

San Francisco Bicycling Study Report **2011**



Prepared for

**San Francisco Municipal Transportation
Agency (SFMTA)**

Prepared by

COREY, CANAPARY & GALANIS

447 Sutter Street, PH North
San Francisco, California 94108

Table of Contents

Introduction	2
Executive Summary.....	5
Detailed Results	14
Who is Biking, How Much, and Why?.....	15
Motivators and Attitudes Among Cyclists	26
Attitudes About Cycling (General)	40
Motivations to Increase Cycling.....	51
Awareness of Biking Resources	59
Demographics	60
Verbatim Comments.....	66
Appendix	

Introduction

On behalf of San Francisco Municipal Transportation Agency (SFMTA), Corey, Canapary & Galanis (CC&G) undertook a Bicycling Study within the City and County of San Francisco. The primary goals of this study were to:

- Provide a picture of bicycling in San Francisco, including what percentage of residents bicycle, how often they bicycle, and who they are;
- Gain more in-depth information on bicyclists' assessment of San Francisco's biking infrastructure and resources; and
- Assess what motivates San Francisco residents who do bike, as well as what inhibits San Francisco residents from biking more often.

In order to achieve these goals, the study was carried out in two parts – a telephone study (with a goal of 400 completes) and an intercept study (with a goal of 300 completes), for a total study goal of 700 completed interviews. We exceeded this goal significantly, conducting a total of 1,063 interviews - 424 interviews for the telephone survey, and 639 for the intercept portion.

While most of the same questions were asked in both surveys, the layout and question order were changed in order to best serve each individual survey format. (See the Technical Memo in the Appendix for more information.)

Telephone Survey

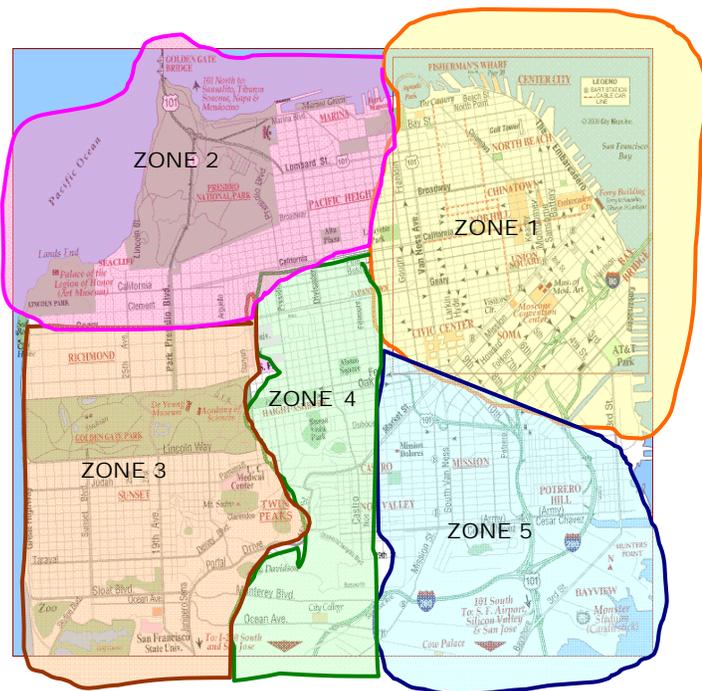
The telephone study was conducted among 424 San Francisco residents, randomly pulled from a geographically representative sample. This portion of the study was primarily intended to provide overarching data, such as bicycling frequency among residents, the proportion of non-riders, infrequent riders, and frequent riders, and general public attitudes towards bicycling.

For the **telephone survey**, results were balanced geographically based on a respondent’s home ZIP Code. (The map below shows how all San Francisco ZIP Codes were grouped into various zones, or areas of the City.)

Residents were randomly contacted from a mixed sample of listed, Random Digit Dial (RDD), and cell phone numbers. The telephone survey was conducted Sunday through Friday from December 27, 2010, through January 19, 2011, with interviewing halted around the New Year’s holiday.

Zones of San Francisco (Based on Home ZIP Code of Respondent)

- **Zone 1 Northeast** – Chinatown, Civic Center/Downtown, North Embarcadero, Potrero Hill, South of Market
- **Zone 2 Northwest** – Laurel Heights/Anza Vista, Marina/Pacific Heights, Richmond, Sea Cliff/Presidio Heights, Western Addition
- **Zone 3 Southwest** – Inner Sunset, Sunset, Lake Merced
- **Zone 4 Central** – Diamond Heights, Excelsior (Outer Mission), Haight-Ashbury, Ingleside, Noe Valley, Upper Market/Eureka Valley, West of Twin Peaks
- **Zone 5 Southeast** – Bayview/Hunters Point, Mission, North Bernal Heights, Portola, South Bernal Heights, Visitacion Valley



Intercept Survey

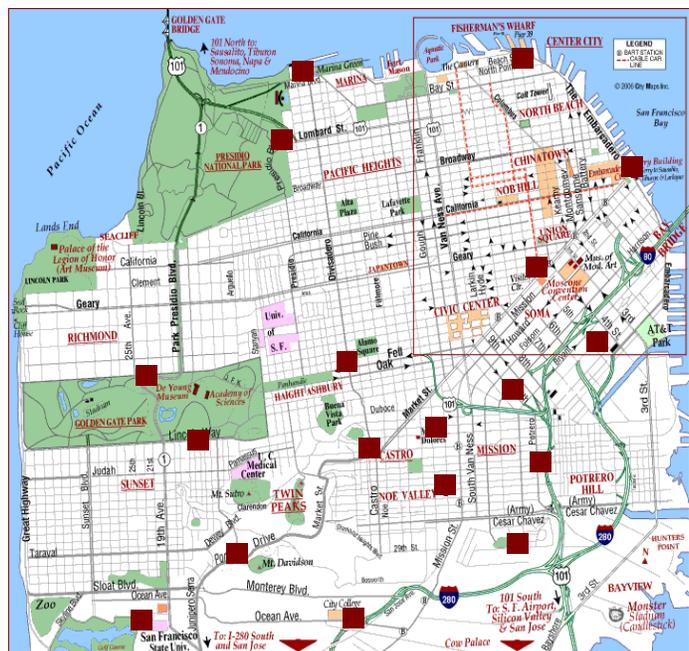
The intercept study was conducted among 639 bicyclists in San Francisco. By focusing solely on bicyclists, this aspect of the study allowed for analysis of opinions within the San Francisco bicycling community. Both frequent and occasional bicyclists were included in the intercept study.

For the **intercept survey**, 18 locations were chosen which represented likely biking areas of different types. These included 6 locations which are on SFMTA’s top bicycle traffic locations (e.g. “Heavy” locations); 6 locations described as ‘destination’ locations (e.g. City College of San Francisco) where the bicycle traffic was likely to be tied to a specific place; and 6 locations as ‘Neighborhood’ locations, primarily local shopping and dining areas. Although many of the heaviest locations are in the northeast section of the City, an effort was made to include areas throughout San Francisco. (See the map and table below for location information. Specific location details can be found in the Appendix.) Surveying was conducted both weekdays and weekends, from January 25, 2011, through February 5, 2011, avoiding the Martin Luther King holiday weekend.

Most intercept surveys were interviewer-administered. However, bicyclists who were unable to complete the survey at the time were given the option of completing it on their own and returning it via postage-paid envelope.

Intercept Survey Locations

Location Name	Location Type	Zone
5th & Market	Heavy	1
17th & Valencia	Heavy	5
Scott & Marina	Heavy	2
Scott & Oak	Heavy	4
5th & Townsend	Heavy	1
North Point & Stockton	Heavy	1
Lake Merced/SFSU	Destination	3
CCSF/Balboa Park	Destination	4
SFGH/Potrero Hill	Destination	1
Mission/21st	Destination	5
Golden Gate West	Destination	2
Ferry Building	Destination	1
Castro	Neighborhood	4
West Portal	Neighborhood	3
Rainbow Grocery	Neighborhood	1
Presidio	Neighborhood	2
Bernal Heights	Neighborhood	5
9th/Irving	Neighborhood	3



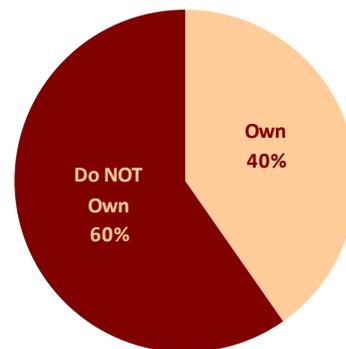
Executive Summary

Based on survey data, respondents were divided into one of three groups: **non-cyclists**, who reported that they never use a bicycle at all; **infrequent cyclists**, who reported that they bicycle, on average, less 3 times a week; and **frequent cyclists**, who reported that they bicycle, on average, 3 times a week or more.

Who is Biking (and Who Isn't)?

- About 40% of San Francisco residents say they own (or have access to) a bicycle, including 14% of those who say they never bicycle (non-cyclists).
- San Francisco has a relatively high share of residents who bicycle at least occasionally – 34% take at least one trip per year on their bike, and 17% take at least one trip per week by bicycle. However, two-thirds of San Franciscans (66%) never use a bicycle at all.
- In addition, 15% of bicyclists (5% of all residents) say that bicycling is their primary way of getting around.
- About one-third (34%) of all non-cyclists were ‘naysayers’ –e.g. literally saying ‘nothing’ could make them consider cycling, they were too old to bicycle, etc.
- However, about 20% of non-cyclists indicated the barriers they have to cycling may be readily overcome with basic social, educational, and resource-based efforts – e.g. finding people to bicycle with, finding affordable/discounted bicycles, learning the rules of the road, etc.

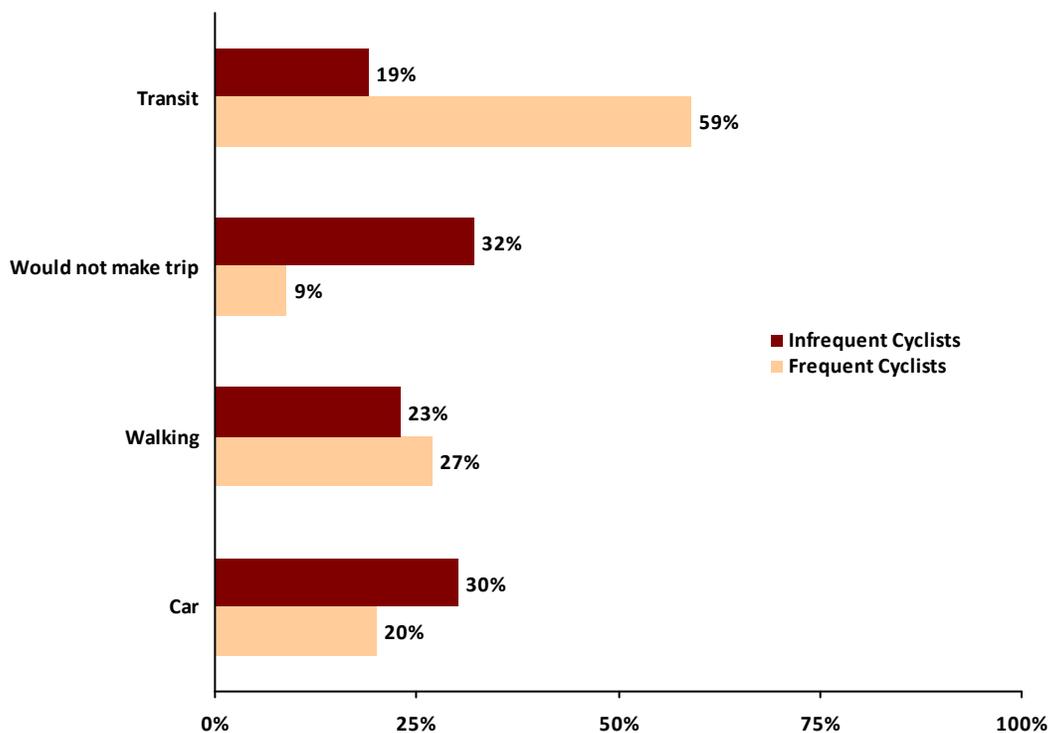
Ownership of (or Access to) Bicycle
SF Residents



Bicycle Trips

- Exercise and recreation was the most commonly cited trip purpose among San Francisco cyclists (57%). However, among frequent cyclists, work/business was the most common trip purpose (54%).
- Most San Francisco cyclists (85%) had their own car available for the surveyed trip. However, while 78% of infrequent cyclists had their own car available, only 47% of frequent cyclists had their own car available.
- About two-thirds (65%) of San Francisco cyclists ride their bikes year-round. However, almost all frequent cyclists (96%) do so. Among cyclists who did not bicycle year-round, Winter (December-February) was the most commonly skipped season.
- If a bicycle was not available, frequent cyclists were most likely to use transit, whereas infrequent cyclists were most likely to not make the trip or use their car. (See chart.)

"If you were not cycling, how would you have made this trip?" (Multiple responses accepted)



Motivations to Bicycle

Exercise and enjoying the outdoors were the most commonly given motivations for bicycling. Frequent cyclists were more likely to mention bicycling being a cheaper, faster mode.

In general, what are your motivations to bicycle? Is _____ a motivation (to bicycle)?

	Infrequent Cyclists	Frequent Cyclists
Percent saying "Yes" (listed reason is a motivation to bicycle)	%	%
Exercise	96	92
Enjoy the outdoors	90	88
Environment or air quality	64	82
Provides alone time or downtime	61	60
Cheaper than driving or transit	46	79
Faster than other alternatives	40	76
I identify as a member of the bicycling community	32	54

Cyclists' Assessment of Bicycling Conditions

Cyclists generally rated the marking of bikeways positively, with 66% agreeing that bikeways are well-marked.

However, only 13% agreed that they feel safe from traffic on a bicycle – a sentiment reflected in a second set of attitudinal statements where most bicyclists indicated they do not feel comfortable bicycling on a road with no designated bikeway, but very comfortable cycling on a bikeway separate from cars.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

	SF CYCLISTS OVERALL
Percent agreeing with statement (rating statement 4 or 5)	%
Bikeways are well-marked with stripes, signs & stencils	66
Bikeways are easy to get to from my home	53
If there were more striped bike lanes, I would ride more	50
Bikeways take me where I need to go	36
There is enough room on most streets to bicycle	29
The pavement is in good condition for bicycling	26
I feel safe from traffic on a bicycle	13

(continued)

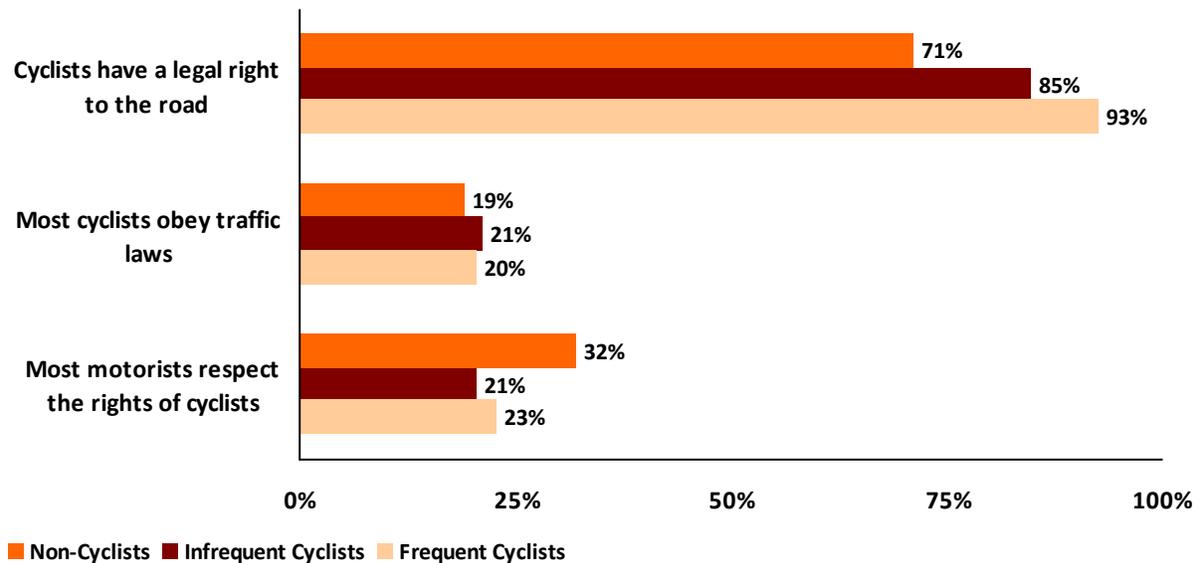
Using the same scale, how strongly do you agree or disagree with the following statements? I feel comfortable bicycling on . . .

	SF CYCLISTS OVERALL
Percent agreeing with statement (rating statement 4 or 5)	%
Bikeways separate from cars	91
Roads with bicycle lanes	81
Roads with shared lane markings, or “sharrows”	40
Roads with no designated bikeway	19

Attitudinal Statements

While there are some differences between non-cyclists and cyclists, respondents overall believe that cyclists have a legal right to the road. Both cyclists and non-cyclists also generally believe that most cyclists don’t obey traffic laws and most motorists do not respect the rights of cyclists.

**Percentage of Respondents
Rating Their Agreement with Statement 4-5
(5=Strongly Agree, 1=Strongly Disagree)**



Barriers to Cycling (More Often)

Various user groups rated barriers to cycling quite differently. While half of non-cyclists said they do not bicycle because they aren't comfortable biking with cars (the most highly rated barrier among this group), only 34% of infrequent cyclists and 14% of frequent cyclists agreed this was a barrier.

Infrequent cyclists next cited the lack of bike lanes and the need to travel with children or heavy items as barriers, while frequent cyclists rated not enough bike lanes, lack of secure bicycle parking, and destinations that were too far away or too many hills as their top barriers.

I do not bicycle more often because . . . (Items in bold are top 3 rated barriers)

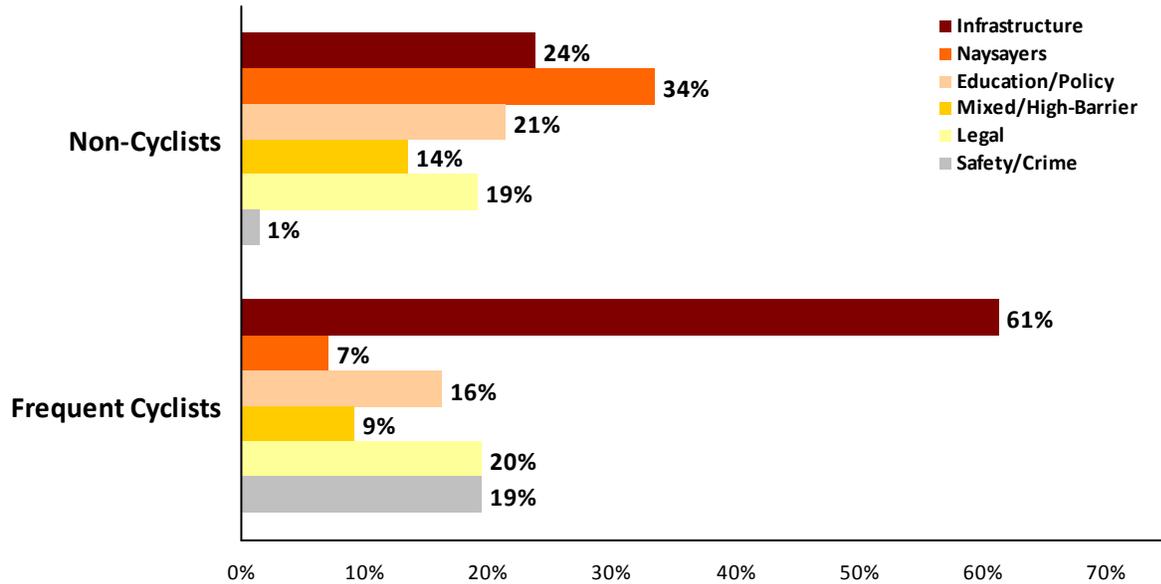
	Non-Cyclists	Infrequent Cyclists	Frequent Cyclists
Percent saying they agree (rated 4 or 5)	%	%	%
I'm not comfortable biking with cars	50	34	14
Places are too far away or there are too many hills	40	31	23
It's too difficult to cross major streets	31	19	11
I need to travel with small children/heavy items	23	32	14
There are not enough bike lanes	21	33	30
I don't want to get sweaty before work	18	21	10
I don't have secure bicycle parking	17	22	23

Increasing Bicycling in San Francisco

Respondents were asked what would motivate them to ride a bicycle (if they do not ride currently) or to ride more often. This question was open-ended. Responses, however, fell into 6 categories:

- **Infrastructure** – additional bike lanes, more bike-only lanes, signals, signage, etc.
- **Naysayers** – Comments indicating nothing could really motivate them to bicycle/bicycle more.
- **Education/Policy/Social** – Additional education resources or making policy changes (e.g. tax breaks for bicycle equipment)
- **Mixed/High Barrier** – These are unusually complicated items (involving multiple parties) or would be difficult to act upon (e.g. respondents who said 'more time')
- **Legal/Enforcement** – More stringent enforcement of existing laws or new licensing/standards
- **Safety/Crime** – Increased crime-fighting measures to make bicycling safer/prevent bike theft

Motivations to Cycle/Cycle More Often



Overall, the more a respondent is already bicycling, the more likely they are to say that infrastructure-related improvements are most likely to encourage them to bicycle more frequently. Respondents not currently bicycling are more likely to point to education/policy issues as motivating them to bicycle. Non-cyclists also have the highest group of naysayers, at 34%; however, the frequency of education/policy and legal/enforcement suggestions indicate a number of non-cyclists could be encouraged to bicycle with the help of the right policy changes and resources.

Awareness of Biking Resources

Given the importance of education and resources, particularly for non-cyclists to consider bicycling, most respondents showed very little awareness of them.

Fewer than two-thirds of frequent cyclists (57%) were aware of city bike maps, only 37% were aware of cyclist safety training classes, and only 30% were aware of the city's bicycling website.

Among non-cyclists, only 7% were aware of cyclist safety training classes, and only 11% were aware of the city's bicycling website. Since these are resources respondents noted may encourage them to bicycle, making residents more aware of these resources may be beneficial.

Which of the following information resources provided by the City of San Francisco are you familiar with?
(Percentage in bold shows highest awareness for each sub-group.)

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent Cyclists	Frequent Cyclists
(Percentage saying "yes" they are familiar)	%	%	%	%
Public outreach campaigns (billboards, bus ads, bus stop posters, and stickers)	46	44	40	39
City bike maps	25	17	46	57
City bicycling website	13	11	21	30
Cyclist safety training classes	9	7	15	37

The Average Cyclist and Average Non-Cyclist

The “average bicyclist” is not one, but two, people.

The average bicyclist who lives on the western side of San Francisco (Zones 2 and 3) is most likely to be an infrequent cyclist (e.g. riding their bike fewer than 3 times per week) who rides primarily for leisure/social purposes.

- He is likely to earn more than \$70,000 per year (more than other cyclists in San Francisco).
- He’s in his mid-40s – older than other bicyclists.
- If a bicycle is not available, however, he is more likely to jump into his privately owned car.
- He doesn’t really see bicycling as a part of a wider transit/walking goal, but perhaps an alternative to his car that allows for some exercise, downtime, and scenery.
- He is less likely to consider himself part of any larger bicycling community and less likely to be aware of classes, maps, and other bicycling resources.
- He’s probably white, although there is a slight chance he is Asian.

The average bicyclist who lives on the eastern side of San Francisco (Zones 1, 4, and 5) is more likely to be a frequent cyclist (rides 3 or more times per week) who rides regularly to get to work or school.

- He is more likely to earn less than \$70,000 per year.
- He’s also more likely to be in his late 30s to early 40s (a bit younger than infrequent cyclists).
- Bicycling not only saves him money, but it is also a good way to address his concerns about the environment and air quality.
- He probably doesn’t have a car. If a bicycle isn’t available, he’s likely to jump on transit or use a carshare – and he sees bicycling as fitting into an overall autoless picture. For that reason, his bicycle is likely to be his primary mode of transportation.
- He’s more likely to consider himself part of the larger bicycling community and to be aware of bicycling resources.
- He’s more racially/ethnically diverse.

Left out of these pictures are many San Franciscans, however, including:

- Many women. Among San Francisco residents, 74% of women do not ride a bicycle at all (compared to 60% of men).
- Many older and younger people. While 77% of those over 45 years of age say they never bicycle at all, so do 65% of those under 36 years of age. (Among those age 36 to 45, 50% say they never bicycle at all.)
- Many lower income residents. 76% of those earning less than \$70,00 per year never bicycle, compared to 56% of those earning over \$70,000 per year.
- Many non-whites. While 61% of whites say they never bicycle, so do 71% of Asians, 83% of African-Americans, and 75% of Hispanics.

Number of Estimated Bicycle Trips in San Francisco

Based on information obtained through the telephone survey, an estimate can be made for the number of bicycle trips made in San Francisco and the likely mode share of bicycling compared to other modes.

- Based on responses from the telephone survey (which included a cross-section of all San Francisco residents), approximately 86,000 bicycle trips are made by San Franciscans every day (based on a total daily trip share of 0.10).
- Most of these are made by frequent bicycle riders.
- While bicycles, by mode share, represent approximately 3% of all trips taken in San Francisco, among frequent riders, this mode share is 32%. This significant mode share is not surprising, as 80% of frequent cyclists say bicycling is their primary way of getting around.

Estimated Bicycle Trips in San Francisco

	Population (#)	# Total trips (Avg per day)	# Trips/Bike (Avg per day)	# Trips/All Other (Avg per day)
		(Total)	(Total)	(Total)
TOTAL	*859,658	3.02 2,596,167	0.10 85,966	2.92 2,510,201

Estimated Average Number of Bicycle Trips in San Francisco (By Cycling Frequency)

	TOTAL	Non- Cyclists	Infrequent Cyclists	Frequent Cyclists
Average Total Trips	3.02	2.88	3.52	2.69
Average Bike Trips	0.10	0.003	0.10	0.87

*Population figure is for 2010 San Francisco population, California Department of Finance.

Suggestions for Further Study - Broader Audiences and Bicycling Experience

From the current study, multiple data points suggest an emphasis on widening bicycling to as broad an audience as possible is important:

- Several open-ended comments mentioned the respondent used to bicycle – but not now.
- Particularly as San Francisco's population ages, keeping cyclists active (and continuing to bicycle) may be important.
- There appear to be fewer younger residents riding. In addition, racial and gender disparities of cyclists could point to either barriers within San Francisco for those communities or a predisposition to bicycle (or not) based on early experience.
- Keeping cycling resources applicable to the broadest audience possible is also likely to encourage existing cyclists – as noted by the respondents who said they would like to be able to bicycle in San Francisco with children, visitors, or those less familiar/less comfortable riding a bike on the street.

Detailed Results

Who is Biking, How Much, and Why?

Bicycling Frequency

San Francisco has a relatively high share of residents who bicycle at least occasionally – 34% take at least one trip per year on their bike, and 17% take at least one trip per week by bicycle. However, two-thirds of San Franciscans (66%) never use a bicycle at all.

Geographically, residents of Zones 1 (Northeast) and 5 (Southeast) were least likely to bicycle, with 74% of Zone 1 residents and 77% of Zone 5 residents saying they never bicycle at all.

By income, residents earning under \$70,000 are more likely to say they never bicycle (76%) than residents earning over \$70,000 (56%).

On average, how often do you bike per week, per month, or per year? [Answers annualized and shown 'per year']

Base (All Respondents)	TOTAL (Phone Survey) 424
Percent who say they bicycle . . .	%
0 times/year (Never Bicycle)	66
1 to 5 times/year	4
6 to 10 times/year	1
11 to 35 times/year	9
36 to 50 times/year	3
51-103 times/year	4
104-155 times/year	4
156 or more times/year	9
	100

Bicycle Trip Density

The maps on the following pages show the starting and ending points (by ZIP Code) of the surveyed trip for all cyclists (both phone and intercept survey). Darker colors on the map show the location of higher starting/ending points, while lighter colors show fewer starting/ending points. Note that every major residential ZIP Code in San Francisco (save for Treasure Island) had at least one starting/ending point.

The results of these maps highlight the significant differences among infrequent and frequent bicyclists. Based on responses from all cyclists:

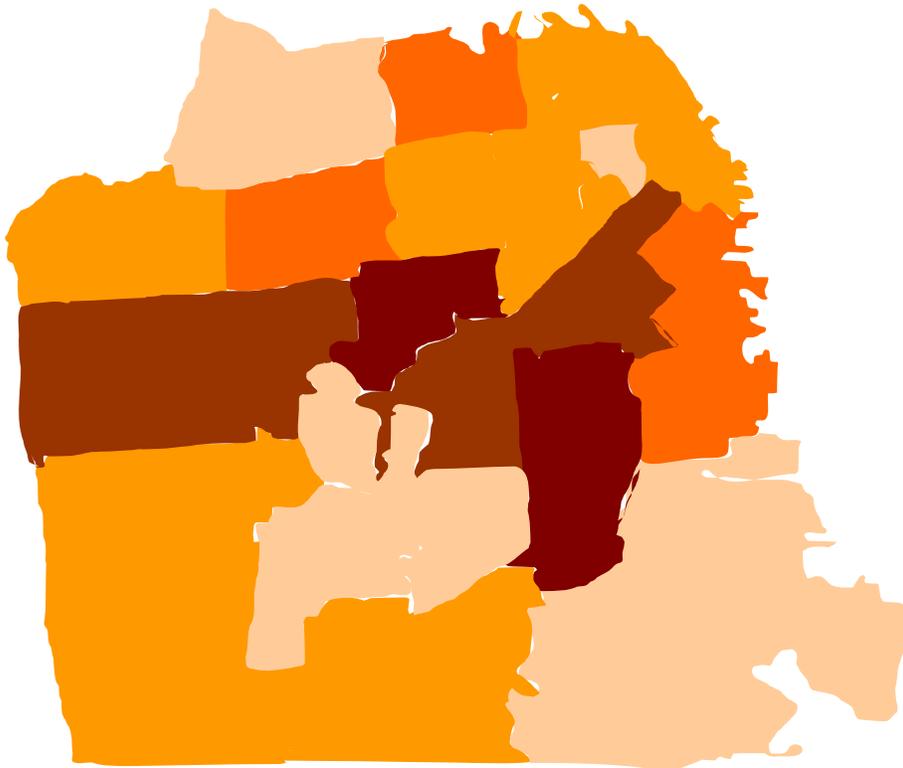
- Cyclists living in Zone 2 and Zone 3 are about twice as likely to be infrequent cyclists. Zone 2 residents account for 20% of infrequent cyclists, but only 13% of frequent cyclists. Zone 3 residents also account for 20% of infrequent cyclists, but only 11% of frequent cyclists.
- Similarly, Zone 5, while having few cyclists overall, has the highest percentage of frequent cyclists. In Zone 5, 64% of cyclists are frequent cyclists, followed by Zone 4 (54%), Zones 1 and 2 (both 52%) and Zone 3 (39%).
- Frequent cyclists are more likely to be biking out of necessity, and earning less may be part of this equation.
 - While 52% of bicyclists earning over \$70,000 are frequent cyclists, 62% of those earning LESS than \$70,000 are frequent cyclists.
 - Moreover, 76% of cyclists earning less than \$70,000 say the bicycle is their primary way of getting around, compared to 50% of cyclists earning over \$70,000.
 - Car availability may also be a factor. Among bicyclists earning less than \$70,000, only 40% had a car they owned available for the surveyed trip, compared to 70% of cyclists earning over \$70,000.

