



*Making
History for
Bicycling*

— 2014 —
ANNUAL REPORT



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Tracy Chinn, Development Manager
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*Term ended in 2014

MAKING HISTORY WITH YOUR SUPPORT



Every day when I ride my bicycle to work from the Richmond, I see and experience the impact of the San Francisco Bicycle Coalition firsthand: whether it's the new protected bike lanes on Oak or the pavement "sharrows" and wayfinding signs on the Wiggle or the bike lanes on Market Street. We all enjoy a safer ride because of the SF Bicycle Coalition's more than 40 years of winning historic changes at City Hall and on our streets.

While I joined the SF Bicycle Coalition staff only at the beginning of February 2015, it's already clear why this organization has been so successful. It has an unstoppable combination of vision and advocacy, plus a huge number of passionate members and generous supporters like you who power our work.

Let's start with the vision for a San Francisco where it is safe, convenient and fun for anyone to ride a bike to get where they're going. We'll get there by winning 100+ miles of crosstown protected bike lanes to create safer, more vibrant, low-stress roads for everyone. As you'll read, there were key wins in 2014 that got us closer to this: from the protected bike lane on San Jose Avenue connecting the Mission, Excelsior and Glen Park to the award-winning, glorious blocks of lower Polk Street. Of course, Vision Zero is right in line with achieving our vision, too, which you'll read more about inside.

The SF Bicycle Coalition recently received the "Advocacy Organization of the Year" award from the national Alliance for Biking & Walking, and for good reason. This organization is tenacious, thoughtful, collaborative and most importantly, effective in winning changes needed both on the ground and on the policy front. Just as I do on my daily commute, I guarantee you'll see and feel the results of this advocacy every time you ride your bike.

Ultimately it's the people – the 10,000+ members of the SF Bicycle Coalition and the generous individuals, companies and foundations – who provide the ideas, action and financial support that make our work possible. You are why we can have a staff working on these issues every single day. You are why we're able to teach thousands of kids and adults to safely ride bicycles each year, plus train taxi and large vehicle drivers to share the road. You are why we can help fix up bikes to get them in the hands of people who need them. You are why we successfully "Biked the Vote," leading to a sweep on Election Day in 2014 and why leaders at City Hall pay attention to our issues.

Thank you for all you have done to make what's in these pages possible, and thanks to the hardworking SF Bicycle Coalition Board and staff (with special gratitude to Leah Shahum for her 17 years of leadership and very large shoes to fill).

I'm ready to pedal forward with you to even more historic victories!

Noah Budnick, Executive Director

ELECTION DAY 2014

Our Work Yields Big Wins for Biking and Bike-Friendly Candidates

When we say we want to “Bike the Vote” here in San Francisco, we mean winning ballot measures that will create a safer, more bikeable city and getting bicycle-friendly candidates elected to office. The stakes were high for our issues on Election Day in 2014. The ballot included three critical measures that had huge impacts for our streets, so our election efforts had to be bigger and better than ever.

Passing Propositions A and B would have meant allocating significant, desperately-needed funding for better transit, more bike lanes and safety improvements to help achieve Vision Zero. Meanwhile, if Proposition L passed, it would have prioritized parking and high-speed traffic arteries over people, overturning San Francisco’s important, longstanding pro-transit/ biking/walking policy. In addition to these critical ballot measures, there were five seats on the Board of Supervisors up for re-election, as well as a seat on the BART Board – important opportunities to get champions for our issues into office.

San Francisco Bicycle Coalition members, staff and partners spent countless hours reaching out to voters – and it paid off. We celebrated a clean sweep for safe streets, transit and biking at the ballot box. Propositions A and B overwhelmingly passed, dedicating more than \$72 million to bicycle projects, and Proposition L was soundly defeated. All of the Board of Supervisors candidates we endorsed won: Katy Tang (District 4), Jane Kim (District 6), Scott Wiener (District 8), and Malia Cohen (District 10) – as well as Nick Josefowitz for BART Board District 8.

These election results will ripple through the city in transformative ways for years to come. Together we “Biked the Vote” and sent a clear mandate to City Hall on the importance of these issues. Now, our work is to ensure that City leaders deliver the changes San Franciscans have asked for.

Election Results

PASSED WITH 71% YES: PROPOSITION A

Provides over \$52 million in funding for better bike lanes, including \$22 million for the long-awaited Better Market Street, by renewing property bond taxes.

Prop A also includes \$358 million to improve Muni.

PASSED WITH 61% YES: PROPOSITION B


Provides valuable funding for road safety improvements and Muni. In the first year alone, it means an extra \$6 million for Vision Zero projects to improve safety for the most vulnerable users.

DEFEATED BY 63%: PROPOSITION L

This nasty pro-car initiative would have rolled back San Francisco’s Transit-First policy and stolen money from bike, pedestrian and transit projects.

