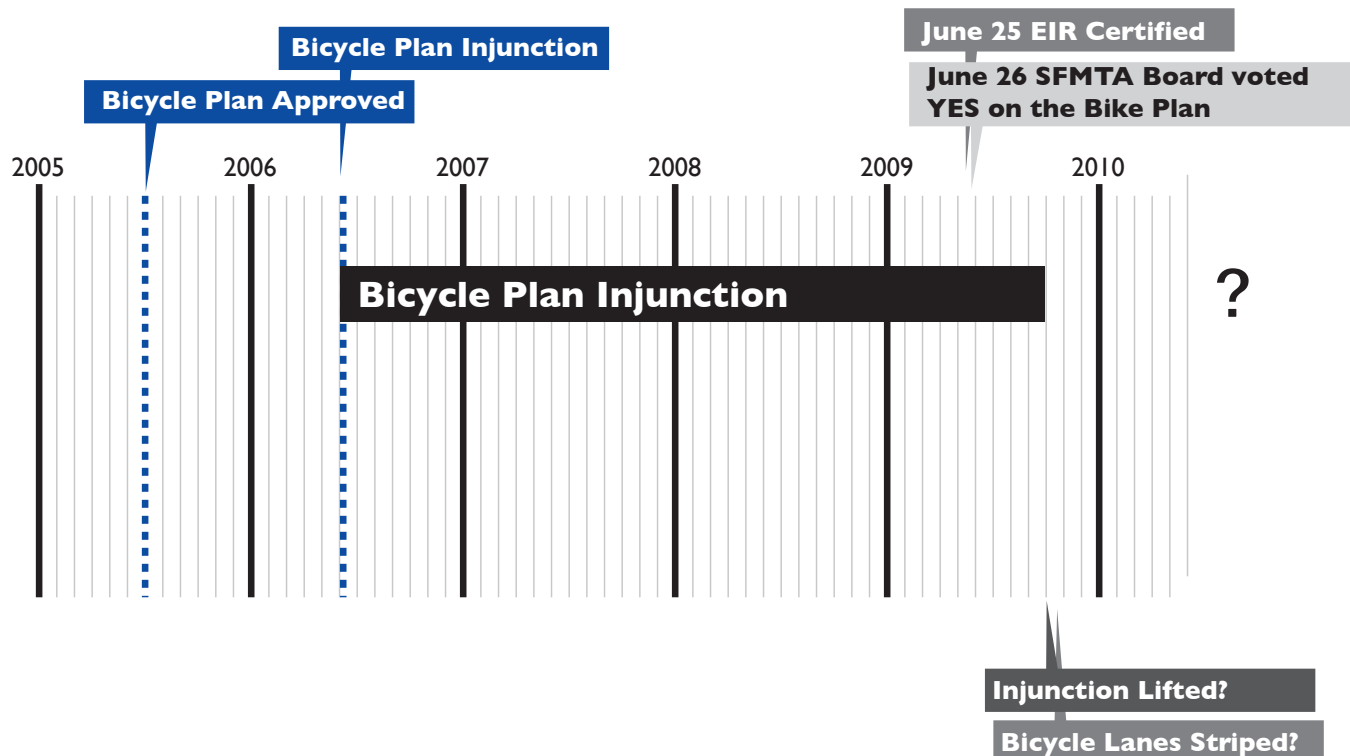
This chart shows that the numbers of people commuting by bicycle on Bike to Work Day has been consistently increasing and that bicycles are outnumbering automobiles on San Francisco's main thoroughfare heading downtown, at Market Street and Van Ness Ave. Counts taken by the SF Municipal Transportation Agency.



Source: MTA spokesperson, Judson True, [Judson.True@sfmta.com](mailto:Judson.True@sfmta.com), 415- 248-5380

# Sustainable Transportation Put On Hold

One individual's lawsuit claimed that the City of San Francisco had failed to conduct proper environmental review on the 2005 Bicycle Plan (which had been approved unanimously by the Board of Supervisors). A Superior Court Judge upheld the lawsuit and in June 2006 placed a legal injunction on the Bike Plan. For the past 3 years, the City has been prevented from making physical bike improvements, such as striping new bike lanes and installing bike parking racks or bike route signage, until the Bike Plan is adopted with a full Environmental Impact Report (EIR). The EIR was finalized and officially certified by the SF Planning Commission on June 25, 2009.



For more information, see [www.sfbike.org/network](http://www.sfbike.org/network)