In short, with Zone 4 (in the middle of San Francisco) having both a high NUMBER of cyclists, as well as a high percentage of frequent cyclists, there is a concentration of traffic in the center of the City.

Note also that about 5% of bicycle trips begin outside of San Francisco, while about 6% of bicycle trips end outside of San Francisco.

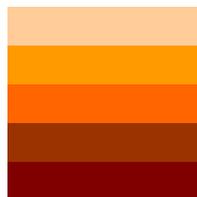
Starting Point of Most Recent Trip

Starting Point of Surveyed Trip (by ZIP Code)



Legend

- Fewer than 10 trips
- 10 -25 trips
- 25-40 trips
- 40-65 trips
- 65+ trips



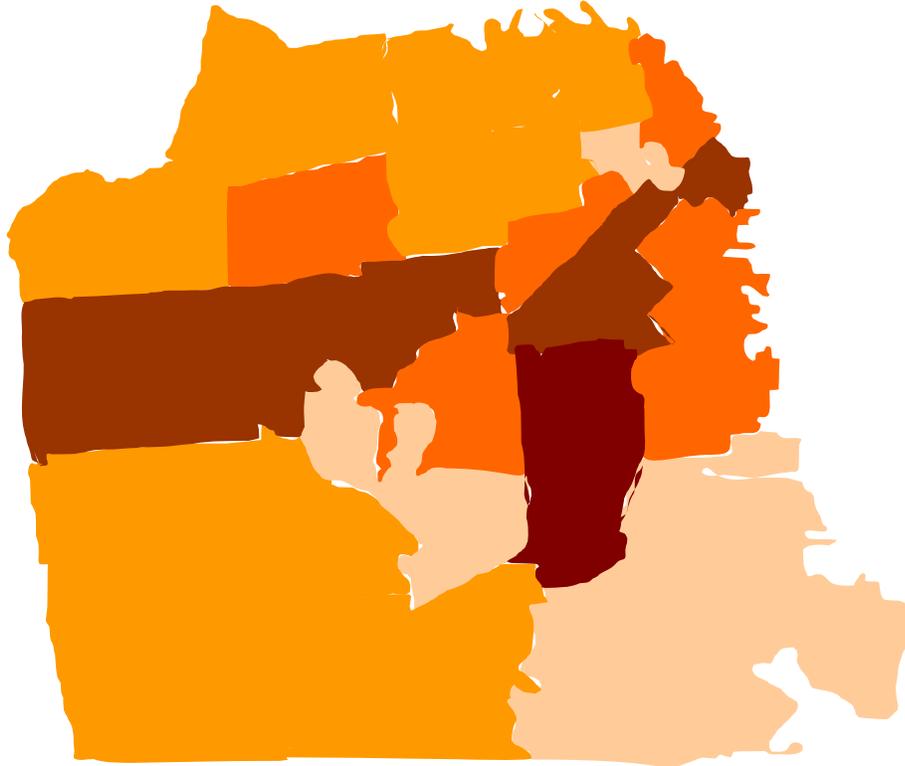
N=762 responses

(bike riders who completed starting point information)

38 trips started outside San Francisco (not shown)

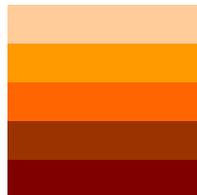
End Point of Most Recent Trip

End Point of Surveyed Trip (by ZIP Code)



Legend

- Fewer than 10 trips
- 10 -25 trips
- 26-40 trips
- 41-65 trips
- 66+ trips



N=761 responses

(bike riders who completed starting point information)
46 trips ended outside San Francisco (not shown)

Trip Purpose of Most Recent/Current Bicycle Trip

While 54% of frequent cyclists were traveling for work/business reasons, only 14% of infrequent cyclists were traveling for this purpose. The number one trip purpose for infrequent cyclists was exercise or recreation (66%).

Cyclists living in Zone 4/Central were most likely to be traveling for work (51%), followed by Zones 5/Southeast (50%), Zone 2/Northwest (46%), Zone 1/Northeast (37%), and Zone 3 (32%). Cyclists living in Zone 3 (which is also the location of San Francisco State) had the highest percentage cycling to school, at 10%, followed by Zone 4 (which includes City College of San Francisco) at 9%.

What was the primary purpose of this bike trip?

	SF CYCLISTS OVERALL 143	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)			
Percent who say . . .	%	%	%
Work/business	23	14	54
Exercise or recreation	57	66	26
Shopping/errands	11	14	18
Social/eating out/visit friends	12	12	17
School	-	1	8
Other	-	-	<1
Blank	1	-	1
	100	100	100

Bicycling All the Way to Destination

Overall, most cyclists bicycle all the way to their destination, with frequent cyclists less likely to do so (82%) than infrequent cyclists (89%).

Cyclists living in Zone 1/Northeast (which includes transfers to BART, Golden Gate Ferries and Buses, and Caltrain) were least likely to bicycle all the way to their destination (81%). Cyclists living in Zone 2/Northwest (with many infrequent riders and few direct transit connections for travel outside San Francisco) were most likely to bicycle all the way to their destination (94%).

Did you bicycle all the way to your destination?

	SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	143	184	594
Percent who say . . .	%	%	%
Yes	90	89	82
No (also used another mode)	10	10	15
No answer	-	2	3
	100	100	100

Bicycling and Car Availability

Most San Francisco cyclists overall have a personal vehicle (85%). However, infrequent cyclists (78%) were more likely to have a car available than frequent cyclists (47%). Also, frequent cyclists were much more likely to have a carshare available (11%) than infrequent cyclists (3%).

Cyclists living in Zone 3/Southwest were most likely to have their own car available for the trip (71%), while cyclists living in Zone 4/Central were most likely to have a carshare available (15%). Cyclists living in Zone 1/Northeast and Zone 5/Southeast were most likely to say they did NOT have a car available for the trip (46% and 45%, respectively).

Was a car available to you for this trip?

	SF CYCLISTS OVERALL 143	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)			
Percent who say . . .	%	%	%
Yes - Own car*	85	78	47
Yes – Carshare*	-	3	11
No	15	19	42
No answer	-	-	<1
	100	100	100

*The “Yes-carshare” option was on intercept survey only.

Other Transportation Options for Recent/Current Bicycle Trip

Among frequent cyclists, bicycling rarely replaces a car-based trip. While 59% said they would use transit if a bicycle were not available for the surveyed trip, 27% said they would walk. Only 20% of frequent cyclists said they would use a car (driving alone), while 2% said they would carpool and 9% said they would not make the trip at all.

Although there is more flexibility in making the trip, infrequent cyclists are more likely to use a bicycle instead of a car. While 32% of infrequent cyclists said they would not make the trip if a bicycle were not available, 30% said they would otherwise use a car and 1% said they would carpool.

Cyclists in Zone 3/Southwest and Zone 5/Southeast were most likely to say they would use a car for the surveyed trip if a bicycle were not available (30% and 28%, respectively). Zone 3/Southwest cyclists were also the least likely to use some form of transit if a bike were not available (34%).

Cyclists in Zone 2/Northwest, who are most likely to be infrequent/leisure cyclists, had the highest percentage saying they would not make the surveyed trip (25%).

If you were not cycling, how would you have made this trip? (Multiple responses accepted)

	SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	143	184	594
Percent who say . . .	%	%	%
Car	32	30	20
Walking (including skateboard)	25	23	27
I would not make this trip	25	32	9
Transit (ferry/bus/light rail/cable car)	23	19	59
Carpool	1	1	2
Taxi	-	-	2
Scooter/motorcycle	1	1	1
No answer	-	1	1
	100	100	100

Bicycling as Primary Way of Getting Around

While most frequent cyclists (80%) use a bicycle as their primary way of getting around, only 11% of infrequent bicyclists do so.

Cyclists living in Zone 4 and Zone 5 were most likely to say their bicycle is their primary way of getting around (72% and 77%, respectively).

Do you use a bicycle as your primary way of getting around?

	SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	143	184	594
Percent who say . . .	%	%	%
Yes	15	11	80
No (also used another mode)	85	89	19
No answer	-	-	1
	100	100	100

Bicycling and Seasons

The majority of bicyclists use a bicycle year-round, including nearly all (96%) frequent cyclists and two-thirds (68%) of infrequent cyclists.

Among cyclists who do not cycle year-round, Winter (December-February) is the most frequently skipped season. During the winter, 31% of infrequent cyclists and 4% of frequent cyclists do not bicycle.

Cyclists in Zones 1 and 4 are most likely to bicycle year-round (92% and 93%, respectively), while cyclists living in Zone 3 are least likely to do so (78%).

In which seasons do you bicycle?

	ALL CYCLISTS 143	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)			
Percent who say . . .	%	%	%
All Year	65	68	96
Only some parts of the year [Among those who do not bicycle all year – multiple responses allowed]	35	32	4
Spring (March-May)	25	24	4
Summer (June-August)	33	30	4
Fall (September-November)	17	14	3
Winter (December-February)	1	1	-
	100	100	100

Motivators and Attitudes Among Cyclists

Motivations for Current Bicycling

By cycling frequency

Nearly all bicyclists ride their bikes to get exercise and enjoy the outdoors (the top two motivators according to cyclists). However, while 59% overall say they bicycle for environmental/air quality reasons, 64% of infrequent bicyclists cite this as a motivation, compared to 82% of frequent cyclists. Frequent cyclists are also more likely to bicycle because it is cheaper than driving or transit (79%) and faster than other alternatives (76%).

About a quarter of cyclists overall (26%) say they bicycle because they identify as a member of the bicycling community. This varies substantially between infrequent cyclists (32%) and frequent cyclists (54%). Infrequent cyclists were more likely to say bicycling gives them a social time/time with friends or family/way to meet men or women (4%).

By geography

Cyclists living in Zones 2 and 3 were less likely to say they bicycle for environment or air quality (71% in both zones) than those in Zones 1, 4, and 5 (79% to 81%).

Cyclists living in Zone 5 were most likely to say they bicycle because it is cheaper than driving or transit (79%) than cyclists living in other parts of the City (63%-72%), while cyclists living in Zone 4 were most likely to say they bicycle because it is faster than other alternatives (77%, vs. 59%-72% in other zones).

Cyclists living in Zones 4 and 5 were most likely to say they bicycle because they identify as a member of the bicycling community (both 54%), while those in Zone 3 were least likely to identify (42%).

Among reasons volunteered by respondents, cyclists living in Zones 5 and 2 were most likely to say they bicycle to avoid the hassles associated with parking (7% and 5%, respectively). Cyclists living in Zone 5 were most likely to say they bicycle because it is setting a good example for their children or demonstrating civic responsibility or 'practicing what they preach' (4%, vs. 0%-2% for all other zones).

Notably, cyclists living in Zone 1 were most likely to give miscellaneous responses not also provided by other cyclists (4%, vs. 1%-2% in other zones). These reasons included that their motivations varied depending on the route, that transit was too crowded, their employer subsidized their cycling, and that they enjoyed just not having to use their car.

In general, what are your motivations to bicycle? Is _____ a motivation (to bicycle)? [Multiple responses accepted] Percent saying “yes” (reason is a motivation to bicycle). Responses with an asterisk (*) were added by respondents and not from the read list.

	SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	143	184	594
	%	%	%
Exercise	93	96	92
Enjoy the outdoors	87	90	88
Environment or air quality	59	64	82
Provides alone time or downtime	52	61	60
Cheaper than driving or transit	45	46	79
Faster than other alternatives	35	40	76
I identify as a member of the bicycling community	26	32	54
Sightsee/relax/just because I enjoy it*	11	5	7
Avoid hassle of parking/easier to park/avoid worry of parking tickets*	6	2	3
Social/time with friends or family/meet men/women*	6	4	1
Just not using the car/depends on route/transit too crowded/employer subsidy/other*	3	2	2
Education/model good behavior for my kids/civic responsibility/practice what I preach*	-	1	2
No answer	1	1	1

Sufficient Room on Streets for Bicycling

Bicyclists do not really believe there is enough room on most streets to bicycle. Among San Francisco cyclists overall, infrequent cyclists, and frequent cyclists, ratings were between 2.75 and 2.91 – not highly negative, but less than neutral (3.00).

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

A. There is enough room on most streets to bicycle.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	13	8	8
	(4)	17	21	23
	(3)	29	30	32
	(2)	26	24	25
Strongly Disagree	(1)	15	17	11
No Answer		-	-	1
		100	100	100
Mean (out of 5.00)		2.85	2.78	2.91

Feeling Safe from Traffic

Cyclists do not feel too safe from traffic on a bicycle. While San Francisco cyclists overall rated this statement 2.37, as did infrequent cyclists, frequent cyclists rated it only slightly higher, at 2.67.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

B. I feel safe from traffic on a bicycle.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	7	6	4
	(4)	6	6	18
	(3)	31	30	33
	(2)	27	33	30
Strongly Disagree	(1)	28	24	15
No Answer		1	1	1
		100	100	100
Mean (out of 5.00)		2.37	2.37	2.67

Well-Marked Bikeways

San Francisco cyclists overall rated the clarity of markings on bikeways at 3.71, and there was no significant difference in the ratings from infrequent and frequent cyclists. This rating is fairly positive, but also shows room for improvement.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

C. Bikeways are well-marked with stripes, signs, and stencils.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	24	20	19
	(4)	42	42	42
	(3)	20	26	25
	(2)	9	8	10
Strongly Disagree	(1)	5	4	2
No Answer		1	1	2
		100	100	100
Mean (out of 5.00)		3.71	3.65	3.67

Pavement Condition

Most cyclists do not think the pavement is in good condition for bicycling. While San Francisco cyclists overall rated this 2.70, frequent cyclists rated pavement condition even lower, at 2.36.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

D. The pavement is in good condition for bicycling.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	6	5	2
	(4)	20	19	11
	(3)	32	36	32
	(2)	22	26	31
Strongly Disagree	(1)	20	14	23
No Answer		1	1	2
		100	100	100
Mean (out of 5.00)		2.70	2.76	2.36

Access to Bikeways

Cyclists were relatively positive about the ease of getting to bikeways from their homes. San Francisco cyclists overall rated the ease of getting to bikeways at 3.54 (out of 5.00), while frequent cyclists rated this even more highly, at 3.97.

It is unknown whether frequent cyclists rated this higher because they are more knowledgeable about existing bikeways, if cyclists choose to bicycle more frequently because a bikeway is conveniently located nearby, or some combination.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

E. Bikeways are easy to get to from my home.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	29	27	37
	(4)	24	31	33
	(3)	25	21	21
	(2)	11	12	5
Strongly Disagree	(1)	9	7	3
No Answer		3	3	2
		100	100	100
Mean (out of 5.00)		3.54	3.60	3.97

Efficiency of Bikeway Routes

Cyclists may think bikeways take them where they need to go, rating this statement 3.18 (out of 5.00). Frequent cyclists rated this statement much more highly, at 3.60, suggesting that either they are more knowledgeable about bikeways, they are frequent cyclists *because* bikeways get them to locations they need to get to, or some of both.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

F. Bikeways take me where I need to go.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	18	16	21
	(4)	18	25	35
	(3)	36	35	29
	(2)	13	13	10
Strongly Disagree	(1)	11	9	3
No Answer		4	3	2
		100	100	100
Mean (out of 5.00)		3.18	3.26	3.60

Striped Bike Lanes

Both frequent and infrequent bicyclists indicated that they would bicycle more if there were more striped bicycle lanes, rating this statement 3.68 and 3.74, respectively. San Francisco cyclists overall, however, rated this 3.35, suggesting striped bike lanes may be more important to those who are cycling in San Francisco but visiting from other areas.

Thinking specifically about bicycling in San Francisco . . . please tell me how you feel about each of the following statements:

G. If there were more striped bike lanes, I would bike more.

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	34	42	43
	(4)	17	17	17
	(3)	16	18	15
	(2)	16	11	11
Strongly Disagree	(1)	17	11	10
No Answer		1	1	4
		100	100	100
Mean (out of 5.00)		3.35	3.68	3.74

Roads with No Designated Bikeway

Frequent cyclists are more comfortable than infrequent cyclists when it comes to bicycling on roads with no designated bikeway, rating this statement 2.79 (vs. 2.44 for infrequent cyclists). However, these relatively low ratings suggest that even among frequent/experienced cyclists, there is a measured level of discomfort with this type of situation.

Using the same scale, how strongly do you agree or disagree with the following statements: I feel comfortable bicycling on . . .

A. Roads with no designated bikeway

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	8	5	11
	(4)	11	12	18
	(3)	31	27	26
	(2)	27	31	25
Strongly Disagree	(1)	24	24	18
No Answer		-	1	1
		100	100	100
Mean (out of 5.00)		2.52	2.44	2.79

Sharrows

San Francisco cyclists overall are generally neutral-to-positive about sharrows, rating their comfort in riding in them 3.26 (out of 5.00). Frequent cyclists are more comfortable (3.55) than infrequent cyclists (3.22).

Using the same scale, how strongly do you agree or disagree with the following statements: I feel comfortable bicycling on . . .

B. Roads with shared lane markings, or “sharrows”

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	14	14	20
	(4)	26	24	34
	(3)	36	37	28
	(2)	10	13	13
Strongly Disagree	(1)	10	9	3
No Answer		4	3	2
		100	100	100
Mean (out of 5.00)		3.26	3.22	3.55

Bicycle Lanes

Both frequent and infrequent cyclists expressed relative comfort with bike lanes, rating their comfort level 4.46 and 4.24, respectively.

Using the same scale, how strongly do you agree or disagree with the following statements: I feel comfortable bicycling on . . .

C. Roads with bicycle lanes

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	50	47	59
	(4)	32	38	31
	(3)	13	10	7
	(2)	1	2	2
Strongly Disagree	(1)	6	3	1
No Answer		-	1	1
		100	100	100
Mean (out of 5.00)		4.19	4.24	4.46

Separate Bikeways

As may be expected, cyclists almost universally are comfortable bicycling on bikeways separate from cars. San Francisco cyclists overall rated their comfort at 4.64 (out of 5.00), infrequent cyclists at 4.67, and frequent cyclists 4.84.

Using the same scale, how strongly do you agree or disagree with the following statements: I feel comfortable bicycling on . . .

D. Bikeways separate from cars

		SF CYCLISTS OVERALL	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		143	184	594
		%	%	%
Strongly Agree	(5)	78	79	87
	(4)	13	14	8
	(3)	3	3	2
	(2)	-	-	<1
Strongly Disagree	(1)	4	3	1
No Answer		2	1	2
		100	100	100
Mean (out of 5.00)		4.64	4.67	4.84

Attitudes About Cycling

Attitudinal questions about cycling were asked of all survey respondents. The four major breakdowns shown in this section are:

- All respondents of the telephone survey, which was a proportional survey of San Francisco residents.
- Non-cyclists (all from the telephone survey)
- Infrequent cyclists (from both the telephone and intercept surveys); and
- Frequent cyclists (from both the telephone and intercept surveys).

Biking with Cars

Non-cyclists are least comfortable biking with cars, rating this statement 3.33 out of 5.00, while frequent cyclists are most comfortable (giving a rating of 2.09).

Residents of Zone 3/Southwest were most likely to say they were uncomfortable biking with cars (2.97), while residents of Zone 5/Southeast were least likely to say so (2.21).

However, women were much more likely to be uncomfortable biking with cars (2.85) than men (2.38).

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

A. I'm not comfortable biking with cars.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	28	37	15	7
	(4)	14	13	19	8
	(3)	17	13	21	15
	(2)	13	8	22	24
Strongly Disagree	(1)	24	24	23	42
No Answer		4	5	1	5
		100	100	100	100
Mean (out of 5.00)		3.10	3.33	2.80	2.09

Crossing Major Streets

Non-cyclists were most likely to indicate it is too difficult to cross major streets; however, as they rated it below the 3.00 midpoint (at 2.69), this does not seem to be a major issue. No other sizeable sub-group had a higher rating on this statement.

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

B. It's too difficult to cross major streets.

		SF RESIDENTS OVERALL 424	Non-Cyclists 281	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)					
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	17	22	7	4
	(4)	9	9	12	7
	(3)	18	15	26	18
	(2)	18	14	25	26
Strongly Disagree	(1)	34	35	30	40
No Answer		4	6	1	5
		100	100	100	100
Mean (out of 5.00)		2.56	2.69	2.41	2.04

Sufficient Bike Lanes

Infrequent cyclists were most likely to indicate there were not enough bike lanes, rating this statement 2.84 out of 5.00.

The only sub-group rating this statement more highly were those cyclists traveling for school, which rated this statement 3.09. Similarly, residents of Zone 1/Northeast and Zone 4/Central rated this statement 2.69 and 2.66, respectively. With most schools having a presence in downtown San Francisco, and City College being a part of Zone 4, this suggests that more school-centric bike lanes may be needed.

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

C. There are not enough bike lanes.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	13	15	13	12
	(4)	10	6	20	18
	(3)	20	19	26	20
	(2)	14	10	18	22
Strongly Disagree	(1)	37	43	22	25
No Answer		5	8	1	4
		100	100	100	100
Mean (out of 5.00)		2.44	2.33	2.84	2.69

Distance and Hills

Non-cyclists were most likely to agree that places are too far away or there are too many hills, rating this statement 3.07 out of 5.00, suggesting it may be a key reason why non-cyclists do not bicycle.

Geographically, residents of Zone 3/Southwest agreed with this statement the most, rating it 2.92. Women also rated this statement fairly high, at 2.98 (vs. 2.51 rating by men).

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

D. Places are too far away or there are too many hills.

		SF RESIDENTS OVERALL 424	Non-Cyclists 281	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)					
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	25	27	16	7
	(4)	15	13	15	16
	(3)	21	21	30	17
	(2)	9	6	17	24
Strongly Disagree	(1)	26	27	21	32
No Answer		4	6	1	5
		100	100	100	100
Mean (out of 5.00)		3.04	3.07	2.89	2.41

Traveling with Small Children/Heavy Items

Infrequent cyclists were most likely to say they need to travel with small children/heavy items, suggesting that is one reason they may not bicycle more often. Non-cyclists, however, rated the statement much lower, at 2.12, indicating this was less of a barrier for them to consider cycling. Also, women were more likely to agree with this statement (2.41) than men (1.98).

However, no group rated this statement much above infrequent cyclists, suggesting it is not a very significant barrier to cycling at least some of the time.

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

E. I need to travel with small children/heavy items.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	19	16	20	6
	(4)	8	6	12	8
	(3)	8	6	13	12
	(2)	8	7	12	17
Strongly Disagree	(1)	48	56	39	51
No Answer		8	8	5	7
		100	100	100	100
Mean (out of 5.00)		2.37	2.12	2.61	1.96

Not Wanting to Sweat

Among cycling groups, infrequent cyclists rated this statement most highly, at 2.24. Similarly, residents of Zone 2/Northwest and Zone 3/Southwest rated this statement 2.26 and 2.08, respectively.

While this indicates infrequent cyclists are more sensitive to getting sweaty before work than other groups, no group rated this statement more highly than residents of Zone 2 (2.26), suggesting it may not be a major factor in deciding to cycle to work.

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

F. I don't want to get sweaty before work.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	10	11	11	4
	(4)	8	7	10	7
	(3)	10	13	10	11
	(2)	14	9	25	21
Strongly Disagree	(1)	50	52	40	53
No Answer		8	9	4	5
		100	100	100	100
Mean (out of 5.00)		2.08	2.07	2.24	1.81

Secure Bicycle Parking

Infrequent and frequent cyclists rated this statement approximately the same, at 2.36 and 2.34, respectively.

By major sub-groups, residents of Zone 4/Central rated this the highest, at 2.47, as did those cycling for exercise (2.48).

However, the relatively low overall ratings suggest this is important to a limited number of cyclists and is not a major barrier for non-cyclists.

Next, I will read you a list of reasons for not bicycling more often. For each, please tell me if you agree or disagree using the same 5-point scale. I do not bicycle more often because . . .

G. I don't have secure bicycle parking.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	11	12	7	11
	(4)	9	5	15	12
	(3)	14	12	20	15
	(2)	14	9	22	17
Strongly Disagree	(1)	46	52	34	40
No Answer		8	10	3	4
		100	100	100	100
Mean (out of 5.00)		2.19	2.08	2.36	2.34

Legal Right to the Road

Residents overall agree that cyclists have a legal right to the road, rating this statement 4.24 out of 5.00. The more often a respondent bicycles, however, the higher their rating of this statement, with frequent cyclists rating this statement 4.77.

Geographically, residents of Zone 4/Central and Zone 5/Southeast rated this statement most highly, at 4.64 and 4.65, respectively. Residents of Zone 3/Southwest rated this statement the lowest, at 4.32; however, no statistically valid sub-group rated this statement lower than 4.11.

On a 5-point scale, with “5” indicating strongly agree and “1” indicating strongly disagree, please tell me how you feel about each of the following statements:

A. Cyclists have a legal right to the road.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	64	61	73	84
	(4)	11	11	12	8
	(3)	14	16	8	3
	(2)	3	3	2	2
Strongly Disagree	(1)	7	8	4	1
No Answer		1	1	2	2
		100	100	100	100
Mean (out of 5.00)		4.24	4.14	4.50	4.77

Cyclists Obeying Traffic Laws

While frequent cyclists were most likely to say that most cyclists obey traffic laws, their rating of 2.76 suggests no real agreement with this statement.

In fact, no sub-group rated this statement more highly than those cycling to get to school, at 3.02, suggesting very weak support for this statement overall.

On a 5-point scale, with “5” indicating strongly agree and “1” indicating strongly disagree, please tell me how you feel about each of the following statements:

B. Most cyclists obey traffic laws.

		SF RESIDENTS OVERALL 424	Non-Cyclists 281	Infrequent <3 times/wk 184	Frequent 3+ times/wk 594
Base (All Respondents)					
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	7	8	4	4
	(4)	13	11	17	16
	(3)	29	27	32	39
	(2)	22	21	28	31
Strongly Disagree	(1)	27	30	17	9
No Answer		2	3	2	2
		100	100	100	100
Mean (out of 5.00)		2.50	2.44	2.62	2.76

Motorists and Cyclists

While non-cyclists rated this statement most highly, at 3.11, the only group to rate this statement more strongly are those who do not have access to a bicycle (mostly non-cyclists and some infrequent cyclists), at 3.15.

Like the prior statement, this suggests very weak support for this statement overall.

On a 5-point scale, with “5” indicating strongly agree and “1” indicating strongly disagree, please tell me how you feel about each of the following statements:

C. Most motorists respect the rights of cyclists.

		SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)		424	281	184	594
Percent who say they . . .		%	%	%	%
Strongly Agree	(5)	10	11	4	2
	(4)	21	21	16	21
	(3)	39	40	41	38
	(2)	16	15	24	26
Strongly Disagree	(1)	11	9	13	11
No Answer		3	5	2	2
		100	100	100	100
Mean (out of 5.00)		3.02	3.11	2.75	2.75

Motivations to Increase Cycling

Respondents were asked what would motivate them to ride a bicycle (if they do not ride currently) or to ride more often. This question was open-ended. Responses, however, fell into 6 categories:

Infrastructure – Motivations involve additional bike lanes, more bike-only lanes, or improvements to lanes (such as the addition of traffic signals for the bike lane or repainting/replacing signage).

Naysayers – These are comments from those who said ‘nothing’ could increase the number of bike trips, as well as those who prefer to drive, and those whose health or age would preclude them from bicycling. While there may be benefits in encouraging this group to bicycle (or bicycle more often), they appear least likely to do so.

Education/Policy/Social – These motivators provide additional education and resources to San Francisco residents, as well as making policy changes (e.g. tax breaks for bicycle equipment) which would encourage bicycling.

Mixed/High Barrier – These motivations would require extensive cooperation among many entities (e.g. showers/changing facilities at destination) or are unlikely to be affected by investment or policy priorities (e.g. ‘more time’).

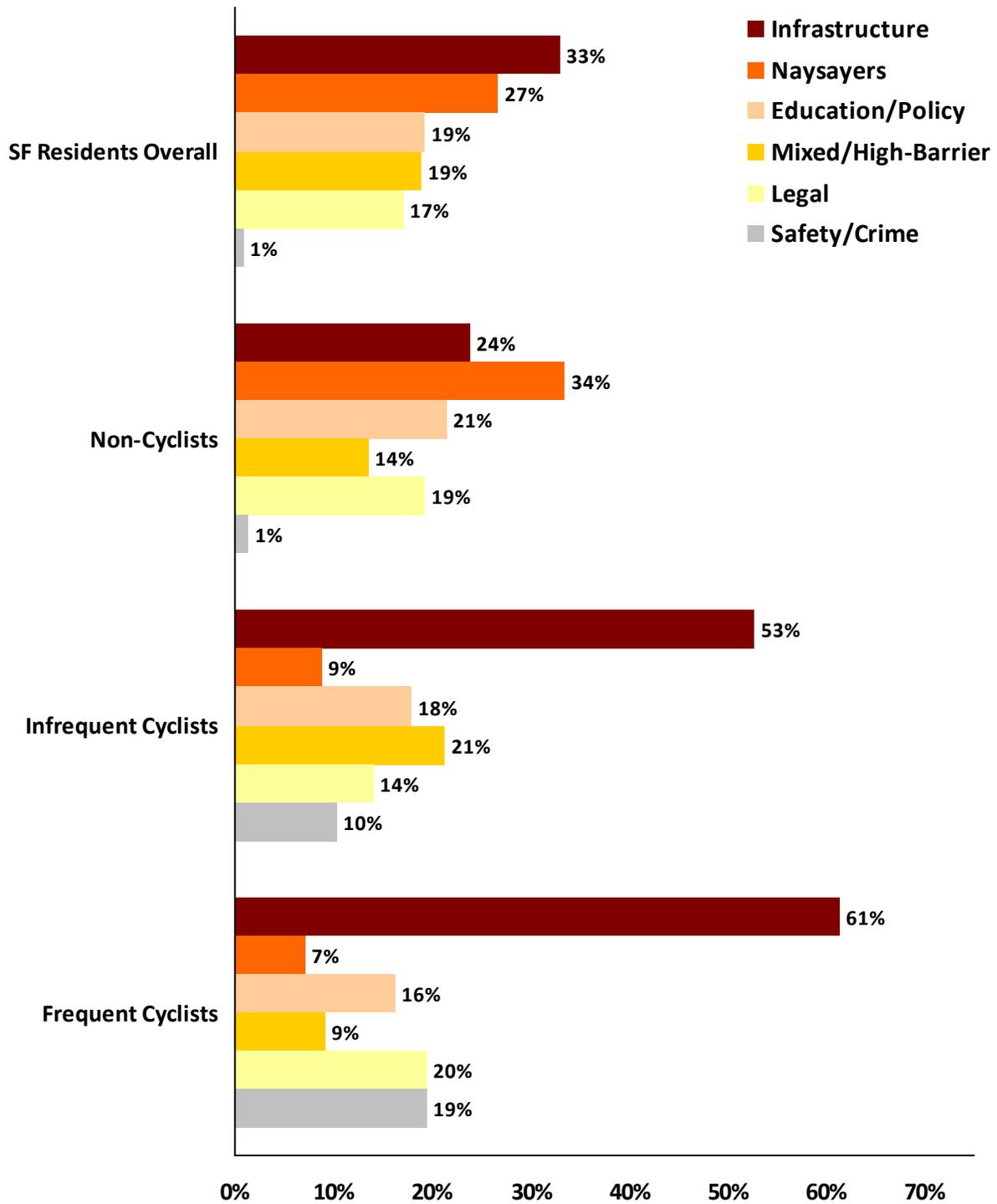
Legal/Enforcement – These motivators either ask for more stringent enforcement of existing laws or suggest new licensing/legal motivators to create a better cycling environment.