2014 *by the* NUMBERS

 **10,000** 
NUMBER OF MEMBERS WHO POWER OUR WORK

 **4,000** 
NUMBER OF KIDS AND FAMILIES WHO PEDALED
OR SCOOTED THEMSELVES TO SCHOOL DURING
BIKE & ROLL TO SCHOOL WEEK

 **3,000+**
NUMBER OF KIDS AND ADULTS WHO TOOKS
OUR BICYCLING SAFETY EDUCATION CLASSES



17,285

NUMBER OF BIKES WE KEPT SAFE AT 168
EVENTS WITH OUR VALET BICYCLE PARKING

12,000 HOURS

NUMBER OF HOURS NEARLY
1,000 VOLUNTEERS DONATED
TO THE SF BICYCLE COALITION



1,000

Number of new and renewing
taxi drivers who took
our safety training

1,000 

NUMBER OF BIKE LIGHTS WE INSTALLED –
FOR FREE! – ON THE BIKES OF PEOPLE
RIDING AT NIGHT WITHOUT THEM

Volunteers of the Year

We are deeply grateful to the 1,000 people who pitched in during 2014 to power our work. Six volunteers received special recognition for their contributions.



ALL-STAR: AMY CHEN

Amy went above and beyond in 2014, from working on the Polk Street campaign to speaking out at important hearings to lending a hand at our events.



MOST ACTIVE AMBASSADOR: WINIFRED OLLIFF

Winifred volunteered at 11 outreach stations in 2014 and was a Bike to Work Day Captain.

NUMBER OF RECOLOGY TRUCK DRIVERS WHO TOOK OUR SAFETY TRAINING **500**



500



Number of bikes we fixed up and distributed to kids and adults who needed them through our Community Bike Build program. Along with their new bike, recipients also learned basic bike maintenance skills, participated in a bicycle safety education class and were given helmets.

WHAT MATTERS MOST TO OUR MEMBERS?

1,400 SF Bicycle Coalition members took our biennial survey and ranked these as the most important ways to improve bicycling in San Francisco:

- Awareness of bicycling issues among politicians
- Fair and equal police enforcement
- Professional driver education
- Spot improvements, such as sharrows, intersection improvements and bike traffic lights
- Increasing ridership across the city
- Protected bike lanes

100

Number of bikes returned to their rightful owners in the first year of San Francisco's new, free, bike registration program.



100%

The percent by which designated funding for bicycle projects in San Francisco increased thanks to our advocacy.

35

Number of businesses who joined the SF Bicycle Coalition in 2014 as our first-ever Business Members. Business Members support our work, plus get a range of benefits and support in becoming a bike-friendly business.



NUMBER OF AWARDS OUR NEW MOBILE-RESPONSIVE WEBSITE WON



MOST ACTIVE MEMBER: CATHY KORA

Cathy helped out at all our major events, plus spoke out at SF Municipal Transportation Agency Board meetings and washed dishes at every Volunteer Night.



MOST ACTIVE BIKE PARKER: ALEX HEEGER

Alex gave nearly 50 hours to our Valet Bicycle Parking program in 2014.



SPECIAL PROJECT AWARD: JEAN KAO

Jean did pro bono work on our website redesign.



ROOKIE OF THE YEAR: KEN LUMNAOKRUT

Ken donated nearly 80 hours of time to a wide variety of projects.

A HISTORIC VICTORY FOR SAFER STREETS

Our Advocacy for 'Vision Zero' Sets the City on a New Path



Some people act like we should accept that our streets are dangerous. They seem to think that serious injuries and deaths in traffic are simply inevitable in a big city. At the San Francisco Bicycle Coalition, we absolutely do not accept this. We know that more than two-thirds of deadly or serious traffic collisions occur on just 12% of the city's streets, and that how these streets are designed plays a huge role in how dangerous they are for people biking and walking. This means they can be fixed.

We also know the five traffic behaviors most likely to result in serious injury or death. They are: speeding, running red lights, failure to yield, unsafe turning behavior and not stopping at stop signs. So if police strongly focus on citing these five behaviors, it will save lives – especially when it comes to enforcing speed, since traffic speed is the strongest predictor of whether a person will be seriously injured or killed when hit by a car.

Our belief and commitment to creating truly safe streets for all is why when we learned about 'Vision Zero,' we knew it had to happen in San Francisco. Vision Zero, which first started in Sweden in 1997, is based on the premise that traffic deaths and serious injuries are preventable and can be systematically eliminated through better street design, enforcing the most dangerous driving behaviors and through targeted education.

Vision Zero has already been adopted in several major European cities, and New York City launched a two-decade Vision Zero plan in 2014. Significant, life-saving improvements have been established in all these cities as part of Vision Zero, from speed limit reductions and enforcement, to raised crosswalks and extensive networks of protected bike lanes.

GETTING CITY LEADERS TO EMBRACE VISION ZERO

In February 2014, Mayor Ed Lee and the San Francisco Board of Supervisors officially committed the City of San Francisco to Vision Zero and to eliminating all traffic fatalities by 2024. This was an historic moment for our city: it was an acknowledgement that traffic violence is preventable, and it committed the City to prioritizing safety above all other goals in order to prevent more traffic deaths.

This didn't happen overnight, of course. Together with Walk San Francisco, the San Francisco Bicycle Coalition began

meeting with the Mayor's Office and all of the Supervisors in late 2013, while simultaneously reaching out to community groups and building a media strategy to create city-wide support for a Vision Zero policy. When 2013 ended as the deadliest year on record for traffic deaths in San Francisco, we quickly brought together a rally on the steps of City Hall and officially launched the Vision Zero Coalition. It was the Police Chief who first pledged support of Vision Zero on behalf of the SF Police Department, followed soon after by the Mayor and Board of Supervisors.

Once the resolution was officially adopted, we then worked with other agencies to draft resolutions in support of Vision Zero, and to hold the agencies who had committed to Vision Zero accountable to taking action. City agencies began falling in line, committing to specific steps they would take to make Vision Zero a reality in our city.

We made the case in the media for what safe streets mean for social justice, economic development, vibrant neighborhoods and more, highlighting the broad support of the Vision Zero Coalition as an indication of how much San Francisco needs safer streets. Then our work quickly shifted to building momentum for big changes on our streets, advocating for agencies to commit to specific changes they would make to help achieve Vision Zero.



PROGRESS SINCE THE ADOPTION OF VISION ZERO

As a result of the combined efforts of the San Francisco Bicycle Coalition, Walk San Francisco, the Vision Zero Coalition and many City leaders, Vision Zero became an important part of our civic conversation in 2014. It also fundamentally changed how City agencies work together to achieve greater safety on our streets. Here are some highlights from 2014:

- Nine City agencies committed to Vision Zero, as well as outlined their roles. These include the San Francisco Municipal Transportation Agency (SFMTA), County Transportation Authority Board, Department of Public Health (DPH), Department of the Environment, Planning Department, Police Department (SFPD), Youth Commission, District Attorney and Department of Public Works.
- The City's Pedestrian Safety Task Force was broadened to become the Vision Zero Task Force and to focus on safety for all traffic modes. City agency heads now meet weekly to ensure that they are making progress on Vision Zero goals, and to improve coordination between departments. This is something that the San Francisco Bicycle Coalition had supported for years, and it was gratifying to see Vision Zero finally make it happen.
- The SFMTA committed to 24 safety projects within 24 months on high injury corridors, and completed nine of these projects by the end of the year.
- In collaboration with other agencies, the SFMTA established a crisis intervention team to survey and evaluate the location of crashes, plus make engineering suggestions to immediately improve safety after a crash.
- The SFMTA, together with the SFPD, DPH and Walk San Francisco, launched a campaign combining marketing, enforcement and public outreach to address two critical safety challenges: crosswalk violations and speed.
- The SFMTA worked with the San Francisco Bicycle Coalition, Walk San Francisco, City agencies and private companies to develop curriculum for a new program to educate drivers of large vehicles, certified City drivers, and taxi drivers on driving safely in complex urban environments.



We are proud of the City's progress so far in advancing Vision Zero, but there is no time to waste in saving lives. Moving ahead, we will advocate for the utmost urgency in getting proven safety improvements onto our streets and cracking down on reckless drivers who put San Franciscans at risk. Learn more about our priorities for the City in 2015 at sfbike.org/vision-zero.

– FIVE KEY WINS IN 2014 –



Cesar Chavez Street

Until 2014, Cesar Chavez Street was one of the most dangerous and unpleasant streets for people biking and walking in the city, built as a high-speed, multi-lane traffic artery to connect to the 101 and 280 freeways. Thanks to San Francisco Bicycle Coalition members like Fran Taylor, who created the community group CC Puede to fight for a safer Cesar Chavez, long-overdue changes came to the street in 2014. In February, we joined CC Puede in celebrating the fantastic new bike lanes, improved sidewalks, other pedestrian safety features and slower traffic speeds.

By the end of 2014, the number of people biking on Cesar Chavez increased by 400%.



San Jose Avenue

San Jose Avenue is a relatively flat street connecting the Mission, Excelsior and Glen Park neighborhoods. But until 2014, it was, in the words of one of our members, “like riding in a gutter with 50 MPH traffic racing by just a foot away.” In fact, studies found the average speed on San Jose was 57 MPH despite 35 MPH speed limits.

In June we celebrated a major upgrade to San Jose Avenue. A traffic lane was removed, and a 1.5-mile stretch of San Jose from the I-280 exit ramp to Randall Street received a wide, separated northbound bike lane. This win was the result of years of advocacy, as well as support from our friends at the College Hill Neighborhood Association and Supervisors Wiener, Avalos and Campos.

The new San Jose bike lane filled a critical gap in the bike network, connecting three neighborhoods with the Valencia corridor and downtown.



Folsom Street

As bicycling rates have skyrocketed, two South of Market streets have become especially busy with people biking: Folsom and Howard. In response to this increase in the number of people biking, as well as several high profile collisions and tragic fatalities, we have prioritized advocacy efforts so these streets get the bicycle infrastructure sufficient to support their high ridership rates.

After the tragic death of Amelie Le Moullac in 2013 on Folsom Street, public outcry and our advocacy led to a lane reduction on Folsom. This created space to then widen the bike lane and put in a designated buffer zone between the bike and adjacent motor vehicle lane. This work was completed in 2014. While an improvement, we will continue to work for fully protected bike lanes on Folsom as well as Howard.

Folsom, a highly popular but dangerous street for people on bikes, got a wider, buffered bike lane.



Ortega Street

2014 included a key victory for getting more kids and families on bikes when 29 blocks of new bike lanes came to Ortega Street, from 20th Avenue all the way to the Great Highway. Even better: the bike lanes are buffered in front of the two schools along the stretch of lane, AP Giannini Middle School and Sunset Elementary School.

This was the culmination of an incredible collaboration of schools, families, neighbors, SF Bicycle Coalition members, city officials and the Safe Routes to School program.

Many more kids and families are biking to school thanks to 29 blocks of new bike lanes in the Sunset.