Safety/Crime – Related to legal/enforcement motivators, these motivators look for a reduction in crime or increased patrols to make bicycling safer.

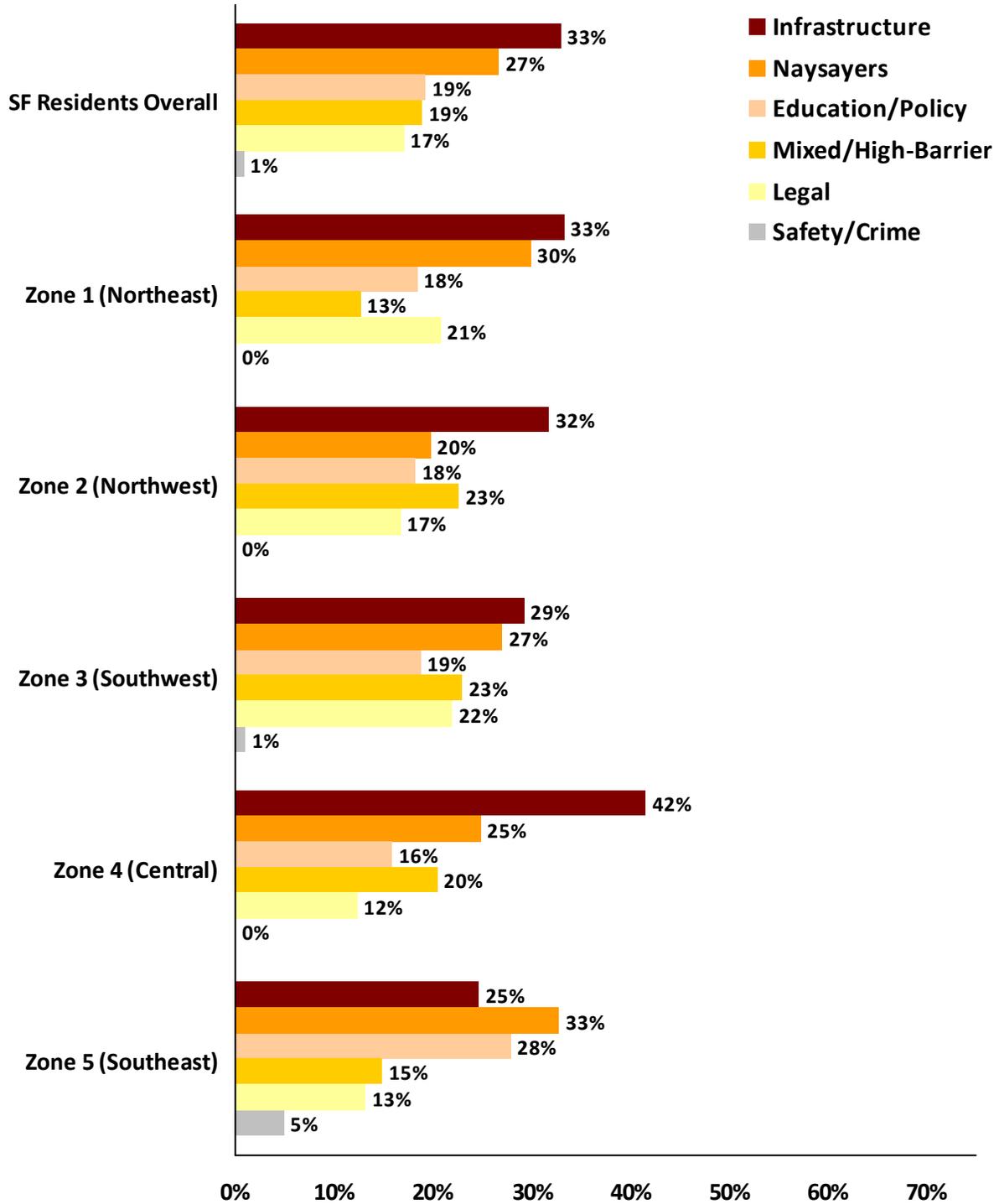
Overall, the more a respondent is already bicycling, the more likely they are to say that infrastructure-related improvements are most likely to encourage them to bicycle more frequently. Respondents not currently bicycling are more likely to point to education/policy and legal/enforcement issues as motivating them to bicycle. Non-cyclists also have the highest group of naysayers, at 34%; however, the frequency of education/policy and legal/enforcement suggestions indicate a number of non-cyclists could be encouraged to bicycle with the help of the right policy changes and resources.

The graphs on the next pages show the grouping of comments by the above categories, both by riding frequency and geography (Zone). Following the graphs, a detailed breakdown of specific motivators provided by respondents is given, both for San Francisco residents overall and for non-riders, infrequent riders, and frequent riders.

Motivations to Cycle/Cycle More Often By Rider Frequency



Motivations to Cycle/Cycle More Often By Zone (Section of City)



What would motivate you to ride a bicycle (or ride more often) in the future? (Multiple responses accepted)

Base (All Respondents)	SF RESIDENTS		Infrequent	Frequent
	OVERALL	Non-Cyclists	<3 times/wk	3+ times/wk
	424	281	184	594
	%	%	%	%
Infrastructure Improvements (NET)	33	24	53	61
Bike lanes – more, better marked	19	13	29	26
More bike parking, more room in house/apartment	7	5	7	3
Better topography – fewer hills, gentler grades	6	4	7	3
Need separate, dedicated ‘bike only’ paths/fewer cars/roads closed to cars/cross-city bike routes	5	3	17	28
Improved roads – fewer potholes, smoother pavement, get rid of trash/glass	2	1	5	13
Signage/lane markings should be redone/made more visible for drivers; better lighting/cameras at lanes/intersections	-	-	3	6
Traffic calming/road diets/use quieter streets for bike lanes	-	-	1	5
Move bike lanes to eliminate parking next to/put bike lanes next to sidewalk/rework to avoid dooring	-	-	1	2
Bike shelters/repair stations/bike rental/parking for special events	-	-	1	1
Don’t just ‘end’ bike paths/warn cyclist if path is ending	-	-	1	1
Bike lane traffic signals	-	-	1	1

Items in bold are most commonly given motivator for that group/sub-group.

[CONTINUED] What would motivate you to ride a bicycle (or ride more often) in the future? (Multiple responses accepted)

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
	%	%	%	%
Education/Policy/Social (NET)	19	21	18	16
Owning a bicycle/learning to ride/a new bicycle	6	9	2	2
Desire for improved physical fitness/recreation	6	7	3	1
More people/friends/coworkers who rode bikes	2	2	1	1
Closer destinations/places to ride for recreation/get to places like Golden Gate Park on bike	2	3	2	3
Economics – higher gas prices, insurance, parking, monetary incentive to bike/ tax deduction for bike equipment/ commuter checks for bikes, etc.	2	2	2	3
Less expensive bikes	1	1	1	<1
More places to store bikes on transit/ more open bikes on transit policies (e.g. BART-rush hour, Muni subway)	1	-	4	5
Places to ride with my kids/ with friends who are less knowledgeable less comfortable with biking in SF	-	-	2	1
Bike rider/driver balance, emphasize mutual respect/both sides need to be better	-	-	1	2
Online bike information/ announce new bike lanes/ lane changes	-	-	1	<1

[CONTINUED] What would motivate you to ride a bicycle (or ride more often) in the future? (Multiple responses accepted)

Base (All Respondents)	SF RESIDENTS	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
	OVERALL			
	424	281	184	594
	%	%	%	%
Legal/Enforcement (NET)	17	19	14	20
Less aggressive or more aware drivers/ mandatory classes for drivers/ better enforcement of driving laws	15	17	11	12
Cyclists don't follow rules/too aggressive, not cautious enough	2	3	1	<1
Better knowledge/general knowledge of city traffic laws	1	1	2	-
Mandatory classes/licensing for cyclists/enforcement of cycling laws/require helmets, lights, etc.	-	-	3	5
Allow stop sign/light to be 'yield' (allow cyclists to go through red light/stopsign)	-	-	1	2
Better training/awareness for bus/trolley drivers; avoid lane shares with streetcars/buses	-	-	-	2
Get motorcycles/runners/other vehicles out of dedicated bike lanes	-	-	-	1
Safety/Crime (NET)	1	1	10	19
Neighborhood unsafe (crime)	1	1	-	-
Too many bike lanes already, bikes snarl traffic/hazardous	1	1	-	-
Lockers/secure bike parking at destination/ security/enforcement to prevent theft/vandalism (on-street)	-	-	5	9
Safer bike routes (general)	-	-	4	5
Make a specific intersection/ street/area safer	-	-	3	7

Items in bold are most commonly given motivator for that group/sub-group.

[CONTINUED] What would motivate you to ride a bicycle (or ride more often) in the future? (Multiple responses accepted)

	SF RESIDENTS OVERALL 424 %	Non-Cyclists 281 %	Infrequent <3 times/wk 184 %	Frequent 3+ times/wk 594 %
Base (All Respondents)				
Naysayers (NET)	27	34	9	7
Too old, not in good enough physical shape	9	13	-	-
Nothing	7	8	3	2
Prefer to walk/everything in walking distance/prefer or can take transit	6	9	1	-
Prefer driving/faster, more convenient/reliable	5	6	2	<1
Already ride as much as I need to	2	-	3	5
Mixed/High-Barrier Changes/Other (NET)	19	14	21	9
Better weather	5	3	5	5
When current situation changes (pregnant/recuperating)	5	5	5	1
More time	4	<1	8	2
Closer work location/need to carry fewer items/run fewer errands during the day	3	3	2	1
Showers/changing facilities at destination	2	1	3	1
Environmental concerns	1	1	1	<1
Don't know	1	1	1	-
No answer	2	3	9	12

Safety-Related Motivations (Specific Intersections/Areas)

A number of bicyclists mentioned safety upgrades to specific intersections/areas as being an important part of encouraging them to bicycle more frequently. (Non-cyclists did not mention specific intersections.) These safety concerns generally centered around improving pavement conditions or alleviating traffic problems/improving bike access.

Intersections/areas mentioned at least once by cyclists as requiring safety upgrades are listed below. Note that this is not statistically significant, as areas closer to the intercept survey points would be more likely to be mentioned.

Areas Mentioned in Safety-Related Motivations (Needing Safety Upgrades)

- **Bay Bridge** - Need to have bike lanes all the way across the Bay Bridge (not just to Treasure Island).
- **Embarcadero** - Make it OK to ride on the sidewalk along the Embarcadero [because traffic is “like a freeway for cars”]; similarly, intersection of Battery and Embarcadero is hazardous due to traffic.
- **Mission/SOMA** – Specifically, pavement around 16th/Mission, 24th/Mission, Mission Street (general); bike path ‘just ends’ at San Jose/Alemany and is unsafe; bike path ends near 4th/King Caltrain station; Cesar Chavez is in disrepair/needs more bike lanes; remove one parking space at 19th/Harrison (visibility issue); Mission is too crowded; improve road conditions in Mission/Valencia/Market corridor; Outer Mission/Portola bikeways need improvement (general); need better pavement in SOMA (general); Folsom Street needs improvement (general).
- **Market/Van Ness/Civic** – Better bike access along Van Ness/ Gough/ Market/ McAllister corridor; need bike lane on Oak Street (at Divisadero); improve safety at Fell and Oak, Scott and Oak; Market Street too crowded; don’t put bikes with trolleys/buses along Market Street; consider closing Market Street to cars/Muni altogether.
- **Downtown** – Improve bike access/safety on Sansome above Market and on Kearny between Market and Bay
- **Bayview** – Bayview Bikeway is in disrepair; Bayview bikeways need improvement (general).
- **All Other** – Marina bike path needs new/fresh markings; need better access in Sunset, Bayshore, and Ocean Avenue areas; gas station entrance on Fell Street near Golden Gate Park is hazardous [didn’t specify which station/entrance].

Awareness of Biking Resources

While the general public and non-cyclists are most aware of public outreach campaigns, cyclists (whether frequent or infrequent) are most aware of City bike maps.

Very few respondents are aware of the city bicycling website – only 13% of San Francisco residents overall, and fewer than one-third of frequent riders, are aware of this resource. Similarly, just over one-third of frequent riders (37%), and 7% of non-cyclists, are aware of cyclist safety training classes.

Which of the following information resources provided by the City of San Francisco are you familiar with?

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
(Percentage saying “yes” they are familiar)	%	%	%	%
Public outreach campaigns (billboards, bus ads, bus stop posters, and stickers)	46	44	40	39
City bike maps	25	17	46	57
City bicycling website	13	11	21	30
Cyclist safety training classes	9	7	15	37

Demographics

Location within San Francisco (Zone)

While Zone 2 has a higher number of cyclists than most other zones, they are more likely to be infrequent cyclists. Zone 2 accounts for roughly 16% of San Francisco residents, but 20% of infrequent cyclists.

Conversely, Zone 5 has a higher share of frequent cyclists – residents of Zone 5 account for roughly 14% of San Francisco residents, but 21% of frequent cyclists.

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
	%	%	%	%
Zone 1 (Northeast)	20	23	18	18
Zone 2 (Northwest)	16	11	20	13
Zone 3 (Southwest)	23	22	20	11
Zone 4 (Central)	27	27	24	24
Zone 5 (Southeast)	14	17	11	21
Unknown/outside SF	-	<1	5	11
No answer	-	-	1	3
	100	100	100	100

Age

The age of the average frequent cyclist is almost a decade younger (37) than San Francisco residents overall (46), with the average age increasing as bicycle use decreases.

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
	%	%	%	%
Age 13-17 (intercept only)	-	-	1	<1
Age 18-25	8	8	6	19
Age 26-35	15	15	25	35
Age 36-45	29	21	36	21
Age 46-55	21	20	26	13
Age 56+	26	35	7	11
Refused/Blank	-	1	1	1
	100	100	100	100
Average (Mean) Age (# Years)	46	47	41	37

Race/Ethnicity

While Caucasians are just over half the San Francisco population (56%), they account for 80% of frequent bicycle riders and 66% of infrequent cyclists.

[Multiple responses accepted]

Base (All Respondents)	SF RESIDENTS	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
	OVERALL			
	424	281	184	594
	%	%	%	%
Caucasian	56	52	66	80
Asian/Pacific Islander	24	26	20	9
Hispanic	9	11	10	9
African American	5	7	2	1
Native American	1	1	1	1
Arabic/Middle Eastern	1	<1	-	1
Mixed (unspecified)	1	1	1	<1
Other	-	-	-	<1
Refused/Blank	6	7	3	3

Income

Frequent cyclists earn about \$10,000 less per year than San Francisco residents overall, and about \$20,000 less per year than infrequent cyclists.

Those who earn over \$100,000 account for about a third (29%) of San Francisco residents, but 40% of infrequent bicycle riders.

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
	%	%	%	%
Under \$30,000	17	20	11	27
\$31,000 to \$70,000	28	30	24	30
\$71,000 to \$100,000	14	12	14	16
Over \$100,000	29	24	40	21
Refused/Blank	13	14	11	7
Average (\$)	\$75,499	\$68,990	\$86,890	\$64,101

Gender

Men are more likely to cycle than women and more likely to be frequent cyclists.

	SF RESIDENTS OVERALL	Non-Cyclists	Infrequent <3 times/wk	Frequent 3+ times/wk
Base (All Respondents)	424	281	184	594
	%	%	%	%
Male	53	47	59	66
Female	47	53	39	27
Transgender	-	-	-	1
Blank/Refused	-	-	2	6
	100	100	100	100

Verbatim Responses

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future?

Frequent Cyclists.....	68
Infrequent Cyclists	87
Non-Cyclists.....	95

Comments About Cycling In San Francisco

Frequent Cyclists.....	107
Infrequent Cyclists	117
Non-Cyclists.....	122

Verbatim Responses

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future?

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

I RIDE ALL THE TIME. IF I DID NOT HAVE A JOB, I WOULD RIDE MORE.

BETTER BIKE PATHS.

BETTER PAVEMENT.

BETTER SECURITY WOULD MOTIVATE ME. PEOPLE STEAL MY BIKE SEAT. SAFETY IS IMPORTANT, AS WELL.

SUNNY DAYS.

MORE BIKE LANES. BETTER MARKED BIKEWAYS.

NICE WEATHER.

MORE BIKE LANES AND BETTER PAVEMENT.

MORE REAL BIKE LANES.

I BIKE ALL THE TIME.

SEPARATE BIKE LANES. THERE'S NOT ENOUGH ROOM ON BUSY STREETS. MORE DESIGNATED BIKE LANES.

BETTER ROADS, BETTER BIKE LANES.

MORE BIKE LANES. SOME TAX DEDUCTIONS FOR BICYCLE EQUIPMENT.

SEPARATED BIKE LANES OR MORE BICYCLES RIDING NEXT TO PARKED CARS ON THE NEXT LANE OUT.

MORE BIKE LANES. MORE PEOPLE BIKING. SHORTER TRAVEL TIMES. NO HILLS.

MORE TIME.

HAVING A JOB CLOSER.

IF THERE WERE MORE SEPARATE, NOT SHARROWED, LANES; AND IF THERE WERE MORE SECURE PLACES TO LOCK YOUR BIKE.

MORE BIKE LANES.

MORE BICYCLIST FREEDOMS. MORE SEPARATE BIKE PATHS. MORE BIKE ONLY ROADS.

MORE BIKE LANES.

GIVE MOTORISTS BICYCLE RESPECT CLASSES. PUT MORE BIKE RACKS IN FRONT OF THE FERRY BUILDING. MOVE THE BIKE SHELTERS.

FEWER CARS!

MORE SAFE BIKE LANES, ALL OVER THE CITY.

SAFER ROUTES IN SAN FRANCISCO. YOU SHOULD BE ABLE TO CROSS THE CITY ON BIKE ONLY LANES.

FEWER HILLS. I AVOID ROADS WITHOUT BIKE LANES.

WARMER WEATHER.

IF THE CAMPAIGN KEEPS GOING TO GET MORE BIKE LANES, I WILL GET MORE NEWBIES ON THE ROAD.

WHEN MY KIDS ARE GROWN AND I DON'T HAVE TO DRIVE THEM EVERYWHERE

I RIDE EVERY DAY ALREADY. I GUESS MORE BIKE LANES.

MORE BIKE LANES. MOTORISTS NEED TO BE TAUGHT TO SHARE THE ROAD.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

BETTER BIKE LANES AND MORE PARKING FOR BIKES.

I RIDE ENOUGH.

BETTER WEATHER.

MORE BIKE LANES AND BETTER EDUCATED DRIVERS.

A NEW BIKE.

FRIENDLIER STREETS.

BETTER WEATHER.

MORE SAFETY. TAXI DRIVERS NEED BETTER EDUCATION.

BIKE LANES. RESPECTFUL TRAFFIC.

MORE ABILITY TO BRING BIKES ON BART (FEWER RESTRICTIONS). MORE BUSES THAT CAN ACCOMMODATE MORE THAN TWO BIKES IN A RACK.

MORE DESIGNATED BIKE LANES.

GOOD ROADS.

MORE BIKE CARS ON CALTRAIN.

NOTHING KEEPS ME FROM BICYCLING, EXCEPT (AND RARELY) A LACK OF BIKE RACKS IN PLACES LIKE THE MISSION AND SOMA.

BETTER SENSE OF SAFETY. MORE AWARENESS OF MOTORISTS. NEED MORE OUTREACH.

IDEALLY, NO CARS, BUT BETTER BIKE LANES. MORE BIKE TRAINS; IT'S TOO CHAOTIC AT RUSH HOUR. I WISH IT WAS MORE LIKE AMSTERDAM!

I BIKE WHENEVER I NEED TO GET SOMEWHERE IN THE CITY. IF MY JOB IN SAN MATEO WAS EASIER TO GET TO BY BIKE I WOULD, BUT CALTRAIN IS A JOKE, RUNNING EVERY HALF HOUR AND ALL THE WAY AT THE OTHER END OF TOWN.

A NICER BIKE! I'M GOING TO RIDE MY BIKE FOR WHAT I NEED TO DO, REGARDLESS OF EVERYTHING EXCEPT MAYBE WEATHER. I KNOW FOR A FACT, THOUGH, THAT THE SINGLE BIGGEST IMPEDIMENT TO GETTING FOLKS TO BICYCLE IS THE CONSTANT BATTLE BETWEEN CARS AND BIKES. STREET CONDITIONS, SIGNAGE, AND BIKEWAYS ALL PLAY A PART, BUT BIKE COMMUTING WILL ONLY GROW IF CERTAIN STREETS ARE DESIGNATED BIKE-ONLY.

MORE BIKE LANES. MORE SEPARATED BIKE WAYS.

FEWER HILLS.

MORE BIKEWAYS SEPARATED FROM CARS.

I THINK SAN FRANCISCO IS DOING A GOOD JOB WITH THE BIKE LANES. THERE ARE SOME ROADS THAT NEED WORK, OF COURSE, SO THAT COULD BE BETTER.

MORE FREE TIME.

MY HOME AND JOB ARE VERY CLOSE TO CALTRAIN. I DON'T NEED TO BIKE MORE. IF I LIVED OR WORKED FURTHER AWAY, I WOULD BIKE MORE.

BETTER PAVED ROADS, ESPECIALLY MISSION BETWEEN RICHLAND AND 16TH. CLEANER ROADS.

FEWER IGNORANT DRIVERS, BUT HOW DO YOU MEASURE THAT?

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

BIGGER LANES THAT SEPARATED BIKES AND CARS BETTER.

IF THE STREETS WERE BETTER PAVED

I ALREADY BIKE EVERYDAY FOR ALL TRIPS, ALL YEAR AROUND, NO MATTER THE WEATHER.

MORE SECURE BIKE PARKING, ESPECIALLY IN THE MISSION AND CIVIC CENTER. IF THERE WERE MORE BIKE LANES, I'D FEEL SAFER.

I WOULD LIKE MORE BIKE LANES WITH SEPARATIONS AND THE BIKE LANES PAINTED GREEN.

A PLACE TO LOCK MY BIKE WHEREVER I GO.

DEDICATED SEPARATE BIKE LANES.

BETTER PAVEMENT. MORE BIKE LANES.

SAFER CITY STREETS. BIKE LANE TRAFFIC SIGNALS. ONLINE BIKE LANE ACCESS (ACCESS, CONSTRUCTION, AND MAPPING INFORMATION). COMPLETE BIKE LANES, NOT LANES TO NOWHERE!

MORE PLACES TO LIKE BIKES. SAFER ROADS.

LESS BICYCLE POLITICS. THE ELIMINATION OF THE SAN FRANCISCO BICYCLE COALITION.

BETTER AND MORE BIKE LANES. BIG GAS TAX.

MORE BIKE WAYS AND STANDALONE BIKE BATHS.

THERE'S NOTHING I CAN THINK OF. HONESTLY, NOTHING.

I RIDE PRETTY OFTEN. IF THERE WERE MORE PEOPLE CYCLING.

CHANGE OF JOB. I'M FORCED TO USE MY CAR. I'M ON CALL FOR DIFFERENT HOSPITALS. I CAN'T GO FROM HOSPITAL TO HOSPITAL ON MY BIKE. ALSO, I HAVE TO DRESS APPROPRIATELY.

HAVING MORE DESIGNATED BIKE LANES THROUGHOUT THE CITY. NOT JUST THE STENCILS ON THE ROAD. THE REASON I DON'T BICYCLE MORE OFTEN IS BECAUSE OF THEFT PROBLEMS. I WORRY ABOUT PARKING MY BIKE FOR ANY LENGTH OF TIME. I DON'T THINK THIS IS A PROBLEM THAT THE CITY CAN REMEDY HOWEVER.

MORE BIKE PATHS. THEY DON'T HAVE TO BE ON EVERY STREET BUT THEY COULD BE ON PARALLEL STREETS.

PROBABLY FEWER HILLS. THE WEATHER DEFINITELY HAS SOMETHING TO DO WITH IT IF IT'S TOO COLD OR RAINY. IF I DON'T HAVE TO CARRY HEAVY STUFF.

SUNSHINE, GOOD WEATHER AND A GOOD HIP.

IF OTHER CYCLISTS OBEYED THE RULES OF THE ROAD. IF THERE'S A STOP SIGN WE SHOULD ALL STOP. JUST BECAUSE WE'RE CYCLISTS IT DOESN'T MEAN WE SHOULD BE ABLE TO PASS THROUGH IT.

GET IT TO STOP RAINING AND I WOULD BIKE MORE.

IF I FELT SAFER AND IF THERE WAS LESS RAIN.

BETTER WEATHER WOULD MOTIVATE ME TO RIDE A BICYCLE MORE OFTEN.

I WOULD BIKE MORE IF THERE WAS MORE BIKE LANES AND THE WEATHER WAS BETTER.

SEPARATED BIKE LANES. ON MY COMMUTE, I WOULD LOVE IF THERE WAS MORE SEPARATED BIKE LANES, THINGS WOULD BE SAFER AND BIKERS WOULDN'T BE IGNORED. OFTEN, I HAVE TO WORRY ABOUT TAXIS AND TOURISTS, BUT IN SEPARATED BIKE LANES THOSE AREN'T REALLY ISSUES I HAVE TO WORRY ABOUT.

MORE BIKE LANES.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE BIKE LANES.

MORE ROADS WITH BIKES ONLY PASSAGES. MORE LAWS FAVORING CYCLISTS.

MORE BIKE LANES.

MORE COMPLETELY SEPARATE BIKE LANES (FROM CARS).

MORE BIKE LANES.

MAKE IT UNATTRACTIVE TO DRIVE IN SF.

IMPOSSIBLE! I CYCLE ENOUGH ALREADY, ABOUT 20 MILES A DAY.

MORE AREAS TO PARK. MAKE BART LET CYCLISTS ON DURING RUSH HOUR.

MORE BIKE LANES.

CITY SPONSORED REPAIR STATIONS, WHERE YOU CAN FILL UP ON AIR, BUY NEW TUBES, ETC.

A BETTER BIKE.

REPAIRING THE ROADS.

MORE BIKE LANES. BETTER ROADS.

GET THE PEDESTRIANS OFF OF THE SIDEWALKS, SO I CAN RIDE THERE.

BETTER ROAD CONDITIONS.

PAVE THE ROADS.

MORE TRAILS OUT TO SUNNY SPOTS LIKE GOLDEN GATE PARK. MORE BIKE LANES.

MORE BIKE LANES.

BETTER ROADS FOR BIKING ON MISSION AND 24TH STREETS.

PLEASE MAKE MISSION STREET SAFER FOR CYCLISTS.

MORE BIKE LANES, PLEASE.

ROADS THAT WERE DESIGNATED FOR BIKES ONLY.

NOT HAVING MY BIKE STOLEN EVERY TWO MONTHS!

BETTER PAVEMENT. SAFER PARKING. CHANGE STATIONS. LOCKERS.

MAKE IT SAFER TO RIDE WITH MY CHILDREN.

SEPARATE BIKE LANES, BETTER INFRASTRUCTURE.

BETTER WEATHER. FIX THE DARN POTHOLES!

BUILD MORE BIKE LANES. GET RID OF THE CARS! HAVE MORE REASONABLE LAWS FOR BIKES. FIX THE ROADS!

MAKE CARS ILLEGAL IN THE CITY.

SEPARATED BIKE LANES!

SAFETY!

MORE BIKE LANES!

A FREE BIKE.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

BETTER PAVEMENT.

A BETTER BIKE.

SECURE BIKE PARKING. CAMERA AND SECURITY IN BART STATIONS FOR BIKE SECURITY.

MORE BIKE LANES FOR COMMUTING.

IF IT WERE MORE FRIENDLY FOR MY FAMILY. IT'S CHALLENGING TO GET OUT OF NEIGHBORHOOD WITH SMALL CHILDREN.

A PUBLIC BIKE PROGRAM. RENT BY USE WITH WELL MAINTAINED (AND SOME ELECTRICALLY ASSISTED) BIKES. TAX BREAKS FOR CYCLISTS THAT ARE BIGGER.

MORE BIKE LANES, SEPARATED, AND SLOWER TRAFFIC. THERE ARE NICE BIKE LANES ON EMBARCADERO, BUT IT'S LIKE A FREEWAY FOR CARS. I'D LIKE TO BE 25 AGAIN. COMPLETE STREET REPAIRS.

CHEAPER BICYCLES, BETTER WEATHER. DRIVERS WHO WERE MORE CONSCIOUS OF CYCLING LAWS AND KNEW THEM, RATHER THAN ASSUME THAT THEY KNOW WHAT THEY ARE.

IF COMPANIES STARTED REIMBURSING MILEAGE FOR BIKING. IF MORE PEOPLE BICYCLED, THERE WOULD BE BETTER MAINTENANCE OF BIKEWAYS. COMMUTER CHECKS SHOULD BE ABLE TO BE APPLIED FOR MAINTENANCE OF BICYCLES. I WOULD TAKE BIKES OUTSIDE THE CITY IF WAS EASIER TO CATCH TRAINS. IMPROVE THE PAVEMENT.

MAYBE, IF I WAS YOUNGER. NOTHING ELSE PREVENTS ME FROM BICYCLING IN THE CITY.

IF THERE WERE MORE COLOR-CODED BIKE LANES, LIKE DOWNTOWN.

LARGER BIKE PATHS AND BETTER MAINTAINED ROADS, ESPECIALLY MISSION ST AND MARKET. THERE'S LOTS OF BROKEN GLASS, WHICH IS HARD TO AVOID, ON VALENCIA AND MARKET.

PARKING. DOWNTOWN, I WON'T LEAVE MY BIKE ON THE STAPLE. SOME HOMELESS GUY OR CRACKHEAD WILL STEAL IT. SUPERVISED PARKING DOWNTOWN WOULD BE AWESOME.

TAX BREAKS, A SHOWER AT WORK, DRIVER EDUCATION AND CYCLIST EDUCATION. MORE CHILDREN BICYCLING. BETTER STREET LAYOUT, SO IT'S SAFER. MORE UNIVERSAL MARKINGS AND TRAFFIC FLOW. MORE BIKE PARKING ("U" HOOPS).

PROBABLY, FOR ME, IT'S PROXIMITY TO MY WORK AND BETTER ROADS. THE CITY STREETS ARE A MESS. BETTER MAINTENANCE OF THE ROADS.

NOTHING. I RIDE ALL THE TIME, BUT I WOULD APPRECIATE IT IF YOU FIX THE ROADS. THEY'RE HORRIBLE.

I BIKE EVERYWHERE ALREADY.

I RIDE MY BIKE ALL THE TIME, UNLESS IT'S RAINING, I HAVE SOMETHING TOO BIG TO CARRY, OR IT'S TOO FAR AWAY. AFTER YOU'VE RIDDEN ENOUGH, YOU KNOW WHERE TO GO, WHAT STREETS TO USE.

I RIDE PRETTY OFTEN, BUT I GUESS, FEWER HILLS AND MORE BIKE LANES.

I DON'T KNOW. I RIDE EVERYDAY, EVERYWHERE.

SAFER AND SANER TRAFFIC. MORE MARKED BIKE LANES.