Polk Street

Polk Street is one of the key north-south bicycle routes in the city, a relatively flat road connecting downtown and the Marina. But Polk is also one of the most dangerous streets for people on bikes. We have been advocating for improvements to Polk Street for years and celebrated a major milestone in April 2014 when protected bike lanes were put in along a small stretch of the road. These lanes are physically separated from car traffic with a curb and landscaped median. Though only three blocks long, this project was named “America’s Best New Bike Lane” by PeopleForBikes because it showcases how safe and inviting a bike lane can be – and gives a taste of the future.

For three glorious blocks of Polk, you can experience what a fully protected bike lane feels like.

THE 20-YEAR ANNIVERSARY OF BIKE TO WORK DAY

Biggest Celebration Yet Shows How Far We Have Come

Twenty years ago, biking on Market Street was a lonely experience. Today, it's one of the busiest bike routes in the country. People pedaling on Market Street enjoy bright green lanes with soft-hit posts separating them from auto traffic. Then they pass the City's digital bike counter, which adds them to the day's tally of riders.

In other words, things have changed. We are proud to share that the twentieth anniversary of Bike to Work Day was the biggest such celebration yet, with thousands of participants and a contagious excitement for biking felt throughout the city. A whopping 76% of traffic on Market Street was people on bikes. But what we're most proud of is how this day showcases our incredible progress towards a truly bike-friendly San Francisco.



First, there are the hundreds of people who power the day, doing everything from stuffing giveaway bags to organizing all kinds of events during Bike Month to staffing the 26 Energizer Stations on the big day. These volunteers and the thousands of hours they donate demonstrates both how much people want to grow our movement and want to send a message to our leaders about the need to make our streets more welcoming to people biking.

Then there is the growing leadership we are seeing from the City on these issues. On the morning of May 8, 2014, the Mayor, Fire Chief, Police Chief, and almost every member of the Board of Supervisors rode their bike to the steps of City Hall to join us in celebrating Bike to Work Day in San Francisco. All of these leaders called for more bike improvements and emphasized the importance of Vision Zero. It has taken us years of advocacy work, growing our membership (10,000+ strong) and building dozens of partnerships, but we can now often look to City Hall to vocally support biking and safer streets.

Finally, there are the many on-the-ground changes we have advocated for and won, leading to streets that are a lot safer and more pleasant to ride on than they were even just a few years ago. On Bike to Work Day, people rode down protected bike lanes on lower Polk Street and JFK Boulevard. They pedaled on new bike lanes on San Jose Avenue, Ortega Avenue and the Great Highway. People on bikes enjoyed bike-specific traffic lights, more locations with secure bike parking and smoother pavement on many roads.

With your support, we have come a long way in twenty years of Bike to Work Days in San Francisco. Each year and every win brings us closer to a time when it is truly safe, inviting and easy for people of all ages to bike to their destination – and when every day really is Bike to Work Day!



— On Bike to Work Day 2014 —

- Bikes accounted for a whopping 76% of traffic on Market Street.
- More City leaders biked to work than ever: the Mayor, Fire Chief, Police Chief, and nine members of the Board of Supervisors (Supervisors Mar, Chiu, Tang, Breed, Kim, Wiener, Campos, Cohen and Avalos).
- 300 volunteers powered the day at 26 Energizer Stations throughout the city.
- 1,000 people signed up as San Francisco Bicycle Coalition members.
- 140+ bike events were held in May, reaching and inspiring people of every age and with every level of biking experience.



Q & A with Chema Hernández Gil

Community Organizer, SF Bicycle Coalition



Chema's family is originally from, coincidentally, San Francisco del Rincón in Mexico. The town of San Francisco del Rincón is well known for biking, and Chema grew up watching his family bike almost everywhere. Chema also lived in Europe for many years, which inspires his thinking about the potential here in San Francisco for creating safe streets for all.

Chema is the tireless community organizer who was behind a range of our advocacy efforts in 2014 including our "Bike the Vote" campaign and street campaigns on Polk Street, Folsom Street and San Jose Avenue. He brings a passion for social justice to his work, plus an incredible ability to bring together all kinds of people and interests to collaborate for change. Chema is often seen pedaling to City Hall to testify at a public hearing on behalf of the SF Bicycle Coalition.

How many public meetings and hearings do you think you've been to representing and speaking on behalf the SF Bicycle Coalition in your almost three years working here?

I have a hearing or meeting about once or twice a week, so a couple of hundred would be a reasonable estimate.

What's the longest public meeting you've ever been at?

Oh, man... probably five or six hours. I think it was one of the Oak and Fell hearings.

Why is it so important that the SF Bicycle Coalition has someone like you at public hearings and organizing people to engage in local decisionmaking?

Our decisionmaking process in San Francisco can be byzantine. Making sure you have someone who follows each and every hearing, and understands the implications of every step of the process for a potential project is essential to make sure: 1) a great project comes out at the end; and 2) it actually comes to life.

What inspires you to do this work?

Growing up, my family moved around a lot and didn't have a lot of money, which meant that having affordable, safe and accessible transportation was incredibly important to us. But depending on where we lived, good options weren't always available.

So a bike to me represents transportation autonomy. When you multiply that concept times tens or hundreds of thousands of people, it turns into having sovereignty over local mobility. From that perspective, people-powered transportation becomes inspirational, at least to me.

You've lived all over the world. What's your favorite city for biking?

In most places I've lived in before San Francisco, I'll admit I usually just got around by transit or walking, so my favorite city to bike in would probably be San Francisco. I love biking in the Mexican countryside, but that's not a city.

What's your favorite bike ride here in the Bay Area?

I love going out to the Marin Headlands and biking around Tilden Park.

What's something you're especially proud of working on while here at the SF Bicycle Coalition?

Well, I'll start with telling you that one of my favorite parts of my job is organizing Community Bike Builds. Through our Community Bike Builds, we go to neighborhoods and team up with community partners and refurbish donated bikes with the help of the final recipients, people who need affordable transportation.

So back to your question. We needed more bikes for the Community Bike Builds program. Meanwhile, hundreds of bicycles sat unclaimed and dusty in the SF Police Department's (SFPD) warehouse.

We saw an opportunity in those bicycles. We just needed to convince the Supervisors to amend the police code. I reached out to a dozen different community groups about the potential for getting more bikes to people who need them, and all these groups ended up speaking up at City Hall in support of changing the ordinance. The Supervisors simply couldn't argue with that, so they made the change and between March and December 2014, we refurbished and distributed more than 500 bicycles together with our community partners. I'm proud that we could accomplish this important change.

YOUR SUPPORT IS MAKING HISTORY ON OUR STREETS

The 10,000+ members of the SF Bicycle Coalition and the generous support from individuals, companies and foundations make our work possible. Your support is the reason that the SF Bicycle Coalition can boldly lead the way in creating a San Francisco where it is safe, convenient and fun for anyone to ride a bike to get where they're going – and showing people what is possible for our city.

———— Everything you read in this annual report is thanks to you! ————

FOUNDATION & BUSINESS SUPPORT

\$50,000+

craigslist Charitable Fund*

\$25,000 - \$49,999

craigslist*
Hellman Foundation*
Metta Fund*

\$10,000 - \$24,999

Anonymous Foundation*
Climate Ride*
Dolan Law Firm*
Levi Strauss Foundation*
New Belgium Brewing Company*
PeopleForBikes Foundation*
Recology*
Specialized Bikes*

\$5,000 - \$9,999

Ambos Mundos Foundation*
Anonymous Foundation*
Bay Area Bicycle Law*
Community Thrift Store*
DAHON Folding Bikes*
Forest City Developers*
Gaia Fund*
Golden State Warriors*
Google Matching Gifts Program*
Google SF*
Gordon-Creed, Kelley,
Holl & Sugerman LLP*
Northern California Cycling Foundation*
Quantcast
San Francisco Public Utilities
Commission*
Tishman Speyer*
Wells Fargo Bank
Yammer Inc*

\$2,500 - \$4,999

Alliance for Biking and Walking
Bicycle Defender*
Brent, Fiol & Nolan LLP*
Clark Construction Group*
Dolby Laboratories*
Emerald Fund*
GitHub*
Good Eggs*
James Irvine Foundation*
John M. & Leslie L. Woodward
Foundation*
Mervyn L Brenner Foundation*
Mission Bay Development Group*
The New Wheel*
Pacific Gas and Electric Company*
San Francisco Waterfront Partners, LLC
Perkins + Will*

Rahman Law PC*
San Francisco Giants*
Skidmore, Owings & Merrill*
Treasure Island Community
Development
Trumark Urban

\$1,000 - \$2,499

A2B*
Adobe Systems Matching Gift
Program*
AECOM*
Amgen Foundation*
Anonymous Foundation
ARTCRANK
Arup*
Bay City Bike Rentals & Tours*
Bi-Rite Market*
Bike Arc LLC*
BlackRock Matching Gift Program*
Blazing Saddles*
Boston Properties*
Conger Moss Guillard, Inc Landscape
Architecture*
The Darius Fund*
David Baker, an Architectural
Corporation*
Dero Bike Rack Co*
EHDD Architecture*
Emazing Bicycle
Estey & Bomberger, LLC*
Genentech*
Hassell Law Group*
ICF International*
Law Office of Daniel H. Rose
Law Offices of Callaway and Wolf*
Law Offices of Linda Ross*
Marin Cyclists
Maximus Real Estate Partners*
MJM Management Group*
Paoli & Geerhart LLP
Park Café Group*
Parkwide Activities, LLC*
Rackspace*
rg-architecture*
ROMA Design Group*
Sally Morin Law*
Saris*
SITELAB urban studio*
Swell Bicycles*
The Swig Company, LLC*
Sylvia Bingham Fund*
Symantec*
Terabit Systems
Thomas C. Hays and Mary Ann Hays
Family Charitable Trust*
Visa*
The Zinn Law Firm*

\$500 - \$999

3Degrees
AGI Avant*
Alta Planning + Design*
Anonymous*
Art.com Inc*
Cannon Constructors*
City CarShare*
Fehr & Peers*
fitLOCALfit*
Fougeron Architecture*
Grace Cathedral*
The Green Cross*
Greenberg Traurig, LLP
Grizzly Peak Cyclists
Jensen Architects*
Ledy Maytum Stacy Architects*
Liftopia*
NEMA*
NOP 560 Mission LLC*
Paragon Real Estate*
Patagonia*
PG&E Corporation Foundation*
Pocket Development LLC*
Reuben, Junius & Rose LLP*
Rose Gold Fund*
Royston Hanamoto Alley & Abey*
Stanford University
Streets of San Francisco Bike Tours*
Swirl*
Trek Bicycle*