MORE BIKE LANES, ACCESSIBILITY TO GET FROM POINT A TO POINT B. MAKE IT EASIER TO BRING BIKE ON BART. I WORK IN EAST BAY AND CAN'T TAKE BIKE ON BART DURING COMMUTE HOURS. HAVE MORE PLACES TO PUT BIKES ON MUNI. ADD MORE BIKE HOLDERS ON BUSES AND LET US BE ABLE TO BRING BIKES ON UNDERGROUND STREET CARS.

MORE DEDICATED BIKE BOULEVARDS AND EMPHASIS ON BIKES. THE INFRASTRUCTURE IS DESIGNED FOR CARS, NOT BIKES. PROVIDE DRIVER EDUCATION REGARDING BIKES' RIGHT TO THE ROAD.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE BIKE LANES. LEVELING?

IF SAN FRANCISCO WERE FLATTER AND IT NEVER RAINED. IF THERE WERE MORE BIKE LANES.

PUT BIKE LANES ON THE SIDEWALK SEPARATE FROM TRAFFIC, LIKE IN EUROPE. PEDESTRIANS CAN BE MOVED.

BETTER MARKINGS. MORE BIKE LANES. HAVE MARKINGS, JUST LIKE HIGHWAYS SO CARS CAN SEE THEM. HAVE THOSE BUMPS SO CARS CAN HEAR WHEN THEY ARE GOING INTO THE BIKE LANE.

HAVE BETTER MARKED LANES, LIKE THE MARKET ST. GREEN STRIP. HAVE SPECIFIC TRAFFIC LIGHTS FOR BIKES. SO WE CAN KEEP MOMENTUM, THE STOP SIGN LAWS SHOULD BE DIFFERENT FOR BIKES. MAKE STOP SIGNS YIELD SIGNS FOR BIKES. PUT IN BETTER STREET LIGHTING AT NIGHT AND REFLECTOR LIGHTS ON LANES. BIKE SAFETY AWARENESS NEEDS PUBLICIZING.

VEHICLE DRIVERS NEED TO BE MORE AWARE OF WHEN THEY ARE [EXPLETIVE REMOVED].

MORE PEOPLE BIKING AND LESS PEOPLE DRIVING. SAFER BIKE PATHS. DESIGNATED BIKE ONLY PATHS.

BIKE BOULEVARDS. IF 41ST AVENUE WAS FOR BIKES ONLY.

MORE LANES CLOSED OFF FROM TRAFFIC, LIKE ON MARKET STREET.

MORE DEDICATED BIKE LANES AND BETTER DRIVERS. MORE MARKINGS ABOVE MARKET STREET ON SANSOME AND KEARNY, BETWEEN MARKET AND BROADWAY.

BETTER PAVED ROADS WITH DIVIDED LANE DESIGN. ROUTES THAT WOULD ALLOW YOU TO AVOID HILLS WHILE GETTING ACROSS TOWN. MORE PARKING, LIKE "U" LOOPS. GATED PARKING TO ASSURE BIKES ARE NOT STOLEN. SFPD BEING MORE AGGRESSIVE IN RECOVERING STOLEN BIKES.

SEPARATE BIKE LANES WITH A MEDIAN IN BETWEEN.

BETTER, SMOOTHER ROADS AND MORE STRIPED LANES.

I FEEL A LOT OF DRIVERS HAVE ANIMOSITY TOWARDS BIKE RIDERS. IF PEOPLE WERE MORE NEUTRAL, IT'D BE SAFER. COMPLETELY SEPARATE BIKE LANES WOULD ALSO BE NICE, BUT REQUIRES LOTS OF INFRASTRUCTURE. DRIVERS DO NEED EDUCATION ON CYCLIST RIGHTS, BUT A LOT OF CYCLISTS DO HAVE A SENSE OF ENTITLEMENT.

MORE BIKE LANES. INCREASED RESPECT FROM DRIVERS.

ROADWAYS THAT ARE PAVED WELL AND SAFE FROM POTHOLES, CRACKS, AND MUNI BUSES. ACTUAL BARRIERS BETWEEN LANES, EVEN JUST THOSE WHITE CONES.

BETTER, SMOOTHER ROADWAYS, MAYBE MORE BIKE LANES OR SHARROWS. SOMETHING THAT WILL WARN DRIVERS THAT CYCLISTS ARE NEARBY.

IT'S ABOUT INTERSECTIONS AND ACCESS. THERE ARE SOME PLACES I CAN NOT GET TO BY BICYCLE, LIKE THE TRADER JOE'S ON MASONIC. AREAS OF VAN NESS, GOUGH, MARKET AND MCALLISTER ARE IMPOSSIBLE, DUE TO VEHICLE TRAFFIC. ADD MORE SPACE ON THE ROAD FOR BIKES. REDUCE TRAFFIC.

ROADS IN BETTER CONDITIONS. MORE BICYCLE LANES.

MORE CYCLE LANES. THE ABILITY TO CROSS THE CITY WITHOUT STOPPING EVERY MINUTE AT LIGHTS!

MORE LANES AND BIKE ROUTES.

MORE TIME.

TOW ROPES UP HILLS OR IF I COULD PUT MY BIKE ON THE BACK OF A CABLE CAR FOR FREE.

KNOWING WHERE TO GO.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

LOTS MORE GREEN BIKE LANES.

BETTER WEATHER. GET RID OF THE BAD CABBIES.

MORE BIKE LANES. MORE PARTICIPATION BY CITY GOVERNMENT TO GIVE MOTORISTS IDEAS ABOUT CYCLISTS.

LESS RAIN.

PHYSICALLY SEPARATED GREEN BIKE LANES. BETTER BIKE PARKING. BETTER ENFORCEMENT.

A NEW BIKE. BIKE STEALING IS A PROBLEM.

MORE SEPARATED BIKE LANES. MORE EDUCATION CAMPAIGNS FOR DRIVERS AND CYCLISTS. MORE RESPECT FROM DRIVERS. CYCLISTS WHO OBEY LAWS.

MORE DEDICATED INFRASTRUCTURE FOR BIKES.

TROLLEY TRACKS ARE DANGEROUS, NO MORE TROLLEY TRACKS.

BETTER STREET QUALITY. FEWER HILLS.

MARKET ST. CLEARED OF CARS.

I'D LIKE TO SEE MORE STREET SMOOTHING OF PAVING, ESPECIALLY THE MISSION AND FOLSOM ROUTES. I'D ALSO LIKE MORE OPTIONS TO SPREAD OUT A LITTLE. MARKET AND MISSION ARE USUALLY CROWDED.

MORE BIKE LANES AND LANES ACROSS THE BAY BRIDGE WOULD HELP. I WORK IN BERKELEY.

ABOUT HALF OF THE POLICE ARE TRAINED TO REACT TO BIKE/CAR ACCIDENTS, BUT THE OTHER HALF ARE NOT AND DON'T TAKE A REPORT UNLESS THERE IS PHYSICAL INJURY, NOT IF THERE'S "JUST" PROPERTY DAMAGE. THERE SHOULD BE A REPORT IF THERE'S PROPERTY DAMAGE ALSO, E-LOCKERS WITH SHARED USE (BIKE LOCKERS) AND MORE SUNDAY STREETS TYPE EVENTS WOULD ALSO BE NICE.

SAFER, MORE ACCESSIBLE BIKE LANES THAT ARE SEPARATE FROM TRAFFIC WITH A PHYSICAL BARRIER AND ARE WIDE ENOUGH THAT A CAR DOOR CAN OPEN WITHOUT KILLING CYCLISTS. SMOOTHER ROADS.

WIDER BIKE LANES. MORE RESOURCES ON HOW TO GET YOUR BIKE IN SHAPE WITHOUT PAYING TOO MUCH. EDUCATION ABOUT MY LEGAL RIGHTS.

MORE BIKE LANES. MORE BICYCLING AWARENESS, LIKE IN COUNTRIES WHERE MORE PEOPLE BIKE. TAX CREDITS OR BIKE COMPETITION.

MORE BIKE LANES. ROADS FOR PEDESTRIANS AND BIKES ONLY, EITHER EVERY DAY OR ON CERTAIN DAYS ONLY. BUSES SEEM TO BE LEAST AWARE OF BICYCLISTS.

MORE DESIGNATED BIKE ONLY LANES. BETTER PAVEMENT. LESS RISK OF HAVING MY BIKE STOLEN WHEN IT'S LOCKED UP ON THE STREET. MORE AREAS WHERE BIKE RACKS ARE ALL TOGETHER, SO I'M NOT LEAVING IT ALL ALONE.

SEPARATED BIKE LANES. A CONNECTED BIKE LANE NETWORK. LIGHTS FOR BICYCLISTS (ONLY) TO CROSS STREETS. CLOSE THE ENTRANCE TO GAS STATION ON FELL STREET ON THE WAY TO GOLDEN GATE PARK.

MORE BIKE LANES. BETTER PAVING OF MARKET ST.

MORE SEPARATED BIKE LANES. BIKE BOXES. BIKE TURN SIGNALS.

MORE BIKE LANES AND MORE ROOM FOR BIKES ON BUSES AND TRAINS.

BART AND MUNI NEED TO BE MORE BIKE FRIENDLY. ALSO, THE CITY NEEDS A SECURE PLACE TO STORE BIKES.

SEPARATE BIKE LANES.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

CONTINUED IMPROVEMENTS TO THE BIKE NETWORK.

SEPARATE LANES.

BETTER ROADS.

BETTER PAVEMENT.

MORE BIKE LANES, SEPARATE FROM CARS. MORE DISTINCT LANES. BETTER TRAFFIC LAWS FOR BICYCLISTS IN THE CITY.

MORE BIKE LANES. SEPARATE BIKE LANES.

FEELING SAFER.

MORE PLACES TO BE.

SEPARATE BIKE LANES WOULD MAKE ME BIKE MORE.

I RIDE ALL THE TIME.

BETTER PAVEMENT. MORE BIKE LANES AND BIKE RACKS.

BIKE LANES ON CESAR CHAVEZ. MORE SUNDAY STREETS THINGS. MORE CAR-FREE AREAS.

BEING LESS LAZY. IT IS NOT THE CITY CONDITIONS. MAKE MORE BIKE LANES.

IF THE GROUND WAS PAVED BETTER. MORE BIKE LANES. DRIVERS WHO TAKE INTO ACCOUNT WHERE BIKES GO, RATHER THAN JUST STOPPING.

SECURE BIKE PARKING, ESPECIALLY ATTENDED PARKING. MAYBE, IT COULD BE LIKE A BIKE GARAGE WITH BIKE MAINTENANCE. MORE BIKE FRIENDLY OR DESIGNATED LANES.

BUILD MORE SECURE PARKING. EVEN IF MY BIKE IS LOCKED ON STREET, SOMEONE CAN TAKE STUFF OFF THE BIKE AND STEAL IT. THE BEST PARKING WOULD BE ENCLOSED, LIKE A ROBOTIC UNDERGROUND PARKING WITH CODE ACCESS. ADD MORE OR SEPARATE LANES FOR BIKES.

MORE BIKE LANES THROUGHOUT CITY. MORE BIKE RACKS.

CLEAR DESIGNATION OF BIKE LANES. BETTER ROAD QUALITY, FEWER POTHOLES. MORE DRIVER EDUCATION. I'VE HAD PEOPLE GET OUT AND HARASS ME FOR RIDING IN FRONT OF THEM.

MORE BIKE LANES. DIFFERENT ROUTES. MORE ACCESS POINTS.

BETTER ROADS AND NOT SO MANY POTHOLES.

MORE SECURE LANES. GREEN BIKE LANES SO THEY ARE LESS STRESSFUL AND SAFER.

NO COMMENT

WE NEED MORE BIKE LANES AND MORE RESPECT BY BOTH BIKERS AND DRIVERS. I WISH SAN FRANCISCO WAS SAFER. I'VE HAD FOUR BIKES STOLEN.

SEPARATED BIKE LANES. CONNECTED BIKE NETWORK.

I AM AN ELECTRICIAN AND NEED TO CARRY TOOLS. IT IS MORE A LACK OF MOTIVATION. I AM TRYING TO GET MY WIFE TO BIKE SO WE CAN BIKE TOGETHER.

BETTER PAVEMENT. SMOOTHER, ESPECIALLY ON MARKET ST. MORE SECURE BIKE PARKING. NEED MONITORED SPACE OR LOCKERS.

THE MOST AWESOME THING WOULD BE TO SEE MARKET ST. BECOME MORE BIKE FRIENDLY. IT'S GNARLY DOWN

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

THERE. THERE ARE PLACES I WOULD GO TO MORE OFTEN IF THERE WERE BETTER BIKE ROUTES TO GET THERE, I.E. SUNSET AND BAYSHORE.

BIKE LANES!

MORE BIKE LANES. MORE PARKING SPACE.

SEPARATE BIKE PATHS (CLASS 1).

ELIMINATE CARS.

MORE CROSS CITY (SEPARATED) BIKE LANES.

I REALLY LIKE WHEN BIKEWAYS ARE SEPARATE FROM CAR LANES.

MORE DESIGNATED AREAS FOR BICYCLES, LIKE ON MARKET ST.

MY OWN CONDITION. THIS IS PRIMARY. ALSO, IF THERE WERE A DESIGNATED BIKE ROUTES, THAT WOULD BE OUTSTANDING.

SAFER, MORE BIKE FRIENDLY STREETS.

BETTER AND MORE BIKE LANES. SEPARATE THEM FROM CAR LANES.

BETTER BIKE LANES.

MORE BIKE LANES.

I'M NOT SURE, PROBABLY MORE CAMPUS CYCLING EVENTS.

BETTER STREETS. BETTER AND BIGGER BIKE LANES.

MORE BIKE LANES.

PHYSICAL HEALTH.

MORE FREE TIME.

MORE BIKE LANES.

SAFER BIKE PARKING, FEWER THIEVES.

BETTER ROAD CONDITIONS. MORE BIKE LANES. BETTER LIGHTING ON STREETS, SO I CAN SEE.

A CITY AND CULTURE THAT CELEBRATED BIKING, INSTEAD OF DEMONIZING IT.

BIKES ALLOWED ON BART. LARGER BIKE RACKS ON MUNI. BUSES THAT LEAVE ENOUGH ROOM ON THE STREET.

IF MY BIKE WAS LESS HEAVY AND FEWER HILLS. MORE BIKE LANES.

IF THERE WERE MORE SEPARATE BIKE LANES, I WOULD GO FOR LONGER RIDES AND USE BART LESS.

I RIDE EVERYDAY.

BETTER PAVEMENT. MORE BIKE LANES. MORE AWARE DRIVERS.

BETTER PAVEMENT. MORE CLEARLY DEFINED BIKE WAYS.

MORE BIKE LANES THAT ARE CLEARLY MARKED, LIKE ON MARKET ST.

MORE CLEARLY MARKED BIKE LANES. MORE SPACE ON MUNI BUSES FOR BIKES.

I RIDE ALL THE TIME.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE BIKE LANES. BETTER AND MORE PLACES TO PARK BIKES.

MORE BIKE LANES.

CUT DOWN ON THE RAIN.

MORE BIKE RACKS AT BART.

IF ALL OTHER BICYCLISTS FOLLOWED THE LAW.

MORE BIKE LANES.

MORE BIKE LANES!

MORE BIKE LANES THAT ARE CLEARLY MARKED.

MORE BIKE LANES FOR BICYCLISTS.

MORE DESIGNATED BIKE LANES. GOOD WEATHER.

MOTORISTS BEING MORE AWARE OF CYCLISTS. CYCLISTS FOLLOWING LAWS MORE CLOSELY AND RIDING MORE COURTEOUSLY.

MORE BIKE LANES, IT SHOULD BE ABLE TO EASILY GET TO PLACES LIKE OCEAN. MORE PARKING/ BIKE RACKS. BIKES ON BART AT ALL TIMES. MORE ADVERTISING.

CONTINUE THE MARKET ST. PROJECT AND ENFORCE IT. POST SIGNS ABOUT BIKERS RIGHT TO THE ROAD. OTHERWISE, THEY HONK AT YOU.

MAKE IT EASIER TO GET INTO CITY DURING COMMUTE HOURS FROM OAKLAND. INCREASE CAPACITY ON TRANSBAY SHUTTLE.

MORE BIKE PARKING. MORE INDOOR PARKING AT CITY BUILDINGS (CITY HALL, LIBRARY, ETC.). POLICE WHO FOLLOW UP ON THEFT REPORTS, WHERE ARE THE BIKES GOING? A CAGED BIKE AREA AT CCSF FOR PARKING.

I GUESS WARMER WEATHER WOULD MAKE ME RIDE MORE. OTHERWISE, I RIDE EVERYWHERE I GO.

MORE BIKE LANES, ESPECIALLY GOING ACROSS TOWN. MORE BIKE RACKS.

MORE COMPLETE BIKE LANES. CONNECTED BIKE LANES. PEDESTRIANS AND BIKES ONLY ON MARKET ST. DIFFERENT COLOR BIKE LANES, SO THEY STAND OUT MORE. BETTER PAVEMENT. BICYCLE TIMED LIGHTS. SEGREGATED BIKE LANES MAKE ME FEEL SAFER. MORE SUNDAY STREETS KINDS OF THINGS.

MORE BIKE LANES.

MORE DESIGNATED BIKE LANES. MORE BIKE-FRIENDLY ORDINANCES. REQUIRING A BIKE TO COMPLETELY STOP, RATHER THAN YIELD, AT STOP SIGNS IS UNNECESSARY.

MORE SAFETY. DESIGNATED LANES, SO MANY PEOPLE HAVE BEEN HIT. SLOWER TRAFFIC. TRAFFIC ABATEMENT. GOOD WEATHER.

MORE BIKE LANES. CARS THAT ARE MORE RESPECTFUL OF BIKE LANES AND BIKES.

LESS RAIN, MORE PEOPLE WHO RIDE BIKES, TO GO PLACES WITH PEOPLE. MY FRIENDS ARE UNCOMFORTABLE RIDING IN CITY.

PAVEMENT IN GOOD CONDITION.

MORE SEPARATED, PAINTED CYCLE TRACKS. MORE ROAD SPACE. SAFER INFRASTRUCTURE.

MORE SEPARATE BIKE PATHS, LIKE GOLDEN GATE PARK.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE DESIGNATED BIKE LANES.

BETTER PAVEMENT AND POTHOLE ELIMINATION!

DEDICATED BIKEWAYS AND COPIOUS SECURE AND WEATHER-PROTECTED LOCKUPS.

I DON'T RIDE TO THE OFFICE AT THE MOMENT BUT THAT'S PRIMARILY BECAUSE THEY DON'T HAVE SHOWERS. THE BIKE ROUTE SIGNS COULD BE MORE PROMINENT. I MOVED HERE FROM AMSTERDAM WHERE CYCLISTS HAVE COMPLETE RIGHT-OF-WAY EVEN OVER PEDESTRIANS, BUT COMPARED TO MOST COUNTRIES, THERE'S EXCELLENT BIKE LANES HERE.

I RIDE ALL THE TIME. I DON'T THINK I COULD RIDE MORE. I LIKE THE HILLS. I'M DOWN TO RIDE PRETTY MUCH WHENEVER, SO I GUESS I'M DIFFERENT FROM MOST PEOPLE.

IF THERE WERE MORE SECURE PLACES TO LOCK UP MY BIKE, I WOULD RIDE IT TO SCHOOL.

IT WOULD BE GREAT IF IT WOULD BE EASIER TO RIDE A LOT ALONG THE COAST, THERE DOESN'T SEEM TO BE A GREENWAY ALL THE WAY FROM THE PRESIDIO TO OCEAN BEACH. ONCE YOU GET PAST BAKER BEACH, YOU CAN'T REALLY GET TO THE CLIFF HOUSE. MORE BIKE LANES WOULD BE GREAT! SOME DAYS I GO TO TRADER JOE'S, WHEN I WANT TO GO TO RAINBOW GROCERY, BECAUSE OF TRAFFIC CONCERNS.

MORE BIKE LANES AND BIKE PATHS.

AVAILABILITY FOR BICYCLE PARKING, SECURE LOCKERS. I HAVE A VINTAGE BIKE THAT COST MORE THAN MY CAR. IT WOULD BE NICE TO SEE SAN FRANCISCO PEDAL BUSES. IT COULD GO ALONG A COMMUTE, AND PEOPLE COULD HOP ON AND HOP OFF.

A NEW BIKE. IT'S THERAPEUTIC FOR ME. I DON'T THINK ABOUT ANYTHING WHEN I'M RIDING.

I GUESS MORE BICYCLE AWARENESS FOR CARS. IT WOULD BE BETTER BIKING AT NIGHT IF VEHICLES REALIZED BIKES ARE ALLOWED TO SHARE THE ROAD. I LIKE THE SHARROWS, BECAUSE WITH A BIKE ACTUALLY PICTURED, IT'S KIND OF INDISPUTABLE.

BASICALLY IF THE CITY WOULD TAKE SUGGESTIONS THAT MATTER AND GET RID OF MORE PARKING INSTEAD OF DOING THINGS LIKE CYCLE TRACK /CROSS WHERE PEOPLE ALREADY FEEL SAFE.

I WOULD RIDE MY BIKE MORE OFTEN IF IT WERE MADE EASIER FOR PEOPLE WHO ARE LESS INCLINED TO THE EXTENT THAT THEY MAY RIDE WITH ME. I'VE GOTTEN USED TO THE SPECIFICS OF THE ROUTES I RIDE, THEY HAVE NOT.

MORE SUNNY WARMER DAYS. THE WEATHER HAS A LOT TO DO WITH IT. IT'S BEEN TOO COLD AND RAINY TO BIKE.

I RIDE IT EVERY DAY, MAYBE MORE BIKE LANES.

IF I WANTED TO GET FITTER OR SOMETHING LIKE THAT. MORE BIKE LANES IS ALWAYS BETTER.

MORE BIKE LANES WOULD BE THE BEST THING. INTELLIGENT MANAGEMENT OF TRAFFIC AND TRAFFIC CALMING. I'M ALWAYS AFRAID OF BEING DOORED. NOT SO MANY FAST-MOVING CARS RIGHT NEXT TO THE BIKE LANES.

MORE DESIGNATED BIKE LANES, LIKE WHAT THEY'VE DONE ON KIRKHAM, IS GREAT.

I RIDE A LOT. I RIDE TO AND FROM WORK EVERY SINGLE DAY. I RIDE TO MOST OF MY APPOINTMENTS. I RIDE MORE THAN 20 TIMES A WEEK.

PROBABLY MORE BIKE LANES WOULD DO IT. FOR THE LANES THEY HAVE, SMOOTH OR EVEN SWEEP THEM. BIKE LANES ALWAYS SEEM TO HAVE ALL THE TRASH IN THEM.

HAVING AN ELECTRIC HYBRID BIKE AND BETTER BIKE LANES THROUGHOUT THE CITY, MORE DIVIDED LANES.

I RIDE FIVE DAYS AT LEAST PER WEEK AND SOMETIMES ON THE WEEKENDS. THEY PUT IN BIKE LANES IN FRONT OF

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MY HOME, SO I THINK I'M GOOD.

MLK JR HAS TOO MANY POTHOLES. IT'S A GREAT ALTERNATIVE TO LINCOLN WAY. OTHERWISE, THE WHOLE PARK IN GENERAL IS A MESS. THIS IS A PLACE WHERE EVERYONE WANTS TO RIDE. ACTUALLY, IT'S CITY-WIDE WITH THE EXCEPTION OF A FEW RECENT REPAIR PROJECTS. THIS CAUSES A LOT OF UNNECESSARY UPKEEP, ESPECIALLY FOR VEHICLES. WE HAVE SUPPOSEDLY THE MOST DESIRABLE TOURIST DESTINATION IN THE UNITED STATES, BUT OUR STREETS LOOK LIKE IRAQ. I KNOW NO ONE WANTS TO SPEND MONEY IN THIS ECONOMY, BUT INVESTMENT IN INFRASTRUCTURE IS VITAL.

IF THEY PUT IN A CERTAIN BIKE "PARKWAY", FOR BIKES ONLY.

THERE ARE A FEW STREETS DOWNTOWN THAT ARE HARDLY USED. IF THEY COULD BE CHANGED FOR ONLY BIKE USE, THAT WOULD BE GREAT.

BIKE ONLY LANES (MORE OF).

I ALREADY RIDE.

SOME ROADS THAT ARE ONLY FOR BIKES WOULD BE NICE.

MORE BIKE LANES AND STRICTER RULES FOR CARS IN SHARED LANES.

A TRAILER TO BRING MY KIDS ALONG.

MORE BIKE LANES AND A COUPLE OF STREETS THAT HAD SEPARATE BIKE LANES OR WERE BIKES ONLY.

IT WOULD BE BETTER IF THERE WERE SOME LANES OR STREETS THAT WERE BIKE AND BUS ONLY.

MORE BIKE LANES. THE CARS TEND TO SHARE THE ROAD BETTER WHEN BIKE LANES ARE CLEARLY MARKED.

I RIDE EVERYDAY, BUT MORE BIKE LANES TO BE HONEST. THE STRIPED ONES WOULD BE AWESOME.

I DON'T REALLY KNOW. MOVE MY JOB TO THE CITY SO I DON'T HAVE TO TAKE THE TRAIN. LIKE I SAID, I RIDE EVERYWHERE ALREADY. MORE BIKE LANES, OF COURSE, WOULD BE GOOD, EITHER STRIPED OR SHARED.

MORE DESIGNATED BIKE LANES TO MORE AREAS.

IF THE PUBLIC TRANSPORTATION NETWORK IN SAN FRANCISCO AND PENINSULA WAS MORE CONDUCTIVE AND COMPREHENSIVE FOR CYCLISTS. BART AND CALTRAIN DON'T GIVE YOU ENOUGH ACCESS. THERE'S NO WAY TO GET UP TO MARIN, FOR INSTANCE.

IF I BUY MYSELF A BETTER BIKE. I'M USING A MOUNTAIN BIKE SOMEONE LOANED ME RIGHT NOW. I JUST STARTED RIDING.

I RIDE AS MUCH AS I WANT TO. I RIDE FOR WORK AND PLEASURE, BUT I ALSO ENJOY MY BICYCLE.

I RIDE OUT OF NECESSITY, I DON'T OWN A CAR. MUNI IS UNRELIABLE, SO I RIDE MY BIKE.

NOT BEING SO LAZY ON THE WEEKENDS.

MORE BIKE LANES, STRIPED PREFERRED. BETTER PARKING. THE PARKING SITUATION HERE [4TH AND TOWNSEND] IS A MESS.

BETTER ROAD CONDITIONS FOR BICYCLISTS - SMOOTHER, BIGGER BIKE LANES, THE WHOLE THING.

I DON'T RIDE MUCH WITHIN THE CITY. I RIDE MOSTLY WHERE I LIVE IN SOUTH SAN FRANCISCO AND FOR EXERCISE.

MORE BIKE LANES. INSTRUCT THE BUSES AND GARBAGE TRUCKS TO STAY OUT OF BIKE LANES.

I'VE NOTICED THAT THERE ARE MORE BIKE LANES BEING PUT IN. KEEP DOING THAT.

SECURE BICYCLE PARKING IS WHAT ALLOWS PEOPLE TO RIDE. I WOULD RIDE MORE IF MOTORISTS WERE MORE

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

CAREFUL. TAXIS LOVE THE BIKE LANE.

MORE SEPARATE LANES AND PATHS, ESPECIALLY IN THE CIVIC CENTER AREA.

IF THERE WAS A BIKE LANE BETWEEN HERE [4TH AND KING] AND THE EMBARCADERO, THAT WOULD BE GREAT.

I JUST DO THIS TO COMMUTE. I DON'T HAVE ANY OTHER NEED FOR IT, EXCEPT EXERCISE. ON THE WEEKENDS, I DRIVE.

MORE BIKE LANES. SMOOTHER, BETTER ROADS.

MORE EVENTS OR REASONS TO COME TO THE CITY.

IF MY WIFE RODE.

I THINK THE CITY SHOULD HAVE ARTERIES, ONE GOING NORTH-SOUTH AND ONE GOING EAST-WEST, WHERE CARS ARE NOT ALLOWED.

HONESTLY, IT'S LIKE YOU DON'T HAVE ANY RIGHTS. DRIVERS ARE KIND OF CARELESS, SO MORE EDUCATION FOR THEM.

BETTER, SMOOTHER PAVEMENT. BETTER CONNECTIONS WITH TRANSIT. THE ABILITY TO BRING MY BIKE ON BOARD. CALTRAIN IS PRETTY GOOD, BUT BART IS MORE DIFFICULT.

SHUT THE ROADS DOWN FOR A DAY, AND LET PEOPLE RIDE WHERE THEY WANT. THOSE GREEN LANES ON MARKET ARE BADASS!

BETTER, MORE SECURE PARKING. BETTER PAVED ROADS AND DESIGNATED, MARKED LANES, NOT AMBIGUOUS SHARED LANES.

COMPLETE COLLAPSE OF THE ECONOMY WITH EVERYONE PULLING RICKSHAWS AND HOLDING GALLONS OF WATER. NO, BUT REALLY, GOOD WEATHER AND A BETTER BIKE, ONE OF THOSE REALLY COOL NEW BIKES.

MORE BIKE LANES. MORE BIKE LOCKERS.

BETTER ROAD CONDITIONS. BETTER SEPARATION BETWEEN CARS & BIKES.

IF ALL OF MARKET WERE GREEN. IF THERE WERE A SPECIAL NUMBER FOR ACCIDENTS WITH VEHICLES (HIT AND RUN CASES).

MORE SEPARATE BIKEWAYS. SLOWER VEHICLE TRAFFIC.

MORE AWARENESS ON DRIVERS' PARTS.

THE CITY NEEDS TO TURBO CHARGE THEIR PLAN TO MAKE BIKING SAFER, I.E. BIKE PARKING & LANES.

MORE SEPARATE BIKE LANES.

IF I HAD MORE FREE TIME.

DESIGNATED BIKEWAYS (MORE THAN THIS). PRIORITIZE BIKE WAYS.

SECURE BIKE PARKING, BUT THAT'S A CRIME ISSUE.

FIX MARKET STREET PAVEMENT!

MORE BIKEWAYS WOULD BE NICE, VERY NICE. PUT MORE BIKEWAYS ON THE ONE WAY STREETS, SO BIKES CAN GO BOTH WAYS ON THOSE STREETS. BETTER PAVEMENT!

ALLOW BIKES ON LRV'S. PUT A DEDICATED BIKE CAR ON BART.

MORE DEDICATED LANES, LIKE ON MARKET ST. SEPARATE PATHWAYS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

I BIKE ABOUT AS OFTEN AS I CAN.

MORE BIKE LANES AND SEPARATED BIKEWAYS. MORE BIKE LANES IN THE TENDERLOIN. TURK-HYDE-GOLDEN GATE SHOULD CONNECT TO EXISTING BIKE LANES.

MORE PROTECTION FROM CARS. MORE ENFORCEMENT AGAINST BAD CAR DRIVERS BY POLICE. MORE SECURE POLES TO LOCK BIKE TO.

I BIKE EVERYWHERE!

STREETCAR TRACKS ON MARKET ARE A MESS. MARKET, IN GENERAL, IS A BIT OF A MESS.

DEDICATED, SEPARATED BIKEWAYS TO MORE PLACES IN THE CITY.

MORE LANES.