\$250 - \$499

AppDynamics, Inc.
Arc Thrift Stores
Barry Beams*
Bike and Roll*
Contrada Bikes*
Eric Wong Fund*
Fenwick & West LLP*
FLAX Art and Design*
if(we)*
lynda.com*
Parkside Lending*
Roaring Mouse Cycles
Salesforce.com*
Shift*
Sustainable Technologies
workshop1

BUSINESS MEMBERS

A2B
AECOM
Bay City Bike Rentals and Tours
Bike and Roll San Francisco
Bike Arc
Dwellwell Group
Fenwick & West LLP

Flax Art and Design
Grace Cathedral
The Green Cross
Greenberg Traurig
Liftopia
NOP 560 Mission LLC
Park Wide Bike Rentals and Tours
Quantcast
San Francisco Housing Action
Coalition
Sustainable Technologies
SWIRL
Tagged
Terabit Systems
Trumark Urban
Wells Fargo

WORKPLACE MATCHING GIFTS

Adobe
Advent Software
AllianceBernstein
Amgen Foundation
AppDynamics, Inc.
Apple
Applied Materials
Art.com Inc
Autodesk
Bank of America
BlackRock
Clorox Company
craigslist
Dolby Laboratories
eBay
Expedia
Genentech
Google
Kaiser Permanente Community
Giving Campaign
KLA-Tencor Foundation
Levi Strauss & Co.
Lookout Mobile Security
Macy's
McKesson Foundation
Microsoft
Nestle
Pfizer
PG&E Corporation Foundation
Salesforce.com Foundation
Simpson Manufacturing Co., Inc.
Symantec
Thrivent Financial for Lutherans
Foundation
Visa
Workday, Inc.
Yahoo!
zynga.org

INDIVIDUAL SUPPORTERS

\$15,000+

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Jim Greer and Daphne Keller*
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\$10,000 - \$14,999

Jean Fraser and Geoffrey
Gordon-Creed*
Jeffrey and Rachel Griffin*
Olof Hansen and John Calaway*

\$5,000 - \$9,999

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Martha Ehrenfeld and Carla McKay*
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John Good and Janet Arnesty*
Tom Lockard and Alix Marduel*
Ann Lyons*

\$2,500 - \$4,999

Cheryl Brinkman and Rich Coffin*
Clark Buckner and Jennifer Perfilio*
Carrie E. Byles*
Mark Dresser and JC Thomas*
Miles Epstein and Susan George*
Coline McConnell and Ryan Grisso*
Nicholas Josefowitz*
Tracy Stampfli and Lalit Balchandani*
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John and Leslie Woodward*

\$1,000 - \$2,499

James and Bao-Tran Ausman*
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Susie Bennett and Aaron Palley*
Cynsa Bonorris*
Matt Braithwaite*
Donato Cabal and Andrea Setterholm*
Peter Chang*
Steve Chapman and Carol Francis*
Daniel Connelly and Cara Coburn*
Jesse Costello-Good*
Max Davis*
Matt Davis*
Christon Dewan
Lily and Matt Eggers*
Mark Eliot and Kelly Moran*
Laurel Elkjer and Peter Schmitz*
Gary Fisher and Alex Zaphiris*
Matthew Fust*
Charlie Goldberg and Barbara Drye*
Susan Green and David Thompson*
Remy and Joanna Hathaway*
Chris Heisterkamp*
David Helfrich*
Jonn Herschend and Max Schroder*
Didrik Hoag and Caryl Gay*
Nils Janson and Alicia Godlove*
Amandeep Jawa and
Kimberly Conley*
Antje Kann and David Maltz*
Wayne Krill*
Rob Lawrence*
Ian Leighton*
Tatjana Loh and Peter Coward*
Sunny and Mark McKee*
Lisa Nahmanson and Sandra Steele*
Thomas Newmeyer*
Jamie Nicolson*

Topher Olson*
Bruce Osterweil and Patricia Furlong*
Maggie Robbins*
John Rogers*
Mark Scheuer*
Elliot Schwartz and Rebecca Blondin*
Tim Shea and Duncan Fuller*
Brian Shire and Tony Pham*
Richard Simpson and Maureen Kelly*
Pete Slosberg and Amy Margolis*
David and Amy Smolen*
John Spallone*
Andrew Spokes*
Alexander Strehl and Chad Kruse*
Ted Tilles and Naomi Mahoney*
Christopher VanDyke
Courtney Weaver and Simon Frankel*
Tim Wirth and Anne Stuhldreher*
Jamie Zawinski*

\$500 - \$999

Alexander Aickin and Jason Tester*
William Aldrich
Anonymous*
Dorie Apollonio and Matt Lecar*
Rocky Beach
Andy Bindman and Rebecca
Smith-Bindman*
Peter and Tanya Birch*
Steven Bonham and Tram Nguyen*
Nancy Botkin and Mike Smith*
Travis Brooks and Taska Sanford*
Lynne E. Carstarphen*
Amy Y. and Mei Mei Chan*
Amy Chen*
Michael Cobb and Jim Soos*
Michael Collins*
Ian Ward Comfort*
Mike and Molly Crehan*
Scott Crosby and Regina Sinsky
Ed Davison*
Erika Delacorte
Mo Devlin*
Abbe Don*
Brooke DuBose and Greg Riessen
Kate and Bill Duhamel*
Sean Fay and Eugenia Mazal*
Lauren Fondahl*
Patrick Ford
Sharon Gadberry*
Brianna O'Leary Gagnon and
Paul Gagnon*
David Gartner and Liore
Milgrom-Gartner*
Lucy Gigli and Dan Wood*
Meredith Goldsmith*
Philippe Golle and Sanae Nakagawa
Dorothy and James Goodman*
Glen Green*
Bryan Freedman and Ronald Gregoire*
Brian Hauswirth*
Mick and Sabrina Hellman*
Bruce Johnson and Brooke Kuhn*
Aaron Johnson and Lainie Motamedi*
Shawn Grunberger and Debbie Kahn*
David Keenan and Alice Mosley*
Tal Klein and Matt Hoevet*
Ben Kram*
Dan Landy and Kay Suk*
Steve Leech*
Brett Lider and Alexandra Kenin
Cordelia Link*

Hal Looby and Holly Minch*
Richard Lynch and Frank Steil*
Sara MacPherson and
Robert Bhisitkul*
David Madson*
Jennifer Mayer and Christina Page*
Claire McConnell*
Ann Schnuer and Lucy Mendel*
Scott Miller and Barbara Conahan*
Alan Nichols*
Caroline Orrick*
Rafael Ortiz*
Mandy Owen*
Massimiliano Poletto and
Kara O'Keefe*
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Leah Rivera Hickey and Tim Hickey*
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Karli Sager and Jason Monberg*
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Richard Johnson
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Andrew D. Stadler*
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Peter Stamats and Karen Allen*
Margaret Swink and Robert Saliba
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Matthew and JoAnn Zlatunich*

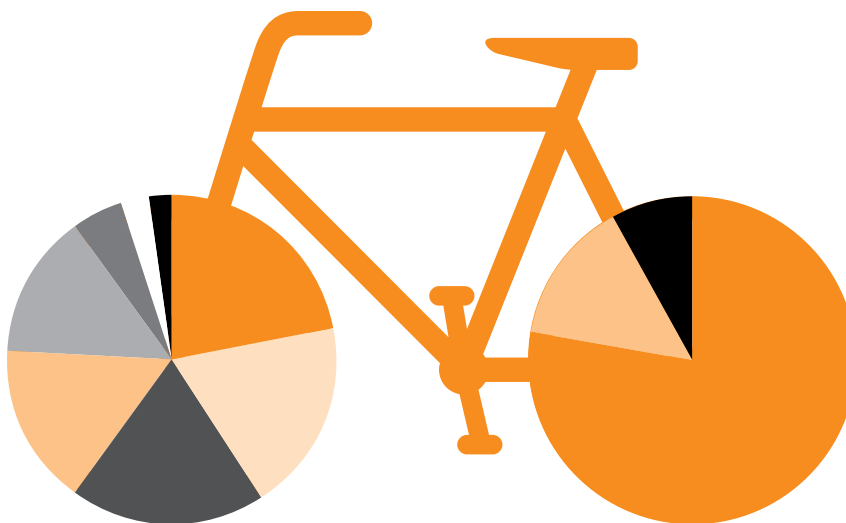
\$250 - \$499

Matt and Ella Adams
David Ahn*
Thomas Ainsworth*
Pamela and Melissa Ambrose
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Ian Anderson
Anonymous*
Annie and David Armstrong*
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David Baker
Magnus Barber and Jean Kao*
Benjamin Bechtolsheim and
Caroline Scanlan*
John Beem and Laurie Wigham
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Erik Blachford
Nick Bonnell
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Alex Choi
Stephen Chun*
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Kent David and Ali Linder
Carole Deitrich*
Alejandro Deymonnaz*
Shannon Dodge and Mark McCaustland
Jake Donham and Kit Hodge
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Ilana Drummond and Sharon Dulberg
Sarah Dulaney
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Igor Gonda
Neal Gordon
Jonathon Gray and Randi Myrseth*
Annelise Grimm*
Roger Hagen and Rebecca Szeto*
Usama and Melissa Hajj
Caleb Haley
Steve Hall*
Dawn Hassell and Alejandra Cueto
Rob Hawks
Caley Heekin and Emily Claymore
Deborah Henderson
Jan Hirsch*
Steven Hirsch and Paik Swan Low
Adam Hitchcock
Daniel Hobe*
Alyson Jacks
Deb Janes and Linda Moll
Sara Jeevanjee
Howell Jenkins and Lili Ledbetter*
Carla Johnson*
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Alexander Jonas*
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Gregg Kleiner and Cathlin Milligan
Brian Knox
Fritz Koenig and Alison Farrell
Laurence Kornfield and
Catherine Bauman*
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Douglas L. Kanigher*
Janet LaFleur and Dick Kiser
Peter Langenstein*