SEPARATE OR GREEN LANES. BETTER SIGNAGE, TOO.

BETTER PAVEMENT.

CONTINUING SAFETY REGULATIONS AND MORE BIKE LANES.

SEPARATE BIKE LANES.

MORE BIKE LANES.

BETTER PAVEMENT. MORE BIKE ROUTE SIGNS ABOVE GROUND.

MORE RESPECT FROM CARS.

MORE CLEARLY MARKED BIKE ROUTES. BETTER SEPARATION FROM TRAFFIC.

SAFETY FROM CARS.

MORE DEDICATED LANES.

4TH AND FULTON IS PARTICULARLY DANGEROUS. SPEEDERS FAIL TO YIELD TO BIKES AND PEDESTRIANS (ESPECIALLY THE ELDERLY).

MORE BIKE LANES AND BETTER PAVEMENT.

DRIVER AWARENESS. MORE BIKE LANES.

MORE BIKE LANES. MORE COURTEOUS DRIVERS.

IF I FELT SAFER.

FIX POTHOLES. ENFORCE BICYCLE HEADLIGHTS/REAR LIGHTS RULES.

BUILD BETTER BIKE LANES THAT ARE WELL MARKED, LIKE THE GREEN LANES. MOTORISTS ARE MORE AWARE OF THEM.

CLEAR BIKE LANES THAT ARE SEPARATE AND CLEARLY MARKED.

MORE DESIGNATED BIKE LANES.

GREEN PAINTED BIKE LANES. IMPROVED TRANSITION FROM BIKE LANES TO NO BIKE LANES. IMPROVE BIKE LANE CHANGE ON MARKET BETWEEN VAN NESS & NINTH ST.

SEPARATED LANES. BIKE LIGHTS AT DANGEROUS INTERSECTIONS. ENFORCE NO DOUBLE PARKING IN DESIGNATED BIKE LANES, ESPECIALLY VALENCIA AND ALEMANY.

ADD ACTUAL DESIGNATED SEPARATE LANES, LIKE THE GREEN ONE ON MARKET. IT'S VISUAL AND CLEAR.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

SEPARATE BIKEWAYS WITH POSTS. SECURE PARKING, EITHER LOCKERS OR LARGE PUBLIC RACKS. SINGLE RACKS ARE EASY TARGETS FOR THIEVES.

NOT MUCH. I BICYCLE AN AWFUL LOT, SO I CAN'T THINK OF ANYTHING.

BETTER STREETS. BETTER PAVEMENT. THE ROADS I LIKE TO TAKE, THAT HAVE FEWER CARS, ARE MORE TORE UP.
IF I HAD MORE TIME.

EXTEND THE GREEN WAY. BUILD MORE DEDICATED BIKE LANES. MAKE MOTORISTS AWARE THAT THEY NEED TO SHARE THE ROAD. HAVE FEWER CARS OR SLOWER SPEEDS OF VEHICLES. CARS RACE DOWN MAJOR CORRIDORS OR CONNECTIVE STREETS. THE MISSION COULD USE SOME ATTENTION, AS WELL.

TURNING MY CLOCK BACK ABOUT 10 YEARS.

I DON'T KNOW, BAN PRIVATE CARS. THEY'VE BEEN TALKING ABOUT IT ON MARKET ST. FOR YEARS, BUT IT'S NEVER HAPPENED. FIX THE POTHOLES!

SMOOTHER ROADS. MORE BIKE LANES.

BETTER AND MORE BICYCLE LANES. MORE SIGNS SAYING "SHARE THE ROAD."

I'D LOVE A NICER BIKE. SAFER CONDITIONS, SO I DON'T FEEL LIKE I'M TAKING MY LIFE INTO MY HANDS EVERY TIME I RIDE.

MORE BIKE LANES. DESIGNATED LANES. BETTER BICYCLE PARKING. MORE CONNECTIVITY BETWEEN LANES AND ROUTES, THERE ARE GAPS.

I LOVE BIKING FOR EXERCISE AND TRANSPORTATION.

FEWER CARS.

MORE FREE TIME. SOCIAL EVENTS INVOLVING BICYCLES!

NOT TO GET SWEATY BEFORE WORK. IF THERE WERE MORE BIKE ROUTES, MORE SEPARATE LANES. YOU STILL HAVE TO WATCH FOR CARS, OPENING DOORS OR STOPPING. MORE PARKING FOR BIKES THAT'S STURDY, BUT SLIGHTLY THINNER, FOR PEOPLE WHO DON'T HAVE LARGE LOCKS.

MORE TIME.

I RIDE A LOT, AS IT IS.

WEATHER!

ADD MORE BIKE LANES. I HAVE FRIENDS WHO TALK ABOUT BIKING, BUT HAVE A LOT OF NERVOUSNESS, ESPECIALLY ON MARKET ST. WHERE THE BIKE LANES DIE OFF. I WOULD LOVE TO SEE MORE SUNDAY STREETS AND CLOSE GOLDEN GATE PARK OFF TO CARS MORE FREQUENTLY.

BETTER SAFETY PROTECTION FROM CARS, ESPECIALLY AT NIGHT.

MAP OUT ROUTES AROUND HILLS. IF I DON'T KNOW THAT THERE IS SECURE PARKING, I DON'T TAKE BIKES FOR THINGS I NORMALLY DO.

MORE ACCESS TO MUNI AND BART. THE ABILITY TO GET ON TRANSIT WITHOUT FEELING LIKE I'M IN THE WAY.

SECURE BIKING. DESIGNATED PARKING WITH KEY ACCESS ENTRY. SHOWERING FACILITIES AT WORKPLACE.

BETTER RECREATIONAL OPPORTUNITIES FOR BIKING, SOME SORT OF ACCOMMODATIONS LIKE BETTER BRIDGES AND PARKS. BETTER PARKING AT TRANSIT DESTINATIONS.

THE ONLY THING IS EXERCISE. I CAN'T THINK OF ANYTHING THAT WOULD MOTIVATE ME MORE.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE BIKE LANES. FEWER CARS. ROADS THAT ARE NOT TOO STEEP.

BIKE SERVICES SUBSIDIZED BY CITY, IN EXCHANGE FOR VOLUNTEER HOURS (LIKE WHEN THE BICYCLE COALITION GAVE OUT FREE LIGHTS).

MAYBE IF WE HAD SEPARATE BIKE LANES, MY FRIENDS WOULD FEEL MORE COMFORTABLE BIKING AND I WOULD BIKE MORE WITH THEM.

BETTER PAVEMENT. THE PAVEMENT IS BAD AND HARD TO SEE AT NIGHT.

THE CONTINUED IMPROVEMENT OF MARKET ST. FROM 5TH TO EMBARCADERO. ESPECIALLY WITH THE BUSES, IT'S UNCOMFORTABLE. TAKING CARS OFF JUST MAKES THE BUSES GO FASTER. INCREASE PAVEMENT REPAIRS. CONTINUE ADDING PLACES TO LOCK BIKES. PUT BIKE RACKS ON STREETS.

I FEEL LIKE CARS ARE MORE RESPECTFUL OF BICYCLISTS THAN BUSES. THE BUSES GET REALLY CLOSE.

I RIDE ABOUT 160 MILES CURRENTLY. I COULD RIDE MORE, DEPENDING ON THE WEATHER.

BETTER BIKE LANES, BETTER MARKINGS, AND MORE SIGNS.

MORE BIKE LANES.

MORE BIKE LANES, BETTER PAVEMENT!

MORE BIKE ACCESS ON CALTRAIN, BART AND MUNI!

BETTER ROADS.

BETTER ROUTES.

MORE BIKE LANES. SAFE PLACES TO PARK.

MORE SECURE PARKING SPOTS FOR MY BIKE. WHEN STUFF IS TOO FAR AWAY, IF PUTTING A BIKE ON PUBLIC TRANSIT WAS MORE RELIABLE; SOMETIMES I AM NOT ALLOWED TO, OR IT JUST DOESN'T SEEM SAFE.

SAFER CONDITIONS.

YOU MUST BUILD COMPLETELY SECTIONED OFF BIKE LANES, LIKE THEY HAVE IN HOLLAND. IN 2009, I WAS ALMOST PARALYZED AFTER GETTING HIT BY A TRUCK THAT OBEYED THE LAWS.

A BETTER BIKE.

SOME AREAS OF THE CITY SHOULD BE NO CARS, ESPECIALLY VALENCIA ST FROM 16TH TO CESAR CHAVEZ.

MORE LANE. SEPARATE BARRIERS. ISLANDS WOULD SLOW TRAFFIC.

I RIDE A LOT ALREADY, BUT MORE BIKE LANES WOULD MEAN EVEN MORE BIKING.

MAYBE OFFER A DISCOUNT FOR CYCLISTS IF THEY GO TO MUSEUMS, ETC. AND PARK THERE. ADVERTISE THAT MORE PEOPLE ARE GOING PLACES BY BIKE.

MORE BIKE LANES.

FLATTEN THE HILLS AND MAKE THE RAIN STOP.

MORE TIME.

I'M PRETTY MOTIVATED.

FEELING SAFER.

SEPARATED BIKEWAYS. CLEARLY MARKED DIRECTIONS. CALMER OR LESS CAR TRAFFIC.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

MORE BIKE LANES! SAFER/SEPARATE LANES FROM DRIVERS.

BETTER INTERCONNECTIONS BETWEEN ROUTES. BETTER MOTORIST BEHAVIOR, OBSERVE THE INTENT OF SHARROWS. RESTRIPE EXISTING BIKE LANES.

BETTER WEATHER.

I RIDE FIVE DAYS ALREADY. SO NOT MUCH!

MORE RESPECT FROM CARS AND TRUCKS. LAWS MORE LIKE HOLLAND WHERE BIKES HAVE THE RIGHT OF WAY, REGARDLESS.

MARKET STREET CORRIDOR IMPROVEMENTS. SECURE AND SAFER PUBLIC BIKE PARKING. MAINTAIN, REPAINT, AND REPAIR PAVEMENT ON POPULAR BIKE ROUTES.

BETTER ACCESSIBILITY ON BART DURING COMMUTER HOURS. RESTRICTIONS MAKE ME HAVE TO BICYCLE THROUGH HIGH CAR TRAFFIC/DANGEROUS AREAS.

NOTHING

STRICTER LAWS AGAINST DRIVERS, TO REDUCE CYCLIST ACCIDENTS.

MORE SEPARATE BIKE ONLY LANES, PLEASE.

MORE BIKE LANES IS ALL.

TURN SOME OF THE DELIVERY ONE WAY STREETS DOWNTOWN INTO BIKE ONLY ROUTES.

MORE BIKE LANES.

BETTER BIKE LANES AND SEPARATED LANES.

MORE SEPARATE BIKE LANES.

MORE BICYCLE FRIENDLY PATHS. FEWER CARS.

MORE SEPARATE BIKEWAYS.

MORE BIKE PATHS.

BETTER PAVED STREETS. MORE BIKE PATHS. A SECURE PLACE TO LOCK BIKE.

MORE BIKE LANES AND AN UNDERSTANDING OF FLAT ROUTES.

MORE BIKE LANES. GOOD ROADS. MORE LEGAL PROTECTION FOR BIKERS.

MAYBE BETTER PAVED ROADS.

MORE BIKE LANES WITH GREEN PAINT. MORE BICYCLE AWARENESS FROM MOTOR VEHICLES. IT'S PRETTY DANGEROUS ON A BIKE. BETTER WEATHER!

BETTER BIKE PARKING SECURITY.

MORE SEPARATE BIKE LANES.

MORE DESIGNATED BIKE LANES (NOT SHARED). ATTENTION NEEDS TO BE GIVEN AT MAJOR INTERSECTIONS, LIKE MASONIC AND HAIGHT.

MORE BIKE LANES. MORE DRIVER AWARENESS SIGNS FOR CARS.

ROADS FOR BICYCLISTS ONLY.

ROAD DIETS AND MORE BIKE RACKS NEAR RETAIL.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

PROBABLY AMSTERDAM-LIKE LANES, BUT I ALWAYS BIKE NO MATTER WHAT.

LESS THREAT OF THEFT, MORE BIKE LANES, BETTER ROADS!

MORE SEPARATED BIKEWAYS. BETTER BIKE ACCESS TO DOWNTOWN AND OTHER BUSINESS AREAS.

SAFER BIKE PARKING. MORE DESIGNATED BIKE PATHS. CAR DRIVERS USING THEIR BLINKERS.

BETTER ROADS. MORE BIKE LANES. MORE BIKE PARKING.

BIKE PATHS AWAY FROM CARS. BIKE RACKS TO LOCK TO. ALLOW BIKES TO YIELD AT STOP SIGNS ON BIKE ROUTES.

A FREE ONE.

I RIDE FIVE DAYS A WEEK, AS MUCH AS IS COMFORTABLE FOR TRAVEL. I WOULD LIKE A SAFER BIKE ROUTE ON FELL ST. ON THE WIGGLE. IT IS VERY UNSAFE AND FRIGHTENING.

IT IS FUN AND GREAT EXERCISE.

I LIKE THE BIG GREEN LANES.

SAFETY.

MORE BIKE WAYS.

MORE MARKED BIKEWAYS. BETTER BIKE PARKING.

HEALTH. FEWER CARS.

MORE LANES! FEWER HILLS.

FINANCIAL INDEPENDENCE FROM WORK.

SEPARATE TURN SIGNALS, I.E. MASONIC AND FELL. THIS WILL MAKE IT A SAFER EXPERIENCE FOR ALL. ALSO, IF EAST BOUND FROM PANHANDLE WERE CONNECTED? BETTER/SAFER TO THE WIGGLE.

IF I HAD A BETTER BIKE.

SEPARATE BIKE LANES. ASSISTANCE WITH HILLS. BETTER SIGNAGE WITH MAPS.

ELECTRIC ASSISTANCE ON MY BIKE.

LESS AGGRESSION FROM BUSES AND VEHICLES.

BETTER WEATHER.

MORE LOCAL EMPLOYMENT, MORE LANES FOR BIKES ONLY, BETTER PAVEMENT, AND MORE DEDICATED PATHS.

MORE BIKE PATHS.

MORE DEDICATED BIKE LANES.

MORE BIKE LANES.

IF MY WIFE WERE MORE COMFORTABLE WITH THE SAFETY AND PARKING.

BETTER WEATHER.

NO PARKING WORRIES. TOO MUCH BIKE THEFT.

BIGGER BIKE LANES. SPECIAL LICENSE FOR COMMUTERS.

TRUTHFULLY, LESS RAIN.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Frequent Cyclists

SEPARATED BIKEWAYS THAT ARE CLEARLY INDICATED.

MORE DEDICATED BIKE LANES. MORE MOTORIST EDUCATION ABOUT RESPECTING BIKES. MORE POLICE ENFORCEMENT FOR BAD MOTORISTS ON MARKET STREET WHO ARE OBLIVIOUS TO BIKES.

MORE GREEN BIKE LANES. BETTER DRIVERS IN CALIFORNIA.

IT'S WHAT I DO FOR A LIVING, AND IT'S REALLY FUN.

SEPARATED BIKE WAYS. DESIGNATED BIKE ONLY STREETS.

BIKE LAWS.

BETTER PUBLIC POLICY.

STRONGER THIGHS. NO CARS.

MORE AND SAFER BIKE LANES, ESPECIALLY ON MARKET ST. AND FELL/OAK, MORE BIKE RACKS TO PARK MY BIKE ON.

MANY, MANY MORE BIKE LANES! THERE CAN'T BE TOO MANY.

MORE BIKE LANES. MANDATORY SHARE THE ROAD CLASSES FOR DRIVERS, SO THEY LEARN TO BE NICER AND MORE AWARE OF OTHER VEHICLES ON THE ROAD (BIKES AND MOTORCYCLES).

\$8 FOR A GALLON OF GAS.

MORE BIKE LANES. MORE RACKS AT CITY COLLEGE!

MORE SUNSHINE.

VEHICLES MORE AWARE OF CYCLISTS.

BETTER WEATHER.

IMPROVE INFRASTRUCTURE. THE CITY'S ON THE RIGHT PATH, IT LOOKS LIKE IT'S IMPROVING.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

BETTER WEATHER

MORE TIME. I HAVE 3 KIDS.

FEWER HILLS. SAFER BIKE LANES.

IF THERE WAS A DEDICATED ROUTE ACROSS THE CITY JUST FOR BIKES.

MORE FULL BIKEWAYS. MORE SAFETY. DIRECT ACCESS ON BIKE ROUTES.

MORE BICYCLE LANES WOULD BE GREAT.

IF I HAD A NEW BIKE

SEPARATED BIKE LANES, A LOT MORE OF THEM.

LANES ALONG THE EMBARCADERO COULD BE CLEARER. THEY START TO GET VAGUE AROUND THE FISHERMAN'S WHARF AREA.

SAFE ROUTES. HILLS ARE OK. SEPARATED ROUTES. IT NEEDS TO BE OK TO RIDE ON THE EMBARCADERO SIDEWALK.

IF THERE WERE SAFER PLACES TO PARK MY BIKE.

MORE SAFE PARKING. MORE PATROLS FOR BICYCLING.

SECURE BIKE PARKING. BETTER PAVEMENT.

IF I HAD A BETTER BIKE. IT'S A LITTLE HILLY WHERE I LIVE.

IF I HAD MORE TIME

BETTER BIKE LANES. SECURE PARKING. BETTER PAVEMENT.

MORE BIKE LANES AND BETTER PAVEMENT

IF CARS WERE MORE AWARE OF BICYCLES

IF THE CITY DIDN'T HAVE SO MANY DAMN HILLS!

MORE BIKE LANES. DRIVERS NEED TO RESPECT BIKES. BIKERS NEED TO BE MORE FAMILIAR WITH THE TRAFFIC LAWS.

MORE BIKE LANES. MORE STRINGENT RULES, OR TRAINING, FOR DRIVER AND PEDESTRIAN AWARENESS

IF THERE WERE MORE BIKE LANES

BETTER WEATHER

A CHANGE OF JOB TO SAN FRANCISCO. I WORK NOW IN THE PENINSULA.

I JUST NEED TO FEEL LIKE I HAVE ENOUGH TIME TO DO IT. FEWER YOUNG CHILDREN WOULD HELP.

WHEN MY DAUGHTER GROWS UP, I'LL BE DOING MORE. IF THERE WERE MORE SEPARATE BIKE LANES FROM CARS.

IF WE HAD OUR OWN PATHS, SUCH AS ELEVATED ARCHWAYS THAT WENT ABOVE THE TRAFFIC OF MAJOR STREETS AND INTERSECTIONS.

A NETWORK OF VERY CLEARLY MARKED BIKE LANES THAT ARE CONNECTED THROUGHOUT THE CITY.

MORE DESIGNATED BIKE LANES, AND IF YOU COULD MAKE THE HILLS GO AWAY. IF IT'S A HILLY DESTINATION, I JUST CAN'T MAKE IT.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

MY SCHEDULE. I HAVE A BABY. I WANT TO SPEND MORE TIME WITH MY BABY AND THE MOTORCYCLE IS FASTER.
MORE TIME. MY TIME IS VERY LIMITED.

WARMER WEATHER IN SAN FRANCISCO.

NOTHING. I MEAN SERIOUSLY. I DON'T NEED IT. IT'S NOT MY CHOSEN WAY OF TRANSPORTATION. IT'S NOT EFFICIENT.

I'D PRIMARILY HAVE TO FEEL COMFORTABLE ON THE ROAD ROUTES. I DON'T FEEL COMFORTABLE ON THE SAN FRANCISCO ROADS. WHEN I LIVED IN THE SUBURBS, I USED TO RIDE MY BIKE ALL THE TIME. MORE BIKE LANES AND SEPARATE BIKE TRAILS WOULD MAKE ME FEEL MORE COMFORTABLE.

ONLY IF THERE'S MORE ROOM FOR THE BICYCLES AND MORE SECURE BICYCLE PARKING. I'VE HAD A BIKE STOLEN BEFORE, SO BIKE SECURITY IS OF PRIMARY IMPORTANCE TO ME. ALSO, MORE BIKE LANES. ONLY MARKET STREET HAS BIKE LANES NOW. SOME STREETS, SUCH AS MISSION AND GEARY, DON'T YET.

IF MY CLOSER FRIENDS RODE MORE. IF SOMEONE WANTED TO RIDE WITH ME THAT WAS A BEGINNER BICYCLIST.

SAFETY. I ACTUALLY LIVED IN AMSTERDAM FOR AWHILE AND THEY HAD A GREAT SET-UP. THEY HAD LANES THAT WERE JUST FOR BIKES. PEDESTRIANS COULDN'T EVEN WALK ON THEM. I FEEL PRESENT DAY BIKE LANES ARE NOT SAFE. I'VE GONE BIKING DOWN AT THE EMBARCADERO AND DIDN'T FEEL SAFE. THEY'RE TOO NARROW.

MORE BIKE LANES AND BETTER KNOWLEDGE OF ROUTES.

GETTING MY OWN BIKE IS ON THE LIST OF THINGS TO DO. HAVING MORE AND BETTER MARKED BIKE LANES AND ADDITIONAL PARKING AREAS, MORE PLACES TO PUT THEM.

I BIKE FOR SELF REASONS, LIKE EXERCISE

IF THERE IS MORE SAFETY FOR BICYCLISTS I WOULD BIKE MORE. AND IF PLACES WERE NOT TOO AWAY, I WOULD GO BY BIKE AND IF I CAN SAVE MONEY.

MORE BIKE LANES WOULD BE NICE.

IF I FELT COMFORTABLE LOCKING MY BIKE UP IN THE CITY, I WOULD BIKE MORE. IF THERE WERE SIGNIFICANT TRAFFIC IN THE CITY, I WOULD USE MY BIKE INSTEAD OF THE CAR.

IF THERE WAS A SHOWER AT WORK. I WOULD ALSO BIKE MORE OFTEN IF THERE WAS AN INCREASED AWARENESS BETWEEN THE CYCLIST AND THE DRIVER. BOTH PARTIES HAVE TO PAY MORE ATTENTION TO THE OTHER. I WOULD ALSO LIKE TO SEE MORE FINES FOR THE BICYCLISTS AND THE DRIVERS IF THEY DO SOMETHING TO VIOLATE TRAFFIC REGULATIONS AGAINST ONE ANOTHER. I AM FOR MORE ENFORCEMENT AGAINST CYCLISTS WHO BREAK TRAFFIC LAWS.

I DON'T THINK ANYTHING, I BIKE FOR PLEASURE.

MORE TIME, I JUST HAD A BABY, ALSO MORE BIKE LANES SO I WOULD FEEL SAFER.

IF SAN FRANCISCO HAD MORE PLACES ON TRANSIT TO PUT THE BIKE I WOULD DEFINITELY BE MOTIVATED TO BRING MY BIKE WHEN I LEAVE MY HOUSE. ON THE SANTA CLARA LIGHT RAIL THERE ARE PLACES TO PUT YOUR BIKE AND IT MAKES THINGS VERY CONVENIENT.

I DON'T REALLY KNOW.

STREET SIGNS FOR BICYCLISTS, SEPARATE FROM THE ONES THAT CARS USE. ALSO, MORE BIKE LANES.

MORE COLLECTIVE BIKE TO WORK DAYS WOULD MOTIVATE ME MORE. ONCE A YEAR IS NOT ENOUGH, ONCE A SEASON WOULD BE GOOD.

I THINK MORE BIKE LANES. THERE SHOULD BE MORE BIKE LANES ON THE MAJOR STREETS LIKE VAN NESS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

I WOULD BIKE MORE IF I LIVED SOMEWHERE FLAT.

NO

MORE BIKE LANES. MORE EVENTS WITH BICYCLE PARKING.

BETTER LANE MARKINGS ON MARINA BIKE PATH.

NO CARS.

IF BIKES WERE CHEAPER.

INCENTIVES, LIKE GIFT CERTIFICATES TO TUNE UP YOUR BIKE, BIKE RELATED FOR MAINTENANCE OR SERVICE.

MORE BIKE LANES. IN OUR NEIGHBORHOOD, THERE ARE NO BIKE LANES.

A SHOWER AT WORK. BIKE LANES, TO GET DOWNTOWN WITHOUT GETTING KILLED. THE CARS ARE A LOT BIGGER THAN ME.

JUST TO GO SOMEWHERE I WOULD NEED OR WANT TO GO ON A BIKE. SOME PLACES ARE TOO FAR AWAY, LIKE THE EAST BAY. DESTINATIONS THAT ARE CLOSER.

PROBABLY, IF YOU COULD RIDE ON THE SIDEWALK.

MORE BIKE LANES. BETTER WEATHER, LESS RAIN. PRINTABLE BIKE MAPS. THE BUS DRIVERS THAT WOULD TAKE YOU ONE OR TWO STOPS UP A HILL FREE.

BETTER AND MORE DESIGNATED BIKE LANES. BETTER PAVEMENT IN SOME AREAS, I.E. SOMA. MORE BIKE PARKING RACKS AND LOCKERS.

A JOB WITHIN THE CITY.

MORE PROTECTED BIKE LANES.

MY OWN HEALTH. I COME FROM A LONG LINE OF BICYCLISTS. WE USED TO TAKE LONG TRIPS AS A FAMILY IN THE 1950'S. I HAVE A LOT OF ARTHRITIS ISSUES NOW, BUT I'LL PROBABLY START RIDING TO WORK AGAIN SOON.

MORE BICYCLE LANES. NO WORRIES ABOUT DRIVERS TRYING TO SCARE YOU ON PURPOSE OR WHO JUST DON'T KNOW OR CARE WHERE THE STOP LINE IS.

THEY SHOULD PROBABLY OFFER A LOT MORE OF THE ROAD BIKE ENTRY LEVEL PROGRAMS FOR SAFETY AND TRAINING. I'M NEW TO BIKING FOR DISTANCE.

MORE BIKE LANES! PUT THE LANES ON THE ROADS WITH THE LEAST UPS AND DOWNS, SAN FRANCISCO IS VERY HILLY. ANOTHER THING I WOULD LIKE TO SEE IS BIKES ALLOWED ON MUNI METRO. THEN, YOU COULD GET OFF AND RIDE SOMEWHERE.

MORE BIKE LANES AND SIGNAGE FOR BOTH BIKERS AND DRIVERS.

MORE BIKE LANES. A JOB IN THE CITY.

IF MUNI GETS WORSE. IF I DON'T HAVE A CAR WHEN I GO TO COLLEGE.

FREE BUS TRIPS, SO YOU CAN GET UP HILLS.

I JUST NEED MORE TIME. I FEEL COMFORTABLE BIKING IN THE CITY.

LOCKER PARKING THAT'S SAFE.

BETTER PAVED ROADS. MORE STRIPED BIKE LANES. MORE PHYSICALLY SEPARATE BIKE LANES.

IF WE HAD MORE TRAINS. IF I COULD BIKE TO A TRAIN TO GO TO REDWOOD CITY, WHERE I WORK, I WOULD LOVE

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

THAT.

IF I WAS MORE BUFF. IF I HAD A DIFFERENT BIKE, A LIGHTER WEIGHT BIKE. IF THERE WERE MORE GREENWAYS. IF I THOUGHT I WOULDN'T GET DOORED. LOOKING FOR BICYCLES BEFORE YOU OPEN YOUR CAR DOORS SHOULD BE ON THE CALIFORNIA DRIVER'S TEST.

I WOULD HAVE TO BUY A DIFFERENT TYPE OF BICYCLE. IT IS MORE A GEOGRAPHICAL ISSUE SINCE I LIVE ON A VERY STEEP HILL.

IF THEY HAD MORE SEPARATE BIKE LANES.

SAFE PLACE TO LOCK UP MY BIKE INDOORS.

MORE BIKE LANES.

NEW YORK HAS PAINTED COLORS, WHICH SHOW WHICH LANES ARE FOR CARS OR BIKES. HAVE MORE PLACES TO PARK, OR EVEN HAVE MORE HOOPS. HAVE MORE BIKE LANES AND LANES MARKED LIKE MARKET ST. THE VERTICAL RAILS ARE GREAT.

IT IS NOT MOTIVATION. IT IS TIME - I WORK A LOT.

WE HAVE A FEW GREAT ARTERIES, BUT THERE NEED TO BE MORE. EDUCATE DRIVERS TO RESPECT BIKERS' RIGHT TO USE FULL LANE.

IF I HAD A BIKE I WOULD USE IT MORE OFTEN.

MORE BIKE LANES ON STREETS THAT ARE NOT TOO BUSY. MORE SAFE PARKING AT NIGHT. POLICIES TO ENCOURAGE AVAILABILITY OF SHOWERS IN LOCATIONS WITH GOOD AIR QUALITY (WITHOUT SMELLY FRAGRANCES, TOXIC CHEMICALS, ETC.).

IF IT WERE SAFER. IF CARS WERE MORE WILLING TO SHARE THE ROAD.

NOT IN THE CITY.

NOTHING, I BIKE WHEN I WANT.

IF I HAD MORE TIME.

CURRENTLY I AM PREGNANT, BUT BETTER PAVEMENT AND ADDITIONAL BIKE LANES WOULD.

A LOT MORE SPECIFIC CLEAR SET UPS FOR BIKE SO DRIVERS CAN SEE THEM WELL.

A SHOWER AT WORK.

NOT SURE.

MORE BIKE LANES. MORE BIKE RACKS.

I'M SUPER MOTIVATED ALREADY.

BETTER BART BIKE ACCESS, LIKE DURING RUSH HOUR. TRANSBAY SHUTTLE RUNNING MORE OFTEN. MORE BIKE LANES AND SEPARATED BIKEWAYS. MORE GREENWAYS ON STREETS. CYCLISTS ROLLING STOPS IF NO TRAFFIC AROUND BEING LEGAL. MORE BIKE RACKS.

GOOD WEATHER, IT'S SCARY IN THE RAIN.

I ALREADY BIKE EVERYWHERE.

MORE STREETS LIKE VALENCIA.

SEPARATED BIKEWAYS, WHETHER JUST BY GREEN PAINT OR SOFT TIP POSTS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

IF I OWNED A BICYCLE, I WOULD RIDE IT. I DO NEED TO GET ONE.

BETTER, SMOOTHER STREETS.

BICYCLE PARKING IS ONE THING. IF I GO TO PLACES WHERE I'M DROPPING THINGS OFF, THAT'S FINE. IF I'M GOING SOMEWHERE WHERE I WANT TO SIT DOWN, I NEED SOMETHING MORE THAN JUST A POLE, ESPECIALLY WITH A \$3,000-\$4,000 BIKE. THE CALTRAIN DEPOT HAS GREAT PARKING, WHICH I'M COOL WITH, BUT I THINK THAT'S TOO MUCH TO ASK FROM MY NEIGHBORHOOD STARBUCKS.

I RIDE FOR PLEASURE AND IT IS A SEASONAL THING FOR ME. I WOULD LIKE TO BE ABLE TO MOTIVATE MYSELF TO BIKE HALF WAY TO WORK. I AM TRYING TO BUILD UP MY STAMINA AND MY PHYSICAL ACTIVITY TO DO SOME HILLS. WHEN I RIDE NOW I FOLLOW THE BIKE PATHS AND THE BIKE LANES.

THE CYCLISTS IN THIS CITY ARE UNSAFE. THEY DON'T ABIDE BY THE TRAFFIC LAWS AND SIGNS AND THEY DON'T LOOK OUT FOR MOTORISTS. I'M AN EXTREMELY CAREFUL DRIVER. I DO NOT WANT TO BE PART OF THE BICYCLE COMMUNITY, BECAUSE THEY ASSUME THAT THEY HAVE THE RIGHT OF WAY, REGARDLESS OF THE TRAFFIC LAWS.

THERE'S THE PERCEPTION OF IT BEING UNSAFE TO RIDE IN THE STREETS. IT WOULD BE GREAT IF THERE WERE BICYCLE ONLY LANES. THAT'D BE A BIG DEAL. I COULD RIDE WITH THE KIDS.

I THINK IF THERE WERE MORE ACCESS TO CAR-FREE BICYCLE LANES. I DON'T SEE WHY A MAJOR GREEN CITY WOULDN'T HAVE MORE. I WENT TO LAW SCHOOL IN DAVIS AND THEY HAVE THEM ALL OVER THE PLACE THERE. PUT A BIKE LANE ON BAY STREET! IT TERMINATES AT LAGUNA. BAY IS THE FLATTEST SPOT THERE. THERE ARE FOUR LANES OF TRAFFIC. THERE COULD BE TWO TRAFFIC LANES AND TWO BIKE LANES.

IF THERE WERE MORE BIKE LANES, ESPECIALLY SIGNS MARKED ON THE ROAD. I FEEL UNCOMFORTABLE RIDING A BIKE NOW AND I DON'T FEEL SAFE.

LESS RAIN. MORE STRIPED BIKE LANES.

I WOULD PREFER IF THINGS WERE SAFER FOR PEOPLE WHO ARE BIKING. NOTHING ELSE.

THE WEATHER, IF IT WAS WARMER AND NOT RAINING. IT'S PERSONAL AND HAS TO DO WITH TIME. THE FURTHER AWAY THAT I HAVE TO BIKE ADDS TO MY TIME. IF I HAVE TO DO A LOT OF PERSONAL ERRANDS, I WOULD TAKE THE CAR, BECAUSE IT IS MORE CONVENIENT AND IT'S FASTER. A 10 MIN BIKE RIDE ISN'T WORTH IT. TIME IS A BIG THING WITH ME. THE HILLS ARE ALSO A PROBLEM. IF THERE WERE FEWER HILLS, MAYBE I WOULD BIKE MORE.

THE PANHANDLE HAS TWO PATHS, ONE ON THE SOUTHSIDE THAT IS A NICE CLEAN PATH THAT A LOT OF PEDESTRIANS USE AND A LESSER-KNOWN PATH ON THE OTHER SIDE. THE PEDESTRIANS AND STROLLERS MAKE IT HARD FOR BIKE USE DURING COMMUTE HOURS, SO I WISH THE CITY WOULD DEVELOP THE OTHER ONE AND KIND OF SEPARATE THEIR USE.

IF THERE WERE MORE BIKE LANES AND BETTER STREETS. THERE ARE TOO MANY POT HOLES IN THE CITY. THAT MAKES IT DIFFICULT TO RIDE A BIKE.

IF I WORKED IN THE CITY.

PLACES TO LOCK MY BIKE. ROUTES THAT GO AROUND THE HILLS. MORE BIKE LANES.

MORE EVENTS IN THE CITY THAT INVOLVE BIKE PARTICIPATION, LIKE CRITICAL MASS OR SF BIKE PARTY.

IF I DIDN'T HAVE TO WORK SO LONG, HOUR-WISE.

FROM WHERE I LIVE THERE ARE TOO MANY HILLS COMING HOME. SO, IF THERE WEREN'T ANY HILLS, I GUESS THAT WOULD MOTIVATE ME TO RIDE MY BIKE, MORE OFTEN.

EASIER ACCESS ON TRANSIT, BIKE PARKING AVAILABILITY.

BETTER WEATHER CONDITIONS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

IF SAN FRANCISCO BECAME A `VEHICLE-FREE' CITY. ZERMATT, SWITZERLAND WOULD BE ONE EXAMPLE OF SEVERAL EUROPEAN CITIES THAT ARE NOW VEHICLE-FREE. PEOPLE NEED TO BE DISINCENTIVIZED OUT OF THEIR PRIVATE VEHICLES. A CONGESTION SURCHARGE SHOULD BE LEVIED AGAINST MOTORISTS AND THOSE FUNDS SHOULD BE SPENT ON ALTERNATIVE TRANSIT. ONLY TAXIS AND EMERGENCY VEHICLES SHOULD BE ALLOWED. SAN FRANCISCO'S CABLE CARS SHOULD BE DISPENSED WITH. THE CABLE CARS ARE NOT AN EFFICIENT FORM OF TRANSIT. THEY ARE LIKE THE ROYAL FAMILY IN ENGLAND. THEY EXIST SOLELY FOR THE TOURISTS.

BIKE LANES WITHOUT CARS. DESIGNATED BIKE PATHS COVERING THE ENTIRE PERIMETER OF THE CITY.

IF THERE WERE MORE DESIGNATED BIKE LANES, AND IF I FELT SAFER FROM CARS WHEN BIKING.

NOTHING.

GETTING IN SHAPE ENOUGH TO RIDE TO WORK. REALLY, IT'S ABOUT MY HEALTH. I WANT TO ENJOY BIKING AND NOT BE STRESSING ABOUT TIME. I'M NOT IN SHAPE ENOUGH TO LEISURELY RIDE TO WORK. I'VE GOTTEN DEJECTED AND DISCOURAGED. MY LAST JOB WAS ON FLAT TERRAIN AND I BIKED EVERYDAY. IT WAS GREAT, BUT HERE, THERE ARE HILLS AND IT'S FURTHER FROM MY HOUSE. I NEED TO HAVE ENERGY LEFT WHEN I GET TO WORK. I TEACH 3RD GRADE, AND RIGHT NOW I JUST DON'T HAVE THE STAMINA.

WELL WHEN MY KIDS GET OLDER AND I DON'T HAVE TO WORRY ABOUT THEM SO MUCH. IT'S A TIME THING TOO. IF I DRIVE TO WORK, IT TAKES 10 MINUTES, IF I BIKE, IT TAKES 30 MINUTES. THAT'S LESS TIME I HAVE WITH MY KIDS IN THE MORNING AND IT'S A BIG DEAL.

I WOULD RIDE MORE IF THERE WERE MORE DESIGNATED BIKE LANES. I LIVE ON A MAJOR STREET, CALIFORNIA, AND WOULD LIKE TO RIDE MORE, BUT I DON'T TRUST THE DRIVERS AROUND HERE.

MORE SUNNY DAYS THAN THERE WERE LAST YEAR. I RIDE FOR RECREATION, SO IT'S REALLY THE WEATHER. I WOULD HAVE GONE OUT A LOT MORE IF IT'D BEEN BETTER.

BETTER BIKE LANES. LESS CHANCE OF THEFT.

MORE CLEARLY MARKED, IDENTIFIED BIKE LANES.

FEWER BICYCLE THEFTS, MAYBE MORE COPS MONITORING THE STREETS OR SOME KIND OF LOCK SYSTEM THAT IS A BIGGER DETERRENT.

JUST GETTING OFF MY BUTT AND DOING IT. IT'S LIKE GOING TO THE GYM. I CAN'T THINK OF ANYTHING ELSE.

TO SAVE A LOT OF GAS AND MILEAGE AND KEEP THE INSURANCE FROM GETTING HIGH. TO GET MORE ENERGY, MORE EXERCISE. BIKING CONTRIBUTES TO THE ENVIRONMENT.

HAVE MORE DESIGNATED BIKE LANES. I'D LIKE TO RIDE TO WORK, BUT I NEED TO GO THROUGH THE BROADWAY TUNNEL AND IT'S SCARY, ESPECIALLY WITH KIDS. THE PATH IS SO NARROW THAT YOUR HANDLEBARS ARE PRACTICALLY TOUCHING THE SIDES. ALL IT WOULD NEED IS TO BE WIDENED ABOUT A FOOT AND HAVE A CLOSED RAILING. IT WOULD BE NICE TO HAVE LANES ALL THE WAY DOWN BROADWAY SO WE COULD REACH THE RICHMOND VIA FILLMORE.

IT'S MORE A MATTER OF TIME, IF I HAD MORE TIME. WHEN I'M RUNNING ERRANDS, I TRY TO GET THINGS DONE QUICKLY. THERE IS NOTHING THE CITY COULD DO; IT'S REALLY JUST PERSONAL. IT'S FASTER TO USE THE CAR.

MORE BIKE LANES. MORE BIKE PARKING.

JUST MORE SAFETY, MORE BIKE LANES.

IF IT WAS SAFER WITH LESS TRAFFIC.

SAFER BIKE LANES, FEWER CARS THAT ARE CLOSE OR LANES NOT SHARED WITH CARS, BECAUSE THE LANES ARE NARROW. AS I GET OLDER, IT WOULD BE MORE FOR HEALTH REASONS. IT'S BETTER THAN RUNNING.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

I WOULD PROBABLY RIDE TO WORK IF THERE WERE SHOWERS AND SECURE BIKE PARKING WHERE I WAS CONFIDENT NO ONE WOULD TAKE MY BIKE. IT'S JUST NOT APPROPRIATE FOR ALL SITUATIONS, WORK CLOTHES, GROCERIES, ETC.

GETTING UP EARLY ENOUGH TO GET THERE ON TIME. A PLACE AT WORK FOR ME TO SHOWER AND CHANGE.

WHEN MY CHILDREN GROW UP. I HAVE TO TAKE THEM TO SCHOOL NOW. THERE IS NO OTHER EXTERNAL REASON I DON'T BIKE MORE. IT'S JUST LAZINESS.

MORE PERSONAL TIME, FREE TIME. WIDER SPACES ON THE STREETS, SO IT'S SAFER FOR KIDS.

LESS BIKE THEFT. PERSONALLY, I WOULD BIKE MORE AROUND THE CITY IF I HAD A BIKE I DIDN'T CARE ABOUT. I HAVE ALL THE LOCKS, BUT I HAVE AN EXPENSIVE BIKE AND I'VE HAD MY BIKE STOLEN. THE CITY HAS DONE A GOOD JOB OF PROVIDING PLACES TO LOCK BIKES. IT'S A SOCIAL PROBLEM. THERE ARE ALWAYS PEOPLE WHO STEAL BIKES. THAT'S THE DETERRENT.

I GUESS, WHEN MY KIDS ARE OLDER. I PREFER WALKING.

I WOULD LIKE TO GET AN ELECTRIC BIKE TO HELP ME GET UP HILLS. PROBABLY, MORE BIKE LANES. I'M TRYING TO FIGURE OUT HOW TO GET WHERE I'M GOING BY BICYCLE. MOST OF WHERE I GO TO WORK, THERE ARE BIKE LANES, BUT THERE IS A MAJOR INTERSECTION THAT I DON'T KNOW HOW TO GET ACROSS ON A BICYCLE. I'M IN SUPPORT OF MORE BIKE LANES. MAKE THE HILLS GO AWAY.

MORE BIKE LANES.

BIKE LANES DOWN HILLS--BAYSHORE BLVD AT CORTLAND. IT'S MORE OF A WORRY ON HILLS BECAUSE OF THE COMBINATION OF HAVING LESS CONTROL GOING DOWNHILL ON A BIKE AND CARS BEING UNPREDICTABLE, SUDDENLY OPENING CAR DOORS, FOR EXAMPLE.

HAVING MORE BIKEWAYS SEPARATE FROM CARS, OR AT LEAST DESIGNATED LANES. GOOD BIKE PARKING, SO I DON'T HAVE TO WORRY ABOUT THEFT.

BETTER BIKE ORIENTED INFRASTRUCTURE.

IF I HAD MORE TIME.

FEWER HIPSTER-TYPE BIKE RIDERS.

I RIDE ENOUGH ALREADY.

MORE EXERCISE.

BIKE PATHS LIKE IN GOLDEN GATE PARK AND PANHANDLE. TRAFFIC LIGHTS FOR CYCLISTS.

MORE DEDICATED BIKE LANES.

MORE LANES. BIKE ONLY ROUTES.

SAFER LANES!

I ALREADY RIDE A BIKE WHEN I WANT TO.

I DON'T THINK CARS AND BIKES SHOULD SHARE THE SAME ROAD; BOTH TRAVEL AT DIFFERENT SPEEDS. THAT IS WHY I RIDE A BIKE ONLY FOR EXERCISE ON THE WEEKENDS.

I BIKE FOR EXERCISE ON THE WEEKENDS ONLY, I TRAVEL FAR TO GO TO WORK.

MORE BIKE LANES.

SEPARATED BIKE LANES.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Infrequent Cyclists

MORE BIKE LANES.

MORE DEDICATED BIKE PATHS.

MORE AREAS SUCH AS GOLDEN GATE PARK (GOOD FOR KIDS LEARNING TO BIKE).

MORE BIKE LANES AND BETTER AWARENESS ON BOTH SIDES.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

SAFER ENVIRONMENT, FEWER CARS

I PREFER TO DRIVE

78 YEARS OLD

IF DRIVERS WERE MORE CAREFUL

MORE BIKE LANES AND MORE CROSSWALKS.

I WOULD RIDE, BUT NOT IN SAN FRANCISCO. IT'S TOO DANGEROUS.

I NEED A BIKE FIRST.

IF I COULD HAVE A THREE WHEELED ENCLOSED WEATHERPROOF BICYCLE.

MORE AND SAFER BIKE LANES.

IF BIKERS WOULD OBEY THE TRAFFIC LAWS.

NOTHING. I PREFER TO WALK.

MOVING TO THE COUNTRY.

GETTING OFF MY LAZY BUTT.

NOTHING. THERE IS NO WAY I'D RIDE A BIKE. PERIOD.

KNOWING THAT I WOULD BE HELPING THE ENVIRONMENT.

I'M OLD. I NEED TO GET MOTIVATED JUST TO WALK OUTSIDE THE DOOR!

IF ONLY I WERE MANY YEARS YOUNGER.

IF WALKING BECAME IMPOSSIBLE.

NOTHING. I'M A SENIOR CITIZEN, AND I WOULDN'T EVEN CONSIDER RIDING A BIKE IN THIS TOWN.

IF I ACTUALLY WENT OUT AND BOUGHT ONE.

IF THERE WERE MORE BIKE LANES.

IF I COULD TURN BACK THE CLOCK. I'M TOO OLD FOR A BIKE.

IF THEY FIXED ALL THE POTHOLES IN THE STREETS. WHEN I USED TO RIDE A BIKE, THERE WERE SO MANY POTHOLES THAT MY WRISTS WERE INJURED AND I HAD TO WEAR CORRECTIVE WRIST BANDS.

NOTHING.

MORE BIKE LANES

NOTHING. I'M 85.

IF I WERE IN AN AREA FREE OF MAJOR TRAFFIC.

SOMEPLACE SAFE TO PLACE A BIKE.

I GUESS FOR EXERCISE.

NOTHING. I AM TOO LAZY.

IF IT WERE SAFER...MAYBE. I GOT HIT BY A CAR DOOR SEVERAL YEARS AGO. THAT LEFT ME AFRAID TO RIDE AGAIN, AT LEAST IN THE CITY. IT'S JUST TOO DANGEROUS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

IF I FELT SAFER FROM TRAFFIC.

I HAVE NO SAFE PLACE TO KEEP ONE. I'D NEED EITHER MORE SPACE OR A NEW PLACE.

IF I BOUGHT ONE.

IF IT WERE SAFER TO RIDE.

IF THERE WERE SAFER PLACES TO LEAVE YOUR BIKE.

I REALLY LOVE WALKING, BUT I GUESS IF I HAD A REALLY GOOD BIKE I WOULD RIDE.

PROBABLY TO GET IN BETTER SHAPE.

LIVING ELSEWHERE

IF I HAD A PLACE TO PARK AND STORE ONE.

I WOULD RIDE IF I HAD ONE.

NOTHING. I LIKE TO DRIVE.

RECREATION, HEALTH AND FITNESS, BUT, AGAIN, I TELL YOU I DON'T KNOW HOW TO RIDE A BIKE.

BETTER WEATHER

IF THERE WERE WIDER BIKE LANES

NOTHING. I DON'T HAVE MUCH USE FOR IT.

NOTHING REALLY. I GUESS IF I WENT TO GOLDEN GATE PARK.

ALMOST NOTHING. REALLY.

LESS CRAZY DRIVERS

I NEED TO BUY A BIKE, AND I WANT TO GET INTO THE GROOVE. IT'S HEALTHY AND I NEED TO TRANSITION TO BIKER MODE. I AM CURRENTLY LOOKING FOR THE RIGHT BIKE.

NOTHING. I AM TOO AFRAID OF ALL THE TRAFFIC.

IF BIKES WERE CHEAPER

TO SAVE GAS.

MORE SECURE BIKE LANES. I LIVE IN THE LOWER HAIGHT. IT HAS BIKE LANES BUT I DON'T CONSIDER THEM SAFE BECAUSE PEOPLE DRIVE ON THE LANES.

PHYSICAL CAPABILITY. I'VE HAD BACK SURGERY AND I DON'T THINK THE DOCTOR WILL LET ME. I'M RIDING A STATIONARY BIKE NOW, BUT I DON'T THINK SHE'LL LET ME OUT ON THE ROAD.

PROBABLY THE CONDITION OF THE ROADS. FIX THE POTHOLES.

I WOULD SAY AN ASSURED SAFER ATMOSPHERE. AND WHAT I MEAN BY THAT IS AN ACKNOWLEDGMENT OF BIKES BY MOTORISTS.

COMPLEX PSYCHOLOGICAL REASONS. I REALLY DON'T HAVE AN INTRO INTO IT. I SUPPOSE IF SOMEONE WERE TO COME TO MY HOUSE AND OFFER TO FIX MY BIKE, BUT THAT'S NOT EXACTLY FEASIBLE.

MORE BIKE LANES.

I'M 57 YEARS OLD. I JUST WORK OUTSIDE THE CITY OR AT HOME. I DON'T WORK DOWNTOWN ON A REGULAR BASIS AND IF I DO HAVE TO GO DOWNTOWN, I DRIVE OR TAKE PUBLIC TRANSIT.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

LESS THREAT OF TRAFFIC. FEWER HILLS. I LIVE IN A VERY HILLY PART OF THE CITY AND I'M OUT OF SHAPE. I'M A 63 YEAR OLD MAN WITHOUT A LOT OF BICYCLING SKILLS UNDER MY BELT.

NOTHING AT ALL.

STOP PROCRASTINATING. I HAVE A HELMET OVER THE HANDLEBARS. I JUST HAVE TO OPEN THE GARAGE DOOR AND TAKE OFF.

I WOULD NEVER USE IT AS A MODE OF TRANSPORTATION, ONLY AS PLEASURE.

I HAVE A NERVE DISORDER. IT'S A PHYSICAL CHALLENGE. IT'S NOT A REALISTIC OPTION FOR ME.

FLATTEN SOME HILLS.

I'D HAVE TO BUY ONE. I HAVE FRIENDS WHO BIKE. SO, I GUESS I'M NOT TOO OLD. THEY LIVE IN THE SUNSET AND IT'S REALLY DIFFERENT OUT THERE. IT'S A LOT FLATTER.

MORE BIKE LANES.

NOTHING AT ALL. I DON'T EVEN FEEL SAFE IN A CAR.

ABSOLUTELY NOTHING. GO ALONG VALENCIA STREET AND YOU'LL SEE WHY. PUTTING IN THE BIKE LANES WAS THE WORST THING THE CITY COULD HAVE DONE. LOOK WHAT IT DID TO TRAFFIC!

I GUESS OWNING ONE, BUT I HAVE THE LUXURY OF WALKING TO WORK. BEFORE THAT, I USED PUBLIC TRANSPORTATION.

WHEN I FEEL SAFE, THAT'S MY MAIN CONCERN. I WOULD NEED WIDER BIKE LANES AND MORE COURTEOUS DRIVERS.

HAVING ONE.

MORE BICYCLE LANES.

THIS WEATHER. I JUST MOVED TO SAN FRANCISCO IN FEBRUARY, AND THE WEATHER HASN'T BEEN THAT NICE. I HAVEN'T HAD TIME TO BICYCLE.

NOTHING. NOTHING AT ALL.

NOTHING IN THE CITY. BIKE LANES ARE TOO CONFUSING AND BADLY DONE.

TO HAVE FUN WITH KIDS OR GET EXERCISE.

IF THERE WERE BIGGER BIKE LANES.

IF IT WAS EASIER TO DEAL WITH TRAFFIC AND IF THERE WERE MORE BIKE LANES.

NO. I FEEL SAFER WITH PUBLIC TRANSPORTATION OR WALKING.

IF THE SAN FRANCISCO STREETS WERE SAFER. AROUND HERE THE INTERSECTIONS ARE BLIND EVEN FOR MOTORISTS TO SEE PEDESTRIANS CROSSING THE STREET. I DON'T THINK IT'S A SAFE BICYCLING CITY.

I CAN'T THINK OF ANYTHING RIGHT OFF THE TOP OF MY HEAD RIGHT NOW. I USED TO OWN A BIKE. I GAVE IT AWAY BECAUSE I FOUND I COULDN'T USE IT FOR THE REASONS WE JUST TALKED ABOUT. BASICALLY, CARS.

I AM A LITTLE BIT TOO OLD TO GET ON A BIKE.

IF WHERE I WAS GOING WAS CLOSER.

I NEED MORE MONEY FOR BICYCLE PARTS AND A BICYCLE

I GUESS BETTER SAFETY, IF THE LANES WERE BETTER, I WOULD RIDE MORE.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

IF I BECAME YOUNGER AND IF THE ROADS WERE MORE SAFE.

IF I HAD MONEY TO BUY A BIKE AND I KNEW HOW TO RIDE A BIKE I WOULD DO SO.

IF SOMEONE WAS TO GIVE ME VAST AMOUNT OF MONEY, I WOULD RIDE A BICYCLE. ALSO, IF SOMEONE GAVE A LEASE ON LIFE, OR AN EXTRA TWENTY YEARS, I AM OLD, I MAY CONSIDER IT.

I DON'T KNOW. I HAVE SMALL CHILDREN SO I DON'T SEE MYSELF BIKING ANYTIME SOON.

I WOULD NEED HOW TO LEARN HOW TO RIDE A BIKE. AND THEN I WOULD HAVE TO BUY ONE.

BETTER WEATHER WOULD DEFINITELY GET ME OUT ON A BIKE. ALSO, A BIKE THAT WAS IN GOOD WORKING ORDER WOULD BE A HUGE MOTIVATIONAL FACTOR.

IF I HAD MORE ROOM IN MY APARTMENT, AND DID NOT LIVE UP A HILL ON A BUSY STREET. LIVING ON A QUIET STREET IN A FLAT AREA WOULD BE MORE CONDUCIVE TO BIKING.

I AM NOT SURE. FIRST, I WOULD NEED TO OWN A BIKE.

I NEED TO FEEL SAFER.

IF THERE WAS LESS CAR TRAFFIC.

ANY PLACE THAT'S CLOSE ENOUGH TO WALK TO, I WILL WALK TO. I DON'T LIKE THE LACK OF SECURE BIKE PARKING. MY FRIEND HAS HAD TWO BIKES STOLEN.

IF IT WAS SAFER, THERE ARE TOO MANY CARS AND NOT ENOUGH BIKE LANES, THE CARS TAKE UP ALL THE ROOM. I HAVE ALSO SEEN CARS PARKING IN BIKE LANES MAKING THINGS EVEN MORE DIFFICULT FOR THE CYCLISTS.

GET ME A BICYCLE

NOTHING REALLY.

I WOULD DO IT JUST FOR RECREATION

TO KNOW I WON'T GET IN AN ACCIDENT. I GOT INTO TWO ACCIDENTS WHEN I FIRST CAME TO THE CITY, BOTH MY FAULT, AND I HAVE NOT BIKED AGAIN.

IF I COULD GO BACK IN TIME.

I GUESS IF THERE WERE MORE BIKE LANES AND THINGS SEEMED SAFER.

NO. THE FOUNTAIN OF YOUTH WOULD GET ME TO RIDE A BIKE.

GETTING A BICYCLE WOULD BE A START.

ABOUT 10 YEARS AGO, I WAS RIDING A BIKE TO FOUR JOB INTERVIEWS. THE INTERVIEWERS SAID MY BIKE WAS NOT RELIABLE TRANSPORTATION. I BOUGHT A CAR AND PUT MY BIKE IN STORAGE. I HAVEN'T RIDDEN SINCE THEN.

JUST THE CONVENIENCE OF IT, PARKING IS RIDICULOUS AND EXPENSIVE, ESPECIALLY IN TERMS OF TIME AND TICKETS. IF BIKING WAS SAFER IN THE CITY, I WOULD CERTAINLY CONSIDER IT.

I DON'T THINK I WOULD RIDE ONE IN THE CITY

I DON'T NEED TO BIKE, I CAN WALK EVERYWHERE.

MAYBE PROPER TRAINING.

I THINK IT WOULD BE HARD TO MOTIVATE ME. THERE ARE TOO MANY HILLS AND TOO MUCH TRAFFIC.

I WOULD NEED BETTER HEALTH, LIKE MY BUM EXPERIENCING A MIRACULOUS RECOVERY FOR MYSELF TO GET ON

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

A BICYCLE.

I WOULD NEED FOOD TO MOTIVATE ME, MUCH LIKE A RABBIT AND A CARROT. IF I HAD A NICE BIKE THAT I COULD FOLD UP AND IS REALLY LIGHT AND IF I HAD A BIKE WITH SPEEDOMETER SO I COULD SEE HOW FAST I WAS GOING.

I WAS IN A BIKE ACCIDENT A YEAR AGO AND HAVE BEEN AFRAID TO GET ON A BIKE SINCE THEN.

I HAVE HEART CONDITION AND CANNOT BICYCLE ANYMORE.

I GUESS IF THERE WERE MORE BIKE LANES, VERY SUBSTANTIAL IN SIZE. PEOPLE DRIVE CRAZY IN THE CITY, I AM FROM THE SUBURBS AND AM USED TO A MORE LAID BACK DRIVING STYLE. I HAVE HAD FRIENDS THAT HAVE BEEN KILLED BICYCLING, SO I AM NERVOUS ABOUT STARTING, THOUGH I WOULD LIKE TO.

IF MY INCOME WAS HIGHER I WOULD BIKE MORE.

PROBABLY BETTER PAVED ROADS, THE PAVEMENT IS IN REAL BAD SHAPE. THERE ARE POT HOLES EVERYWHERE.

I WOULD HAVE TO GET ONE FIRST.

IF PEOPLE DIDN'T STEAL BIKES. I HAD MINE STOLEN.

NOTHING, THERE'S NOT MUCH YOU CAN DO ABOUT THE CITY GEOGRAPHY.

EXERCISE REASONS

I DON'T KNOW. IT IS SCARY SEEING THE BIKES OUT THERE WITH ALL THE CARS. MAYBE IF BIKES WERE ALLOWED ON THE SIDEWALKS, I WOULD BIKE MORE.

I LIVE ON A HILL, SO NOT MUCH WOULD MOTIVATE ME TO RIDE A BICYCLE. IT SEEMS PRETTY WEAK TO PUT MY BIKE ON MUNI FOR THREE STOPS.

NOTHING. I WOULD ONLY BICYCLE IF THERE WERE NO CARS. THAT IS THE ONLY REASON.

MORE BIKE LANES AND A SECURE PLACE TO PUT A BIKE--FOR PARKING, SO IT WILL NOT GET RIPPED OFF.

I CAN'T. I HAVE NO BALANCE. I'M 78 YEARS OLD AND I WALK WITH A CANE.

I USED TO BICYCLE WHEN I WAS YOUNGER. IF THEY WOULD BAN ALL THE CARS. THAT'S THE ONLY REASON I WOULD BICYCLE IN THE CITY.

NEEDING TO EXERCISE. I WORK AT HOME. THAT'S WHY MOST OF MY ANSWERS WERE "1". I WOULD ONLY BICYCLE FOR RECREATIONAL OR HEALTH REASONS.

FOR HEALTH REASONS. TO LOSE WEIGHT. JUST FOR BETTER HEALTH IN GENERAL.

BEING ABLE TO TAKE A SHOWER WHEN I ARRIVE. THE MAIN THING IS THAT I NEED TO GET MY BIKE FIXED. I NEED TO FEEL LIKE DRIVERS NEED TO BE MORE AWARE OF BICYCLISTS, SO I DO NOT GET INJURED.

IF THEY BUILD MORE LANES THAT ARE SEPARATE FROM CARS, I WOULD BE WILLING TO BICYCLE. I USED TO DO IT A LOT IN SONOMA, WHERE THE CARS CAN'T GET INSIDE BIKE LANES, AND WHERE THERE WAS LIGHT TRAFFIC. THERE, YOU NEVER FELT LIKE THE CARS COULD CRASH INTO YOU, AND THEY COULD SEE YOU. PARKING IN SAN FRANCISCO WOULD NOT BE A PROBLEM AND DISTANCE IS NOT A PROBLEM. HERE, IT'S JUST THE BIKE LANES. ON SOME BLOCKS, THERE IS A BIKE LANE BUT THE FOLLOWING BLOCK DOESN'T HAVE ONE, SO YOU ARE NOT ABLE TO SAY YOU CAN GO FROM THIS POINT TO ANOTHER POINT.

I HAVE NOTHING AGAINST THE BIKES, BUT THEY HINDER SENIORS AND TAKE UP PARKING PLACES FOR THE DISABLED AND SENIORS. I'M A SENIOR. I'VE WATCHED AND THEY DON'T STOP AT STOP SIGNS AND THEY ARE VERY RUDE.

MAYBE FOR FITNESS, TO KEEP IN SHAPE. IT'S CHEAPER. YOU DON'T HAVE TO PAY FOR BART OR GAS.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

IF THE PRICE OF GAS INCREASES TO 10 DOLLARS A GALLON.

IF LOSE MY DRIVER'S LICENSE I MIGHT RIDE A BIKE, OR TO BE HEALTHIER.

IF MY PLACE OF WORK WAS CLOSER. IF I DIDN'T HAVE TO WEAR A SUIT.

IF IT WAS MORE CONVENIENT. IF THINGS WERE A LITTLE BIT CLOSER, IT WAS NOT LIKE HAVING BEEN TO GYM, OR I WORKED SOMEWHERE WITH SHOWERS. IN GENERAL, IF THERE WERE MORE BIKE LANES AND MORE PEOPLE DOING IT, IT WOULD BE MORE COMFORTABLE. THERE WOULD BE MORE LEEWAY. DRIVERS WOULD BE MORE ACCEPTING OF WHAT YOU ARE DOING AND IF YOU SHOW UP SWEATY, IT WOULD BE ACCEPTED. IF IT WAS SUPPORTED MORE.

FIX MINE OR GIVE ME A REASON TO RIDE. BETTER OR SAFER AND MORE ACCESSIBLE BIKE LANES CONNECTED IN A NETWORK WITH PROVEN OR ACKNOWLEDGED ROUTES.

I WORK IN OAKLAND, AND THE WEATHER IS KIND OF COLD. I CAN'T THINK OF ANYTHING THAT WOULD MAKE ME WANT TO RIDE A BICYCLE.

I THINK CLOSING GOLDEN GATE PARK TO TRAFFIC IS GOOD FOR PEOPLE WHO BICYCLE. AS A CAR DRIVER, I TRY TO AVOID STREETS WITH BICYCLISTS, BECAUSE THEY DON'T OBEY THE LAWS. I'M EIGHTY YEARS OLD. MY AGE IS SUCH THAT MY BIKING DAYS ARE OVER.