Brian Lassiter and Robin Lassonde*
 Nathaniel Leeds
 Mark Leno
 Martin Leugers and Tricia Wright*
 Patricia Li*
 Bryn Llewellyn
 Roger M Low*
 John Lowry*
 Renee Macdonald*
 Beckett Madden-Woods and
 Laura Valentine*
 Paul and Joen Madonna
 David Malman
 Andy Martone*
 Lenore McDonald
 John P. McGlynn*
 Ernest McGray, Jr.
 Kathleen McNamara and
 Nathan Brennan*
 Jodie Medeiros*
 Peter Meitzler*
 John Meyer
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 Matthew Mlinac and Jennifer Downing*
 Michael Molesky*
 Catherine Sky and Eric Monti*
 Pinida Jan Moolsintong*
 Jack and Patrick Mowrer*
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 Patrick and Megan Myall
 Dan Newman and Amber Reed
 Dan Nguyen-Tan*
 Edward Nicolson*
 Richard Niles
 Luke Mann-O'Halloran*
 Cecile and Jeff Bodington*
 Barbara Oleksiw
 Katherine Pang
 Julie Parent*
 Michael and Anne Parish*
 Jeff Patterson and Daniel Schweitzer*
 Luca Pellicoro
 Bert Polacci
 Roberta Poritsky and Donald Robertson*
 Rich Railton*
 Cole Rathje and Rachel Wagner
 Kristin Reyda
 Hein Roehrig and Daisy Stanton
 Matthew Roland and Juli Uota*
 Tyler Roscoe*
 Jamie Ruth*
 Lucy Saldana and John Mitre
 Brian Salomaki and Mattie Sloss*
 Ivan Samuels
 Eric Schoeffler*
 Max Schrank*
 Robert and Isabel Schuchardt*
 Jonathan Scoles and Yoko Nozawa
 Alex Scouras
 Leah Shahum
 David Sharp*
 Michael and Cheryl Shwe*
 Carol Smith and Chris Gagne*
 Lucinda Smith
 Aidan and Brigitte Smyth
 Richard Snodsmith and
 Kristin Bumgarner*
 David Steele and Michael Fitzsimons*
 Zack Stender and Sky Baumbach*
 Jason Sterling*
 Eric Stinson
 David Strother and Monica Vivanco*

FINANCIALS: JANUARY 1, 2014 - DECEMBER 31, 2014



SUPPORT AND REVENUE

- Membership Dues 22%
- Individual Contributions 19%
- Contracts 19%
- Events & Benefits 16%
- Foundation Grants 14%
- Program Service Fees 5%
- Business Partner Support 3%
- Other 2%

Total Support & Revenue:
\$1,834,440

EXPENSES

- Program 78%
- Fundraising 14%
- Operating 8%

Total Expenses:
\$1,863,051

BEGINNING NET ASSETS \$910,321

ENDING NET ASSETS \$881,710

Andrea Hanson Switzky and Joshua Switzky
 Daniel and Ai Tauber
 John Teerlink and Jean Craig-Teerlink
 David and Yakira Teitel
 Andy Thornley and Tracey Quintero
 Nils Tikkanen*
 Billy Tompkins and Daniel Steves*
 Michael Tschantz
 Mike Valkosky*
 Stan Van Velsor*
 Tom Van Waardhuizen
 Pablo Vazquez and Katy Sullivan*
 Thomas Vogl
 Cameron and April Walters*
 Kate White and Maureen Futtner*
 Sarah Wilson*
 Joshua and Kelly Wiseman
 Susan Witka
 Al Wong*
 Janelle Wong and James Smith*
 Jiro Yamamoto*
 Elias Zamaria

IN-KIND BUSINESS SUPPORT

A2B
 ACSailingSF
 Barry Beams
 Bay City Bike Rentals & Tours
 Berkeley Racing Canoe Center
 BH Bikes
 Bicycle Bánh Mi

Bike Friday
 Bike MS National Multiple Sclerosis Society
 Burning Man
 The Crucible
 Currie Technologies
 DAHON Folding Bikes
 Dropbox
 Emazing Bicycle
 Gordon-Creed, Kelley,
 Holl & Sugerman LLP
 Honest Tea
 Hubert's
 Inn at Occidental
 KHS Bicycles
 KIND Healthy Snacks
 KRAVE Pure Foods, Inc.
 Kryptonite
 Mike's Bikes of San Francisco
 Mission Bicycle Company
 Motley Goods
 Napa and Sonoma Valley Bike Tours
 The North Face
 Other Avenues Coop
 Papillionaire Bicycles
 Pedal Inn
 Philz Coffee
 Popchips
 PUBLIC Bikes
 Purity Organic
 Rickshaw Bagworks
 San Francisco Giants

Saris
 Savvy Bike
 Shasta Living Streets
 SPARSE
 Specialized Bikes
 Sports Basement
 Swell Bicycles
 Trek Bicycle
 Valencia Cyclery
 Xtracycle
 Yoga Garden
 Yoga Tree
 Yuba Bicycles LLC
 ZICO Beverages

***All or a portion of the donation was contributed to the SF Bicycle Coalition Education Fund.**

****Combined SF Bicycle Coalition and SFBC Education Fund, pending final independent auditor's report.**

If you have any questions about your listing or we inadvertently omitted your gift, please let us know at development@sfbike.org.

For a copy of the San Francisco Bicycle Coalition's audited financial statements or IRS Form 990, please visit our website.



sfbike.org

**PROMOTING THE BICYCLE FOR
EVERYDAY TRANSPORTATION
SINCE 1971**

San Francisco Bicycle Coalition
833 Market Street, 10th Floor
San Francisco, CA 94103
415-431-2453 (BIKE)

FIVE WAYS TO CONNECT WITH YOUR SAN FRANCISCO BICYCLE COALITION

- **Like us on Facebook  and follow us on Twitter **
- **Sign up for the weekly Biker Bulletin.**
- **Read the latest news on our blog.**
- **Come to our next volunteer night.**
- **Take one of our free bicycle education classes.**