SAFETY--MAYBE MORE BIKE LANES, AND HAVE SOME TRAFFIC LIGHTS JUST FOR BIKES.

I CAN'T RIDE A BICYCLE BECAUSE OF MY AGE. I'M 89.

FOR EXERCISE, BUT I DON'T KNOW HOW TO RIDE ONE. I RIDE PUBLIC TRANSIT AND I'M SATISFIED WITH THAT. IT WOULD BE SAVING GASOLINE.

HAVE A MOTOR IN THEM. THE REASON I QUIT RIDING A BIKE WAS BECAUSE I WAS TIRED OF PEDALING.

MY WIFE IS ON A WALKER AND HER PROGNOSIS IS GUARDED AND I'M WITH HER EVERYWHERE WE GO. I'M PHYSICALLY UNABLE TO RIDE A BIKE NOW.

BIKE LANES. PUT THEM IN ALL OVER TOWN AND EDUCATE PEOPLE ABOUT THEM. WITHOUT EDUCATION, PEOPLE DO THINGS LIKE OPEN CAR DOORS INTO THE BIKE LANE. THIS IS A TOURIST TOWN, AND YOU HAVE MILLIONS OF TOURISTS COMING IN. IT'S ALMOST HOPELESS, BUT I WOULD STILL CONSIDER IT STRONGLY OR TRY IT.

FRIENDS--DOING IT WITH SOMEONE. I WOULDN'T COMMUTE BY BICYCLE, BECAUSE I DON'T WORK IN SAN FRANCISCO. I HAVE TO TRAVEL TO SANTA ROSA. I WOULD BE MORE INTERESTED IF BICYCLISTS WOULD OBEY THE LAWS. I'M A DRIVER AND IT'S NOT SAFE.

I'M NOT A BIKE ADVOCATE. I LIKE RIDING A BIKE, BUT I'M SO UPSET BECAUSE THEY PUT IN BIKE LANES ON OCEAN AND HOLLOWAY THAT ARE A TRAFFIC HAZARD FOR CARS, AND FOR BIKES, TOO. PEOPLE CAN BIKE, BUT THE WAY THEY CONFIGURED THE STREET IS A DANGER. MANY YEARS AGO, WHEN MY DAUGHTER WAS SMALL, I USED TO RIDE A BIKE BUT NOW I'M A DRIVER.

I'D HAVE TO LEARN TO RIDE A BIKE. I COULDN'T DO IT FOR WORK BECAUSE I CARRY HEAVY EQUIPMENT AND TAKE CHILDREN TO SCHOOL.

HAVE A BAD BACK PROBLEM.

CAN'T GET TO AIRPORT ON BICYCLE.

MORE DEDICATED BIKE LANES.

EXERCISE AND STAYING IN SHAPE.

I DON'T HAVE AN ANSWER.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

I CAN'T RIDE THEM NO MORE.

CAN'T THINK OF A THING.

IF I HAD MORE SPENDING MONEY TO GET A BIKE I LIKED I WOULD GET ONE AND RIDE IT.

NOTHING.

NOT SURE.

I DON'T BIKE HERE. I USE PUBLIC TRANSPORTATION NOW.

MORE BIKE LANES AND FEWER CARS.

I AM SAVING UP FOR A BIKE, BUT THE MAIN FACTOR TO NOT OWNING ONE IS FINDING A PLACE TO STORE IT (IN THIS CITY!).

BICYCLISTS SHOULD BE MORE CAREFUL. THERE SHOULD BE MORE LAWS AND MAKING THEM ACCOUNTABLE. THEY DO NOT SHOW CAUTION AND ACT AS IF THEY OWN THE ROAD.

IF THE CITY WOULD CHANGE THEIR LACK OF BICYCLE LANE DESIGNATION.

IF I HAD ONE, IS A STARTING POINT. ALSO A GOOD PLACE TO STORE ONE AT HOME.

MORE SAFETY WHILE IN TRAFFIC WITH CARS. MORE BIKE LANES.

IF CAR DRIVERS ARE BETTER EDUCATED IN REFERENCE TO BICYCLISTS. DRIVERS TOO OFTEN OPEN DOORS WITHOUT THOUGHT OF CONSEQUENCES.

SAFER BICYCLING PATHS, NOT CLOSE TO CARS. SOME BIKERS SWERVE IN THEIR LANES, AND IF ONE IS DRIVING YOU MAY HIT SOMEONE INADVERTENTLY, EVEN IF THEY ARE OBEYING THE RULES OF THE ROAD. THIS DOESN'T EVEN INCLUDE RAINY DAYS!

NOTHING IN THIS CITY. I JUST DON'T LIKE RIDING BIKES. ALSO, I HAVE MANY FRIENDS WHO HAVE BEEN HIT BY CARS WHILE RIDING.

NOTHING.

IT WOULD REQUIRE A CHANGE OF LOCATION FOR MY JOB. I WORK IN SAN JOSE NOW.

I DON'T KNOW. I HAD SERIOUS BIKE ACCIDENTS IN THE PAST. I DON'T FEEL COMFORTABLE ON A BIKE.

I THINK THERE NEEDS TO BE MORE SAFETY FEATURES ON THE ROAD BETWEEN BIKE RIDERS AND CARS. THE BIKE RIDERS OUT HERE ARE TOO AGGRESSIVE, AND SO ARE THE DRIVERS. I DON'T WANT TO BE PART OF THAT. I DON'T LIKE THE BIKE RIDERS AND THEIR AGGRESSIVE ATTITUDES TOWARDS DRIVERS AND OTHERS. I ALMOST GOT RUN OVER BY A BIKE RIDER. BIKE RIDERS AND CARS NEED TO SHARE THE ROAD IN A LESS AGGRESSIVE WAY.

EXERCISE I WOULD RIDE TO THE GOLDEN GATE BRIDGE AND BACK. I WOULD EITHER RENT A BIKE OR BORROW A BIKE FROM A FRIEND.

IF I HAD MORE ROOM IN MY GARAGE. I'D LIKE TO GET A BIKE. I'VE BEEN THINKING ABOUT IT. I GUESS I NEED TO HAVE A GARAGE SALE, SO I CAN GET A BIKE. THE GARAGE IS TOO CROWDED.

IT IF WERE WARMER. IF I LIVED IN A HOUSE WHERE I WOULD HAVE ROOM FOR A BIKE. I LIVE IN AN SMALL APARTMENT AND THERE IS NO ROOM NOW.

THE CONVENIENCE IN TERMS OF GETTING TO AND FROM MY DESTINATION. I LIVE AT THE BOTTOM OF A VALLEY, IN GLEN PARK, SO A LOT OF PLACES THAT I HAVE TO GO, I HAVE TO GO UP HILL. I CAN'T EVEN WALK IT. THERE ARE NO BIKE PATHS. IF THERE WERE ANY BIKE PATHS I COULD RIDE A BIKE.

I HAVE YOUNG KID. I WOULD NOT TAKE THEM ON A BIKE.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

I DON'T KNOW.

NOTHING

MY DOCTOR TOLD ME TO GET A BIKE. SO, I AM LOOKING FOR ONE, LOCALLY.

IF IT WAS LESS OF A HASSLE. SINCE, I LIVE IN A HOUSE WITHOUT A GARAGE. ALSO, I'M OLD AND NOT IN THE BEST SHAPE FOR RIDING A BIKE OVER THESE HILLS.

I DON'T KNOW. I WORK WITHIN A FIVE MINUTE WALK FROM MY HOUSE.

NOTHING. I'M 84 YEARS OLD. I'M IN A WHEELCHAIR. I USE TWO CANES. I RODE A BIKE 40 YEARS AGO.

NOTHING. MY AGE IS 71. I'M AFRAID ABOUT RIDING A BIKE AT MY AGE.

IF THERE WAS NO PUBLIC TRANSIT, I WOULD RIDE A BIKE. RIGHT NOW, I TAKE MUNI, WHICH IS MORE CONVENIENT THAN RIDING A BIKE, FOR ME.

I KNOW THAT IT IS DANGEROUS TO RIDE A BIKE IN SAN FRANCISCO. SO, I GUESS IF IT WASN'T DANGEROUS I WOULD RIDE A BIKE.

IF I HAD A BIKE TO RIDE. IF IT WAS SAFE TO RIDE IN SAN FRANCISCO, AND IF THERE WEREN'T AS MANY HILLS.

I CAN'T THINK OF ANYTHING.

I HAVE NO IDEA.

MORE BIKE LANES. COMPLETELY SEPARATE BIKE LANES. MORE ENFORCING OF TRAFFIC SAFETY LAWS BY THE CITY.

TO HAVE A BIKE TO RIDE FOR EXERCISE OR FOR ADVENTURE.

NOTHING.

NOTHING, I'M 63 YEARS OLD. I JUST DON'T WANT TO RIDE ONE. IT'S NOT THAT I'M TOO OLD.

I DON'T HAVE ANY SPACE TO PUT A BIKE IN MY APARTMENT. IF I HAD THE SPACE TO KEEP ONE, THAT WOULD MOTIVATE ME TO GET A BIKE AND RIDE IT.

NOTHING. -BECAUSE I'M TOO OLD.

IF MY KNEES WERE SURGICALLY REPAIRED. I'D RIDE A BIKE, THEN.

IF I WORKED IN SAN FRANCISCO AND IF I WAS HERE MORE, THEN I WOULD RIDE MY BIKE.

NOTHING.

IF THERE WAS MORE RECREATIONAL SPACE AVAILABLE IN OUR PARKS, FOR BIKES, THEN I WOULD RIDE A BIKE.

BEING WITH FRIENDS, AND RIDING BICYCLES AROUND WITH THEM. IF IT WAS A SOCIAL THING LIKE THAT. I DON'T HAVE A BICYCLE RIGHT NOW, BUT I USED TO RIDE ONE.

I WOULD RIDE FOR RECREATION, ON A TRAIL OUTSIDE OF CITY STREETS. THERE SHOULD BE MORE TRAILS. I DON'T WANT TO SHARE THE ROAD WITH CARS. CARS SHOULD OWN THE ROAD, NOT HAVE TO SHARE IT.

#1 BEING GREEN. #2 THE CARDIO-VASCULAR EXERCISE WOULD BE QUITE GOOD FOR ME, FRANKLY. #3 RIDING A BIKE IS CHEAPER THAN OWNING A CAR.

I THINK IT'S NO POLLUTION, EASY AND CHEAP; BUT I LIVE DOWNTOWN AND I JUST WALK EVERYWHERE.

NO. I WORK FROM HOME. I HAVE A CAR OR I WALK OR TAKE THE BUS. I LIKE WALKING FOR THE EXERCISE. I JUST DON'T LIKE BIKES.

I REALLY CAN'T SEE MYSELF RIDING A BICYCLE IN THE FUTURE. MOST OF IT IS MY AGE. I'D NEED TO BE ABOUT 30

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

YEARS YOUNGER.

HAVING ONE. WEATHER.

PROXIMITY TO THINGS FROM MY HOUSE NEEDS TO BE CLOSER. ALSO, I DO HAVE SMALL CHILDREN SO THAT'S A BIG ISSUE.

NOTHING. NOT IN THE CITY. HILLS.

I LOVE TO BIKE BUT I HAVE TO TRAVEL WITH MY CHILD WHO IS HANDICAPPED. MY OTHER CHILDREN RIDE THEIR BIKES BUT FOR HER I WILL NEED A TRICYCLE WE CAN BOTH RIDE. I HAVE BEEN WORKING HARD TO GET ONE. IT WILL BE SO NICE WHEN WE CAN RIDE TOGETHER. RIGHT NOW, I DRIVE THEM IN MY VAN. THE OTHER KIDS GET OUT TO RIDE BIKES AND SHE AND I WALK, HER WITH HER WALKER, BUT WE CAN'T GO TOO FAR.

I'M NOT GOING TO TRY TO RIDE A BICYCLE OR MOTORCYCLE IN THE CITY, ESPECIALLY SAN FRANCISCO. IT IS TOO DANGEROUS WITH ALL THE TRAFFIC. I DON'T KNOW WHY THE CITY IS TRYING TO GET PEOPLE TO BIKE MORE.

MORE BIKE LANES.

MAYBE IF THERE WERE MORE SECURITY FOR PARKING THE BIKES. MANY GET STOLEN.

A GOOD TEACHER. I DON'T KNOW HOW TO RIDE A BICYCLE. I WOULD FALL.

I DO LIKE BICYCLING IN THE CITY. I AM COMFORTABLE WITH IT. IT'S JUST THAT I'M PREGNANT RIGHT NOW, SO IT'LL BE A LITTLE WHILE BEFORE I'M BACK ON THE BIKE.

PROBABLY NOT A LOT TO WORK. IT'S NOT MY PREFERRED MEANS OF TRANSPORTATION. I PREFER WALKING, I HAVE MORE CONTROL AND IT'S LESS DANGEROUS BECAUSE OF THAT.

NOTHING, BECAUSE I'M 88 YEARS OLD.

PROBABLY NOTHING, BECAUSE I'M OLD AND I HAVE A CAR.

MORE BIKE-ONLY AREAS. FIGURING OUT HOW TO CARRY MY STUFF AROUND ON A BICYCLE.

MAYBE FINANCIAL REASONS, LIKE GAS PRICES OR PARKING DOWNTOWN.

I JUST CANNOT THINK OF ANYTHING. I HAVE TWO SMALL KIDS, I LIVE TOO FAR AWAY FROM MY WORKPLACE, AND THERE IS A LOT OF HILLS.

IT WOULD BE LIKE MY JOB BEING NEAR, OR NOT NEEDING TO TAKE MY SON TO SCHOOL. OR IF I HAD A COMFORTABLE BIKE FOR MY WEIGHT.

GOING SHORTER DISTANCES AND SOME BETTER BIKE PARKING, PLACES YOU CAN EASILY PARK A BIKE. I LIVE IN THE HAIGHT AND THERE IS NOT A GOOD PLACE TO PARK A BIKE. HAVE A BIKE STATION.

I'M NOT A BIG FAN OF BICYCLES. I LIKE RIDING AROUND IN THE PARK, BUT NOT TO GO AROUND THE CITY. I WOULD RATHER TAKE TRANSIT OR A CAR. I MIGHT JUST RIDE AROUND CAMPUS IF IT WAS EASY ACCESS OR A SMALL DISTANCE.

MAYBE HEALTH ISSUES WOULD OR IF WE HAVE MORE BIKE LANES, SO IT WOULD BE SAFER.

I DON'T KNOW HOW TO RIDE A BIKE. SEEING MORE PEOPLE ON THE STREET RIDING BIKES.

WHEN MY KIDS ARE OLDER.

I THINK MORE BIKE LANE OPTIONS WOULD BE GOOD FOR ME, BECAUSE OF MY WORK; I CAN'T BICYCLE BECAUSE I GO TO MULTIPLE PLACES IN DAY, BUT BIKE LANES WOULD HELP. MAKE IT MORE BIKE-FRIENDLY. I'M FROM DAVIS, WHERE THERE ARE LOTS OF BIKES. A LOT OF THE STREETS IN THE CITY ARE KIND OF NARROW. THERE ARE JUST LANES FOR CARS. I'M A BIG SUPPORTER OF PUBLIC TRANSIT, BUT BUSES MAKE IT HARDER TO BICYCLE, AND THE HILLS, ALSO.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

I'M DISABLED AND NOT ABLE TO RIDE A BICYCLE.

IF SOMEBODY GAVE ME A BIKE. I DON'T HAVE A BICYCLE SO I DON'T THINK ABOUT IT.

NOTHING. I DON'T USE A BICYCLE TO GET PLACES AND I HAVE OTHER WAYS TO EXERCISE. I'M TOO OLD TO RIDE A BIKE.

THERE WOULD NEED TO BE MORE BIKE LANES BECAUSE I'M AFRAID OF CARS. I'D RATHER RIDE IN THE PARK. THIS IS NOT HOLLAND. NOBODY WATCHES OUT FOR BICYCLISTS.

I CURRENTLY HAVE SMALL CHILDREN. IF I FELT MORE SECURE WITH THEM I MIGHT.

I DON'T KNOW HOW TO RIDE A BICYCLE.

NOTHING. I'M NOT IN GREAT SHAPE AGE-WISE. I HAVE TO WEAR A SUIT AND TIE TO WORK, AND I HAVE NO PLACE TO CHANGE CLOTHES.

IF IT WAS MORE CONVENIENT AS FAR AS DISTANCE BETWEEN HOME AND WORK.

IF THEY HAVE BIKE HEAVEN, OR IT'S TOTALLY SAFE.

MORE PEOPLE NEED TO RIDE BICYCLES AND THEN I WOULD FEEL MORE COMFORTABLE. RIGHT NOW, THERE ARE TOO MANY CARS AND NOT ENOUGH BICYCLES ON THE ROAD.

I GUESS MORE BICYCLE LANES AND BETTER SET-UPS OF INTERSECTIONS. SOME OF THE INTERSECTION LIGHTS DON'T MAKE ANY SENSE.

WIDER BIKE LANES.

I HAVE A CAR AND LIKE THE COMFORT OF A CAR. OTHERWISE, I TAKE THE BUS. IT IS MORE COMFORTABLE THAN A BIKE.

I WORK FAR AWAY, AND THE CAR IS FASTER AND EASIER TO USE THAN A BIKE, BESIDES BEING STRONGER.

I AM TOO OLD TO HAVE GOOD BALANCE ON A BIKE.

I WALK WITH A CANE AND HAVE DIFFICULTY WALKING. I USE THE BUILDING'S VAN TO TRAVEL. EVEN IF I WERE IN GOOD HEALTH, I WOULDN'T BIKE, BECAUSE IT IS TOO DANGEROUS. THE CARS DRIVE TOO FAST AND IT IS HARD TO SEE THE BIKES ON THE ROAD.

I LIKE TO RIDE THE BUS, IT IS VERY CONVENIENT, AND I DON'T HAVE A DRIVER'S LICENSE ANYWAY.

I WOULDN'T RIDE A BIKE IN THE CITY, THE CARS DRIVE BY TOO FAST AND THERE ARE SO MANY CARS DRIVING BY.

I DON'T KNOW HOW TO RIDE A BIKE AND BESIDES, EVERYTHING IS VERY CLOSE TO ME SO I ALWAYS WALK.

I HAD AN ACCIDENT AND I AM TRYING TO RECUPERATE FROM IT.

I DON'T RIDE A BIKE, BECAUSE I AM TOO OLD AND WEAK NOW.

EVERYTHING IS CLOSE BY, SO I WALK EVERYWHERE I NEED TO GO.

I DON'T KNOW HOW TO RIDE A BIKE. I THINK I AM TOO OLD TO RIDE ONE, NOW THAT I AM OVER 60 YEARS OLD. BESIDES, IF I NEED TO GO ANYWHERE I JUST WALK OR ASK FOR A RIDE.

I HAVE EVERYTHING I NEED IN THE NEIGHBORHOOD, SO I WALK. I DON'T NEED ANY TRANSPORT.

I FEEL I AM TOO OLD TO RIDE A BIKE, BESIDES, THE PUBLIC TRANSPORT IS VERY CONVENIENT, AND THERE ARE SEVERAL ROUTES I CAN TAKE.

I PREFER TO DRIVE MY CAR OR TAKE PUBLIC TRANSPORT SO I WOULD NOT RIDE A BIKE.

What Would Motivate You To Ride A Bicycle (Or Ride More) In The Future? Non-Cyclists

I USED TO RIDE A BIKE IN CHINA ALL THE TIME WHERE THE LANES FOR CARS AND BICYCLES ARE SEPARATE. I DON'T DARE RIDE A BIKE HERE, WHERE THE CARS ARE SO CLOSE TO THE BIKES.

I DON'T KNOW HOW TO RIDE A BIKE. I WALK TO WHERE I NEED TO GO. EVERYTHING IS CLOSE BY IN THE NEIGHBORHOOD. IF I NEED TO GO FAR, THEN I TAKE THE BUS.

THE PLACES WHERE I HAVE TO GO ARE TOO FAR AWAY, SO I PREFER TO DRIVE.

I DRIVE. IT IS MORE CONVENIENT FOR ME TO DRIVE.

I PREFER TO DRIVE, IT GETS ME THERE FASTER.

I WALK, BECAUSE EVERYTHING IS CLOSE BY IN THE NEIGHBORHOOD.

I AM TOO OLD TO RIDE A BIKE. I WALK WHEREVER I NEED TO, BECAUSE EVERYTHING IS CLOSE BY.

I AM TOO OLD TO RIDE A BIKE. WHEN I GO OUT, I EITHER GET A RIDE OR TAKE THE BUS.

I TAKE THE BUS WHEREVER I GO. I DON'T GO OUT AT NIGHT FOR THE NEIGHBORHOOD IS DANGEROUS. WE HAVE ALL BEEN ROBBED HERE, SO A CYCLIST WOULD NOT BE SAFE.

THE NEIGHBORHOOD IS TOO DANGEROUS TO RIDE A BIKE. WE HAVE BEEN VICTIMIZED THREE TIMES ALREADY.

I AM TOO OLD TO RIDE A BIKE, I TAKE THE BUS.

I AM VERY OLD, SO I PREFER TO DRIVE A CAR WHENEVER I HAVE TO GO OUT.

DRIVING IS MORE CONVENIENT FOR ME, IT IS FASTER.

I THINK SEPARATE ROADWAYS ARE NEEDED FOR CARS AND BIKES. I THINK IT IS TOO DANGEROUS TO RIDE A BIKE ALONG WITH CARS ON THE SAME ROAD, ESPECIALLY IF WE HAVE TO RIDE WITH CHILDREN.

I WOULDN'T RIDE A BIKE WHERE THERE ARE CARS RUNNING ALONG, I THINK IT IS TOO DANGEROUS.

I DON'T KNOW HOW TO DRIVE OR RIDE A BIKE, I TAKE THE BUS.

TRAFFIC IS UNSAFE ALREADY AS IT IS. IT WOULD BE CRAZY TO RIDE A BIKE. THE CYCLISTS THEMSELVES DON'T RESPECT THE TRAFFIC LAWS, JUST LOOK AT HOW THEY BEHAVE ON MARKET STREET. THEY MAKE IT DANGEROUS FOR PEDESTRIANS TO CROSS THE STREET.

Verbatim Responses

Comments About Cycling In San Francisco

Comments About Cycling In San Francisco Frequent Cyclists

I BIKE SF!

THE WEATHER IS GREAT. THERE IS PLENTY OF ROOM FOR EVERYBODY, AND THERE SHOULD BE PLENTY OF BIKE LANES.

IT'S IMPROVED A LOT.

I LOVE IT.

IN TODAY'S SOCIETY WE HAVE THOSE WHO WILL, THOSE WHO MIGHT, AND THOSE THAT WON'T. AS A COMMUNITY, WE NEED TO ADDRESS THOSE WHO WILL, OR MIGHT. WE LIVE IN A CAR CULTURE, AND IF WE WANT TO GET ALONG, WE NEED TO EARN THE RESPECT AND GIVE RESPECT.

I LOVE IT.

THANK YOU FOR WHAT YOU HAVE DONE SO FAR.

NEW BIKE LANES ARE FANTASTIC.

IT'S GREAT AND GETTING BETTER (I HAVE AN ELECTRIC BIKE AND TANDEM TOO).

I LOVE IT!

IT'S ALL GOOD!

IT'S GREAT FOR A LARGE CITY.

I LOVE THE IMPROVED LANE VISIBILITY AND THE REPAIRING OF LOWER GOLDEN GATE PARK.

I LOVE IT.

IT'S PRETTY GOOD!

IT'S BEST CITY I'VE EVER LIVED IN, LARGELY BECAUSE OF THE BIKEABILITY.

IT'S GETTING BETTER! NOW WE HAVE TO WATCH OUT FOR EACH OF THESE CYCLISTS.

WHEN CYCLISTS ARE STRUCK, IT SEEMS THEY ARE BLAMED MOST OF THE TIME. BEING CAPABLE OF NASTY, MORE DESTRUCTIVE ACTS, CARS SHOULD BE SUBJECT TO HIGH STANDARDS. CARS CAN KILL A MAN.

THE CITY IS SO SMALL AND SEVERAL BIKE ROUTES ARE GREAT AT AVOIDING HILLS. I DON'T KNOW WHY THERE ARE STILL SO MANY CARS ON THE ROAD!

IT'S GETTING BETTER! MORE BICYCLISTS NEED TO RESPECT TRAFFIC LAWS AND PEDESTRIANS.

IT IS GETTING BETTER BY THE YEAR. IT WOULD BE GOOD IF CYCLISTS WILL BE MORE AWARE THAT VISIBILITY EQUALS SAFETY.

DOWNHILLS ARE GREAT!

I LOVE IT! THANKS FOR PAINTING THE PATHS GREEN.

IT'S FUN.

WE NEED OUTREACH TO OLDER DRIVERS - ANECDOTALLY, I THINK THEY POSE THE MOST DANGER TO CYCLISTS. ALSO, WE NEED A FAST WAY TO CALL POLICE BESIDES USING 911 TO ALERT POLICE OF DANGEROUS DRIVERS AND BETTER SIGNAGE AT THE LEFT HAND LIGHT FROM FELL TO MASONIC.

I LOVE SF BIKE COALITION!

Comments About Cycling In San Francisco Frequent Cyclists

"PROGRESS SHOULD HAVE STOPPED WHEN MAN INVENTED THE BIKE." -ELIZABETH WEST. "NOTHING COMPARES TO THE SIMPLE PLEASURE OF A BIKE." - JFK. "CARS RUN ON MONEY (GAS) AND MAKE YOU FAT. BIKES RUN ON FAT AND SAVE YOU MONEY." - AUTHOR UNKNOWN.

IT'S TOUGH WITH THE HILLS. THE PARKS WORK GREAT FOR CYCLING.

I RIDE ON THE SIDEWALK, THE WALKERS MOVE ASIDE BETTER THAN THE CARS DO.

IT'S MUCH BETTER THAN NYC.

I'VE RIDDEN SINCE THE 90'S. THERE IS NO WAY TO OVERSTATE HOW MUCH SAFER RIDING IS NOW. IT USED TO BE A "ME AGAINST THE WORLD" MENTALITY WHEN RIDING. IT IS SO MUCH SAFER AND MORE ENJOYABLE.

I LOVE SAN FRANCISCO.

MORE PEOPLE SHOULD BIKE.

MORE BIKES, YEA!

I'VE SEEN IMPROVEMENT. I LIKE THE GREEN LANES AND THE CLOSURE AT MARKET.

IT'S GREAT!

IT'S EASIER THAT I THOUGHT IT WOULD BE AND FASTER, ESPECIALLY WHEN YOU DON'T HAVE TO WORRY ABOUT PARKING.

SAN FRANCISCO IS VERY PROGRESSIVE. KEEP MOVING FORWARD! I'M HOPING FOR A CAR FREE CITY.

IF FEELS LIKE THE POLITICS HAVE POLARIZED. WHERE IS THE TWO WAY COMMUNICATION BETWEEN CYCLISTS AND MOTORISTS THAT ISN'T ACCUSATORY?

IT'S MOSTLY GREAT!

I LOVE BIKING IN SAN FRANCISCO. ANY IMPROVEMENTS TO OUR ROADWAYS TO IMPROVE BIKE LANES AND BIKE SAFETY WOULD BE GREATLY APPRECIATED. ENCOURAGE MORE PEOPLE TO BIKE IN THE CITY!

FOR A BIG CITY, I AM VERY IMPRESSED WITH HOW BIKABLE IT IS.

IT IS GETTING BETTER! I LIKE THE BIKE LIGHT AT MASONIC AND OAK!

I WISH THERE WAS A LAW THAT WOULD LET ME GO THROUGH A RED LIGHT AFTER STOPPING.

MANY STEPS HAVE BEEN TAKEN TO MAKE THE CITY BIKE FRIENDLY. MANY MORE THINGS CAN BE DONE!

PEOPLE WHO DRIVE CARS NEED TO BE MORE AWARE OF BIKES. I HAVE BEEN HIT FOUR TIMES, NONE WERE MY FAULT.

IT'S NICE TO SEE MORE CYCLISTS, BUT NEWBIES MUST LEARN TO FOLLOW THE LAW. I HATE IT WHEN ANOTHER CYCLIST RUNS A STOP SIGN AND NEARLY HITS ME. TOO MANY NOW IGNORE LAWS.

KEEP GOING ON! I SUPPORT BIKE POLICIES!

IT'S GETTING BETTER.

IMPROVE INFRASTRUCTURE. THE CITY'S ON THE RIGHT PATH. IT LOOKS LIKE IT'S IMPROVING.

MAKE PRIVATE CARS ILLEGAL!

I THINK THE CITY IS PRETTY GOOD IN PROVIDING SPACE FOR BICYCLISTS. I WORK IN TRAUMA IN ORTHOPEDIC SURGERY AND A LOT OF CYCLISTS ARE HIT BY MOTORISTS. THE DRIVERS NEED MORE EDUCATION IN HOW TO RESPECT THE BICYCLE RIDERS. THEY'RE JUST DRIVING TOO FAST.

Comments About Cycling In San Francisco Frequent Cyclists

THE PAST YEAR, THERE'S BEEN A LOT MORE BIKE LANES AND IT'S A STEP IN THE RIGHT DIRECTION. THERE'S A LOT OF CYCLISTS IN THIS TOWN AND IT'D BE GREAT TO ENCOURAGE MORE.

IT SEEMS LIKE, IN THE LAST YEAR, THERE'S BEEN A LOT OF IMPROVEMENTS IN THE CITY. I HOPE THEY KEEP IT UP.

THEY REALLY NEED TO REEL IN CRITICAL MASS. THEY'RE GIVING EVERYONE A BAD NAME.

IT'S A BIG CHALLENGE.

IT MAKES YOUR DAY MORE PLEASANT.

IT'S A GREAT EXPERIENCE AND IS SAFER THAN MOST PEOPLE THINK IT IS.

I LIKE RIDING MY BIKE, ALTHOUGH, I TRY TO AVOID IT AS IT'S NOT TOO SAFE.

THE WEATHER IS PERFECT FOR RIDING BIKES.

IT'S THE MOST BEAUTIFUL CITY. WE ARE ADDING MORE BIKE LANES FOR GOOD HEALTH.

I AM OPPOSED TO THE CRITICAL MASS, THEY RUIN THINGS. I THINK THERE NEEDS TO BE DRIVER EDUCATION TO TEACH DRIVERS HOW TO DRIVE AROUND BICYCLISTS. THE CAR DRIVERS ARE SCARY.

IT IS A GREAT PLACE FOR CYCLISTS IF MOTORISTS HAVE TO DEAL WITH MULTIPLE BIKE RIDERS.

I WISH THEY WOULD KEEP THE ROADS IN BETTER SHAPE. THERE ARE LOTS OF POTHoles AND CREVICES. IT IS A SAFETY ISSUE.

I WOULD LOVE IT IF, AND MY DREAM IS THAT, THERE ARE STREETS DEDICATED TO BIKES AND BIKES ONLY.

ALL BIKERS SHOULD WEAR A HELMET.

SAN FRANCISCO NEEDS MORE SEPARATED BIKEWAYS. A NETWORK OF THEM WOULD ENCOURAGE MORE BIKERS. I SUPPORT AND VALIDATE THE PLAN PUT FORTH BY THE SAN FRANCISCO BIKE COALITION.

I LOVE IT!

FEWER CAR FUMES, I LOVE IT!

I WOULD LOVE IT IF THERE WERE MORE LANES DOWNTOWN FOR CYCLISTS ONLY. I LIKE ALL THE PROGRESS THAT'S BEEN MADE SO FAR. MY FAMILY STAYED HERE BECAUSE THE CITY IS SO BIKEABLE.

ALL THE STUFF THEY'VE DONE SO FAR IS GOOD.

BETTER "WOO" BICYCLISTS TO GET THEM TO BE MORE OF A POLITICAL POWERHOUSE AGAINST DRIVERS AND ADDING PARKING LOTS. POTRERO AND 17TH ST TO ALAMEDA IS A DEATH STRETCH FOR CYCLISTS.

ANYTHING MOTORIZED SHOULD HAVE REFLECTORS ON THEM AND THE PEOPLE SHOULD WEAR HELMETS.

MORE PEOPLE WEARING HELMETS PLEASE, MINE SAVED MY LIFE.

IT'S WAY BETTER THAN DENVER, COLORADO AND OTHER "BIKE FRIENDLY" TOWNS.

IT'S BETTER THAN BIKING IN NEW YORK.

KEEP ON TRYING TO IMPROVE BICYCLING IN THE CITY.

WE NEED MORE POLITICAL POWER. THE CITY IGNORES US!

I LOVE THE NEW BIKE LANES.

BIKE COALITION DOES A GOOD JOB.

THERE ARE TOO MANY HILLS.

Comments About Cycling In San Francisco Frequent Cyclists

I LOVE IT.

IT'S QUITE GOOD, ESPECIALLY COMPARED TO OTHER CITIES. I APPRECIATE THE NEW CHANGES.

I'M GLAD THAT WE HAVE THE BIKE LANES.

IT'S PRETTY GREAT!

IT'S BECOME MARKEDLY BETTER IN THE LAST FIVE YEARS!

PEOPLE SHOULD DO IT MORE OFTEN.

I FEEL IT'S IMPROVING. BETTER ROADS AND ACCESS TO ALL PARTS OF THE CITY ON BIKES.

I DON'T FEEL SAFE ON BIG ROADS.

IT'S GREAT, I LOVE IT.

I'M GLAD THAT THE AUTHORITIES ARE PRESSING FOR MORE BIKE LANES.

I'M SURPRISED TO SEE SO MANY PEOPLE USE BIKES IN SAN FRANCISCO. CITY CENTER IS REALLY DANGEROUS.

PEDESTRIANS DON'T HAVE TOTAL RIGHT OF WAY. IT SCREWS UP TRAFFIC. PEDESTRIANS ARE DUMB. I DRIVE AND THEY MAKE ME ANGRY.

CITY IS MOVING IN RIGHT DIRECTION. DRIVERS EDUCATION WOULD BE HELPFUL. TRAFFIC CALMING WOULD BE HELPFUL ALSO.

I DON'T LIKE THAT I DON'T SEE KIDS ON BICYCLES. WE NEED SAFE ROUTES TO SCHOOLS AND PATHS USED EXCLUSIVELY FOR BIKES. I CAN UNDERSTAND WHY THEIR PARENTS DON'T WANT THEM TO BICYCLE.

SAN FRANCISCO IS DOING ALL RIGHT WHEN IT COMES TO BIKING.

I WOULD REALLY APPRECIATE IT IF BIKES AND BUSES WERE COOPERATING, WITH BETTER OPTIONS TO GET OVER TWIN PEAKS. IF IT WAS EASIER TO TAKE A BIKE ON UNDERGROUND MUNI. I LOVE VALENCIA STREET.

MOTORISTS DON'T SEE MARKINGS ON PAVEMENT. A GUY YELLED AT ME IN THE TUNNEL THAT I WASN'T SUPPOSED TO BE RIDING THERE.

DRIVERS DON'T PAY ATTENTION TO THE MARKINGS FOR BIKES.

KEEP THE BIKE COMMUNITY STRONG.

COMING FROM BOSTON AND PHILADELPHIA, SAN FRANCISCO IS LIGHT YEARS AHEAD OF THE EAST COAST. NOW THAT I'M ACCUSTOMED TO IT, I'M THINKING ABOUT WHAT'S POSSIBLE.

I'VE SEEN THE STATE OF THE ROADS IMPROVE GREATLY OVER THE LAST COUPLE OF YEARS AND I HOPE IT CONTINUES.

I THINK THE CITY PUT UP THOSE WHITE CONE BARRIERS ON VAN NESS AND MARKET. I THINK THOSE ARE GREAT. ADD MORE!

LOVE IT. GREAT COMMUNITY. APPRECIATE THE ONGOING IMPROVEMENTS.

SF BIKE COALITION DOES A REAL GOOD JOB.

IT'S GOOD, GET RID OF CAB DRIVERS.

DRIVERS NEED TO HAVE MORE INFORMATION ABOUT BICYCLISTS. THEY DON'T KNOW WHAT IT IS LIKE TO RIDE A BIKE.

I AM MORE WORRIED ABOUT OTHER CYCLISTS THAN CARS.

Comments About Cycling In San Francisco Frequent Cyclists

BIKE THEFT IS A HUGE PROBLEM.

DRIVERS NEED TO RELAX AND TAKE A CHILL PILL. DRIVERS ARE OBLIVIOUS.

MORE RESPECT FROM DRIVERS WOULD MEAN MORE CYCLISTS WOULD OBEY TRAFFIC LAWS, BECAUSE THEY WOULD FEEL SAFER.

THANK YOU FOR DOING THIS.

IN GENERAL, IT'S GOOD.

THERE'S NO PLACE AT CCSF FOR PARKING. (DOWNTOWN)

A LOT MORE WORK NEEDS TO BE DONE ON CYCLIST EDUCATION. WHEN I'M IN A CAR, BICYCLISTS BREAK ALL KINDS OF RULES AND ARE A DANGER TO THEMSELVES.

IT'S GETTING TO BE MORE BIKE FRIENDLY IN CITY.

I LOOKED AT THE WEBSITE AND FOUND THE BIKE MAPPER TOO IS NOT SAFE.

IT'S WONDERFUL AND IT'S NOT AS ANTAGONISTIC AS IT SEEMS.

OVERALL, IT'S PRETTY GOOD. WE NEED MORE INFRASTRUCTURE.

GREAT PLACE TO BIKE.

IT IS MUCH BETTER THAN THE REST OF THE U.S.

THE BEST WAY TO GET AROUND.

THE CITY IS PERFECT FOR BICYCLISTS.

MORE PEOPLE SHOULD DO IT.

I'VE NOTICED MORE OF THE SMOOTHER PAVEMENT.

IT'S VERY EASY AND CONVENIENT TO GET AROUND THE CITY.

IT'S ONE OF THE BETTER CITIES TO RIDE IN.

I LOVE RIDING HERE IN THE CITY.

I LIKE THE CITY PUT BIKE RACKS ON THE BUSES. THIS DOES ENCOURAGE ME TO RIDE MORE. HOWEVER, THE CITY NEEDS TO PUT IN BIKE LANES ON LINCOLN BLVD IN BOTH DIRECTIONS. I HIT ANOTHER CYCLIST AND IT WAS A VERY BAD ACCIDENT. THE PERSON WAS CARRIED TO A HOSPITAL FOR INJURIES. IT IS AN AREA I LIKE TO USE, BUT DON'T, DUE TO LACK OF LANES.

IT'S SIGNIFICANTLY BETTER THAN WHERE I CAME FROM IN TAMPA, FLORIDA.

WHAT THEY DID WITH MARKET ST MADE IT A LOT SAFER.

I WISH WHEN IT'S RAINING AND I DON'T RIDE MY BIKE, THAT THERE WAS TRANSIT THAT WENT TO MY WORKPLACE. THERE IS NO DIRECT WAY. I HAVE TO TAKE A TAXI.

WHO WROTE THESE QUESTIONS? THEY ARE STUPID AND MAKE NO SENSE. THIS IS SAN FRANCISCO, AND A CITY TO BOOT. IS THIS WHERE MY TAXES GO?

I APPRECIATE THAT THE CITY IS WORKING WITH THE BIKE COMMUNITY TO IMPROVE BICYCLING. THE NUMBER OF BICYCLISTS HAS SKYROCKETED AND THAT MAKES IT SAFER FOR BICYCLISTS.

IT'S FUN!

CITY OF SAN FRANCISCO WILL FIND IT FINANCIALLY POSITIVE TO INCREASE BICYCLE STRUCTURE.

Comments About Cycling In San Francisco Frequent Cyclists

IT'S A GREAT WAY TO SEE THE CITY. BE MINDFUL WHERE YOU RIDE, THOUGH. IT CAN BE DANGEROUS.

I'VE NOTICED IMPROVEMENT. I HOPE WE CAN KEEP IT UP.

PRETTY DANGEROUS, BUT A GOOD WAY TO GET AROUND THE CITY.

ROADS ARE GETTING FIXED!

INITIALLY, I THOUGHT YOU WOULD INQUIRE MORE ABOUT ROAD CONDITIONS. I ALSO RIDE A MOTORCYCLE AND THE CITY ROADS ARE VERY BAD IN SOME AREAS.

YOU HAVE TO FIGHT FOR EVERY INCH OUT THERE.

KEEP ENCOURAGING BICYCLING IN SAN FRANCISCO.

DRIVERS ARE REALLY IMPATIENT.

LOTS OF LOTS OF BICYCLING HERE.

IT'S IMPROVED DRAMATICALLY IN THE PAST TWO YEARS.

THERE HAVE BEEN CLEARLY DEFINED BIKE LANES.

I'VE NOTICED A GREAT IMPROVEMENT IN BIKE LANES IN THE PAST YEAR.

EVERYBODY SHOULD BIKE IN THE CITY. WHEN POSSIBLE.

EVERYONE SHOULD RIDE A BICYCLE IN SAN FRANCISCO.

I APPROVE OF THE CITIES EFFORTS TO ELIMINATE CARS TO THE EXTENT THEY CAN.

I'VE SEEN LOTS OF PROGRESS IN TERMS OF BICYCLING IN THE 40 YEARS I'VE LIVED HERE. THE SAN FRANCISCO BIKE COALITION IS FANTASTIC.

EVERYONE SHOULD BIKE TO WORK IF IT'S LESS THAN 40 MINUTES.

MORE PEOPLE SHOULD DO IT.

DON'T REGULATE BICYCLING TO DEATH.

IT'S DEFINITELY IMPROVING, I'VE NOTICED THE EFFORT.

I LIKE SPIRIT OF BIKE LANES, BUT AM A LITTLE BIT TERRIFIED OF BIKE LANES BECAUSE OF CYCLISTS WHO PASS ON RIGHT AND DON'T STOP AT RED LIGHTS.

I'VE SEEN LOTS OF IMPROVEMENT IN A SHORT TIME, WHICH IS GREAT.

BIKE COALITION IS DOING A WONDERFUL JOB.

IT'S A GREAT CITY TO BIKE IN.

VALENCIA IS AWESOME.

I THINK IT'S GREAT THAT THE CITY IS DOING MORE. CONTINUE DOING MORE.

GOOD WORK.

IT'S ADVENTUROUS.

I'M PRETTY HAPPY WITH THE STATUS. SAN FRANCISCO IS BECOMING VERY BIKE FRIENDLY.

HOPE THAT MORE PEOPLE DO IT.

BIKE MORE.

Comments About Cycling In San Francisco Frequent Cyclists

LIKE TO SEE MORE CYCLERS!

IT'S WONDERFUL. MORE PEOPLE SHOULD BIKE, FEWER CARS.

I APPRECIATE THAT THE SFMTA HAS TAKEN AN INTEREST IN CYCLING. I KNOW THAT'S A NEW THING.

IF PEOPLE RODE MORE, THERE MIGHT BE FEWER FIGHTS BETWEEN BIKES AND CARS.

I THINK IT'S A GREAT IDEA THAT YOU'RE REACHING OUT TO THE COMMUNITY. THANK YOU FOR DOING IT.

I STRONGLY ENCOURAGE BIKE LANES. THERE SHOULD TAX INCENTIVES FOR BIKE RIDERS. THERE SHOULD BE REQUIRED EDUCATION FOR BIKE RENTERS. MORE GUIDANCE SHOULD BE PROVIDED TO THE PEOPLE WHO RENT THE BIKES FROM THEM. THEY NEED TO PROVIDE THEM WITH BETTER INFORMATION AND NOT JUST MAPS.

IT'S GOTTEN SO MUCH BETTER AFTER THE LAST FOUR YEARS!

I'M GLAD THEY ARE FIXING SOME OF THE POTHOLES.

MORE ADS FOR SHARING THE ROADS, NOT JUST FROM CYCLISTS' PERSPECTIVE.

BE AWARE.

DO AS MUCH AS YOU CAN TO ENCOURAGE IT.

WHY CAN'T I RIDE ON THE SIDEWALK?

I APPRECIATE THE FACT THAT, IT'S OBVIOUS THEY [SFMTA] CARE ABOUT BICYCLISTS AND I APPRECIATE THAT.

I THINK THE CITY IS DOING A GOOD JOB.

YOU [SFMTA] SHOULD ADVERTISE MORE ON TV AND RADIO. PEOPLE ARE STUCK IN TRAFFIC AND YOU NEVER HEAR ABOUT BIKING TO WORK.

GOOD EFFORT BY ALL INVOLVED TO IMPROVE CYCLING IN SAN FRANCISCO. KEEP IT UP!

I LOVE THAT THERE ARE SO MANY BIKERS!

AS A CITY COMMITTED TO A GREENER, HEALTHIER LIFESTYLE, WE SHOULD BE WORKING HARDER TO MAKE MORE BIKE LANES AND IMPROVE ACCESSIBILITY OF BIKES ON PUBLIC TRANSPORTATION. WOULDN'T IT BE GREAT IF WE COULD BE THE EXAMPLE FOR ALL OF AMERICA? BIKE RENTALS, LIKE PARIS, WOULD BE COOL TOO!

THINGS ARE IMPROVING, THANKS TO THE BIKE COALITION AND THE CITY!

I THINK IT'S PRETTY GOOD TO BIKE IN SAN FRANCISCO.

THIS IS A GREAT CITY TO BIKE IN, BUT I THINK PEOPLE APPLYING FOR DRIVER'S LICENSES IN SAN FRANCISCO SHOULD BE INFORMED ABOUT BICYCLISTS' RIGHTS. I'VE HAD CARS SERIOUSLY ENCROACH ON MY SPACE, BEEN ALMOST HIT, AND ONCE WAS NEARLY RUN DOWN BY A CRAZY ROAD-RAGE DRIVER. DRIVERS HAVE A PROTECTIVE METAL BOX, WE DON'T.

SAN FRANCISCO CITY CARS ARE NOT DRIVEN BY PEOPLE WHO PAY ATTENTION TO CYCLISTS! GET SOME INTERNAL EDUCATION TO THOSE PEOPLE, WHO HAVE ACCESS TO CITY CARS, TO LEARN HOW TO USE A TURN SIGNAL!

IF BICYCLING WAS SAFER, PROBABLY MORE PEOPLE WOULD DO IT. I OFTEN HEAR FROM FRIENDS THAT THEY ARE AFRAID TO BIKE BECAUSE OF CARS, BUT, CYCLISTS SHOULD ALSO OBEY LAWS (ESPECIALLY WEARING HELMET AND LIGHTS)! IT SHOULD BE MORE ENFORCED. THANK YOU FOR THE SURVEY!

IT COULD BE BETTER.

I DON'T LIKE THE HATE BICYCLISTS AND MOTORISTS HAVE TOWARD EACH OTHER. IT'S A STUPID US VS. THEM THING THAT MAKES BICYCLING LESS APPEALING.

Comments About Cycling In San Francisco Frequent Cyclists

IT'S A GREAT PLACE TO BIKE, BUT IT COULD GET MUCH BETTER.

AS SOMEONE WHO HAS LIVED IN THE CITY A LONG TIME AND BIKED REGULARLY, I'D SAY THINGS ARE GOING IN THE RIGHT DIRECTION.

THERE ARE A LOT OF BICYCLISTS IN THIS CITY, I HOPE YOU'RE ABLE TO GET SOUND FEEDBACK FROM THEM.

IT'S BETTER THAN BEFORE, BUT STILL NOT GOOD.

REALLY APPRECIATE THE EFFORTS OF THE CITY TO ACCOMMODATE MORE AND SAFER CYCLING.

IT'S AMAZING.

IT'S A BEAUTIFUL CITY TO BIKE IN.

DO MORE OF WHAT YOU'RE DOING!

IT'S GREAT AND WE'RE GOING TO MAKE IT EVEN BETTER.

NEED MORE JUMPS ON THE WIGGLE.

IT'S GOTTEN BETTER TO BIKE IN SAN FRANCISCO SINCE I MOVED TO HERE IN THE MID 1990'S.

BUSES ARE THE WORST ABOUT SHARING THE ROAD! MUNI NEEDS DEFENSIVE DRIVING AND BIKE SENSITIVITY TRAINING!

I LOVE THE BIKE COALITION.

WE NEED BETTER AND MORE OVERSIGHT, POLICING, PROTECTION, AND CITY CLOUT. BUSINESSES WHO HAVE AUTO FLEETS (INCLUDING THE CITY) SHOULD BE REQUIRED TO ATTEND TRAFFIC SCHOOL.

IMPLEMENT THE SF BIKE COALITION'S BIKEWAYS PLAN!

IT'S A GREAT CITY TO BIKE IN. I LOVE THE HILLS.

I LOVE IT, LOVE IT, LOVE IT. IT STEAMS UP MY GLASSES.

THERE NEEDS TO BE MORE HEAVY PROMOTION OF BIKING AS VIABLE TRANSPORTATION, AS WE DO WITH CARPOOLING. BIKING PROMOTES A HAPPY ENVIRONMENT AND HAPPY PEOPLE.

IT'S BETTER THAN OTHER CITIES.

I'M GLAD YOU'RE SURVEYING.

WHAT ABOUT A FREE CODED BIKE CARD FOR COMMUTERS TO ACTIVATE VERTICAL, ENCLOSED BIKE PARKING UNITS. IT COULD HAPPEN!

SAN FRANCISCO IS A FAIRLY BIKE FRIENDLY CITY. I ENCOURAGE THE SFMTA TO CULTIVATE THIS.

CRITICAL MASS IS A JOKE!

I WISH THERE WERE MORE BIKE LANES.

DRIVERS ARE MORE AWARE HERE THAN IN OTHER PARTS OF THE COUNTRY.

MORE PEOPLE SHOULD BE BIKING.

STOP THE POLITICIZING OF CYCLING! STOP CRITICAL MASS. CYCLING WAS MUCH BETTER BEFORE SAN FRANCISCO BIKE COALITION AND CRITICAL MASS.

NEED EDUCATION/PUBLIC TV ANNOUNCEMENTS ABOUT BIKE SAFETY TO BUILD MOTORIST AWARENESS OF BICYCLE RIGHTS TO THE ROAD.

Comments About Cycling In San Francisco Frequent Cyclists

KEEP ADDING THE BIKE LOCK PLACES.

I HEAR THEM CONSTANTLY FIXING STREETS OUT HERE, BUT THEY ARE NEVER FIXED. I HAVE A CAR WITH LOW-PROFILE RIMS AND I CAN FEEL EVERY BUMP, AND WHILE RIDING MY BIKE TOO. I SEE THEM OUT HERE FIXING THE STREETS, BUT THEY ARE NEVER FIXED. AS A TAXPAYER, IT'S WASTING MONEY. WHY ARE THEY NOT FIXED WHEN WE SPEND SO MUCH MONEY FIXING THEM?

IN NEW YORK THEY HAVE REVERSED THE POSITION OF THE BIKE LANES. CARS PARK TO THE LEFT OF THE BIKE LANES. IT'S MUCH SAFER THAT WAY. EUROPE HAS ALSO CULTIVATED A CULTURE OF BICYCLE SAFETY MUCH MORE THAN WE HAVE.

SUPPORT THE BIKE COALITION CONNECTING THE CITY.

IT'S NOT AS GOOD AS PORTLAND.

I THINK THIS IS A GREAT BIKE CITY OVERALL!

IT'S PRETTY GOOD. I THINK THERE ARE SO MANY BIKES, SO DRIVERS ARE MORE AWARE THAN NORMAL.

I THINK SAN FRANCISCO DOES A GOOD JOB.

THE SAFER IT IS FOR BIKES IN CITY, THE BETTER IT IS FOR THE CITY.

I THINK IT'S BETTER THAN BIKING IN MOST CITIES.

I FEEL FORTUNATE THAT WE ARE TAKEN SERIOUSLY. I'VE SEEN A LOT OF IMPROVEMENT AND WANT TO THANK EVERYONE INVOLVED.

BIKE COALITION'S VALET PARKING SERVICE IS INVALUABLE TO CITY. IT INSPIRES MORE PEOPLE TO TAKE BIKES TO EVENTS.

I'M IN FAVOR OF DEVELOPMENT OF PROTECTED LANES AND OTHER POLICIES THAT ARE BICYCLIST-FRIENDLY.

IT'S ACTUALLY BEEN MADE BETTER IN THE PAST 20 YRS, BIKE LANES AND BIKE RACKS.

I LOVE BIKING IN SF!

I LOVE THE CITY!

I THINK THE BIKE LANES IN THE CENTER OF THE CITY ARE GREAT, BUT THOSE IN PORTOLA, OUTER MISSION, AND BAYVIEW ARE TERRIBLE, AND THE CITY NEEDS TO FIX THEM. IT MAKES RIDING LESS SAFE.

THE DRIVERS IN SF ARE WORSE THAN IN BOSTON.

KEEP DEVELOPING MORE BIKE FRIENDLY AREAS.

MOTORISTS ARE MORE RESPECTFUL OF BICYCLISTS THAN MANY OTHER PLACES I'VE LIVED.

IT'S GREAT AND SHOULD BE PROMOTED MORE!

KEEP ON WITH ALL THE CYCLING IMPROVEMENTS! MORE CAR-FREE DAYS SO FAMILIES CAN RIDE MORE OFTEN TOGETHER.

IT'S GREAT!

I LOVE IT!

HUGE IMPROVEMENTS HAVE BEEN MADE IN THE PAST 10 YEARS. BIKES NEED TO BE RESPECTFUL OF OTHER USERS.

THE RIGHT FOR ALL USERS TO TRAVEL SAFELY COMES BEFORE THE PRIVILEGE TO DRIVE AND PARK.

Comments About Cycling In San Francisco Frequent Cyclists

IT'S GETTING BETTER ALL THE TIME.

IT'S NOT EASY, BUT IT CAN BE DONE.

Comments About Cycling In San Francisco Infrequent Cyclists

OVERALL, I'M PROUD TO SAY, SF IS VERY PRO-ACTIVE TOWARDS ALLOWING BICYCLISTS. IT'S AN INCENTIVE TO RIDE.

I LOVE THE FACT THERE'S VALET PARKING (FREE) AT AT&T PARK.

SUPPORT AIDS LIFECYCLE!

SAN FRANCISCO IS A GOOD CITY FOR BIKES.

I ENJOY A SETTING LIKE THIS TO TEACH MY CHILDREN HOW TO RIDE SAFELY.

I THINK PEOPLE CAN BIKE AND NOT BE CRAZY, LIKE CRITICAL MASS CRAZY. YOU DON'T HAVE TO BE THAT WAY. I HAPPEN TO BE A BIKER WHO OBEYS THE TRAFFIC RULES. AS A BIKER AND A MOTORIST, I KNOW THAT MOST BIKERS DON'T.

I LOVE THE FACT THAT THE BUSES CAN TRANSPORT BIKES NOW. IT'S A GREAT THING.

I'M A BICYCLIST, BUT I THINK IT'S TOTALLY OUT OF CONTROL. I WISH THEY WOULD CRACK DOWN ON THEM. I DON'T WANT TO HIT ONE, BUT I KNOW THAT EVENTUALLY IT'S GOING TO HAPPEN.

WE HAVE TO MAKE A REQUIREMENT FOR EVERY CYCLIST TO TAKE SAFETY CLASSES. THEY THINK THEY OWN THE STREETS. YES, I KNOW THAT THEY HAVE A LEGAL RIGHT TO BE THERE; BUT THEN WE HAVE THE CARS AND IT GETS MESSY. MAYBE THE CITY CAN IMPROVE THINGS BY PROVIDING EDUCATION REGARDING CYCLISTS LEARNING SIGNALS AND STOP SIGNS. THERE'S NOT ONLY CYCLISTS AND CARS, THERE'S PEDESTRIANS AND EVERYTHING GETS CRAZY. A LOT OF MOTORISTS DON'T LOOK AND DON'T CARE. THE PUBLIC NEEDS TO BE EDUCATED.

I WOULD SUGGEST THAT THE CITY OF SAN FRANCISCO PUT IN MORE BIKE LANES.

WHAT WAS DONE TO MARKET STREET WAS RIDICULOUS. WE'RE NOT PARIS. IT'S NOT EFFICIENT FOR PEOPLE TO MOVE. WHAT THEY'RE DOING FOR THE BIKE LOBBIES IS RIDICULOUS. I WOULD CLOSE OUR MEDIA OFFICES AND MOVE THEM TO SEATTLE OR LOS ANGELES. I'M A DEMOCRAT, BUT A BUSINESS FRIENDLY DEMOCRAT. SAN FRANCISCO IS NOT BUSINESS FRIENDLY. SAN FRANCISCO DOESN'T HAVE A RELIABLE COMPLETE SYSTEM OF PUBLIC TRANSPORTATION. FORGET THE BIKES. WHAT GOES ON WITH THE CYCLISTS HERE IN THIS CITY WOULDN'T FLY ANYWHERE ELSE. THE MOTORISTS IN OTHER CITIES WOULD GET OUT OF THEIR CARS AND BEAT THEM UP.

KEEP IT UP.

IT WOULD BE NICE TO HAVE SOME IDEA OF WHAT EXACTLY THE LAWS FOR BIKERS ARE.

I THINK THE FUNDAMENTAL PROBLEM IS THAT IT IS SUCH A HILLY CITY AND IT IS NOT PRACTICAL TO MAKE SAN FRANCISCO INTO AMSTERDAM. IT IS IMPRACTICAL TO GET AROUND, UNLESS YOU LIVE SOMEWHERE FLAT. ONE THING THAT WOULD BE NICE IS IF THE CITY HAD SOME KIND OF BIKE LOANING OR BIKE SHARING SYSTEM LIKE IN PORTLAND, OREGON OR OTHER COUNTRIES.

THANK YOU TO THE CITY FOR DOING THIS SURVEY.

I KNOW THAT ONE RULE OR LAW IN THE CITY IS THAT THERE IS SUPPOSED TO BE DEDICATED BIKE PARKING FOR OFFICES WITH A CERTAIN NUMBER OF UNITS. THIS ALSO APPLIES TO PARKING GARAGES. UNFORTUNATELY, I DO NOT SEE BIKE PARKING WHERE BUILDINGS ARE LEGALLY OBLIGATED TO OFFER IT. I ALSO DON'T SEE ANY ENFORCEMENT OF THIS LAW.

NO, THE STATE ROADWAYS ARE TERRIBLE, BUT THAT ISN'T REALLY YOUR PROBLEM I GUESS.

JUST MORE BIKE LANES WOULD BE NICE. I DON'T KNOW HOW THE CITY CAN COMBAT THIS, BUT I AM VERY UNCOMFORTABLE WITH CARS AND DRIVERS WHO TEXT AND TALK ON THEIR CELL PHONE AT THE SAME TIME.

Comments About Cycling In San Francisco Infrequent Cyclists

I WISH THERE WAS MORE OF AN ADVOCATE FOR BIKERS IN THE CITY, SOMETHING LIKE A SUPERVISOR FOR BIKERS. SOMEONE LOOKING OUT FOR THEIR INTERESTS WOULD BE REALLY HELPFUL IN PROMOTING THE BIKING CAUSE WITHIN SAN FRANCISCO.

FIX THE POT HOLES. THEY ARE BRUTAL ON OUR BIKES. BICYCLISTS NEED THEIR OWN TRAFFIC SIGNS. I THINK THAT WOULD STOP A LOT OF US FROM BREAKING TRAFFIC LAWS. MORE ROOM ON THE STREETS FOR THE BICYCLES, WE CAN ONLY GO SINGLE FILE, AND IT IS A REAL PAIN.

ANYTHING THAT YOU GUYS CAN DO TO GET MORE BIKES ON THE ROAD WOULD BE OK BY ME.

WE NEED MORE BIKE LANES.

I AM INTERESTED IN SEEING WHAT YOU GUYS DO WITH THIS SURVEY AND WHAT KIND OF CHANGES ARE MADE.

IT'S GETTING BETTER.

LOVE BIKING IN THE CITY.

I RIDE OFTEN BETWEEN MARINA AND MASON, AND ON MASON TO THE BRIDGE. THERE ARE BADLY WORN BIKE LOGOS. THEY ARE NOT WELL MARKED. ON WEEKDAYS, PEDESTRIANS AND BIKES SHOULD NOT SHARE THE EASTERN SIDE OF GOLDEN GATE.

EVERYONE NEEDS TO BIKE MORE.

I LIKE IT.

CRITICAL MASS GIVES ALL BIKERS A BAD REPUTATION.

I'VE BEEN RIDING SINCE 1972. THERE ARE MANY MORE BIKES AND CARS. BOTH CYCLISTS AND DRIVERS NEED MORE EDUCATION ON SHARING THE ROAD. THERE NEEDS TO BE MORE UNDERSTANDING BETWEEN DRIVERS, CYCLISTS, AND PEDESTRIANS.

PART OF THE PROBLEM IS THAT IT'S TAKING AWAY PARKING SPACES AND MAKING MOTORISTS PRETTY UPSET. THAT DOESN'T HELP WITH THE RELATIONSHIP WITH PEOPLE WHO ARE RIDING BIKES. I HAVE TO TAKE ELDERLY PEOPLE AROUND AND IT'S DIFFICULT, NOT ONLY HAVING TO DRIVE, BUT THE ADDED SAFETY ISSUES FOR ELDERLY PEOPLE WITH BIKES. THE CITY IS WAY TOO CROWDED FOR ALL THIS TRANSIT.

I'M GLAD THEY'RE DOING THIS.

CLOSE SOME ROADS TO BIKES AND CLOSE SOME ROADS TO CARS. I'VE SEEN PEOPLE DIE FROM CARS AND BIKES. IT'S SCARY.

I DON'T LIKE THE POLITICAL ENVIRONMENT AND I'M NOT A BIG FAN OF THE BICYCLE COALITION. I JUST THINK EVERYONE NEEDS TO BE MORE TOLERANT. I DO LOVE BIKES THOUGH, AND OF COURSE MORE BIKE LANES WOULD BE BETTER.

BIKERS ABUSE THE PRIVILEGE OF RIDING AND THEY SHOULD ADHERE TO THE TRAFFIC LAWS. I'M AGAINST CRITICAL MASS. IT DOES NOTHING TO INGRATIATE THE BIKE COMMUNITY TO THE VEHICLES.

IT'S A BEAUTIFUL PLACE TO BIKE.

I APPRECIATE THE EXTRA LANES AND PARK LOTS. I AM FREE ALL OVER THE CITY.

I TEND TO THINK OF IT AS GOOD, BUT I AM REGULARLY TRAVELING TO AMSTERDAM AND THAT PUTS IT IN (BAD) PERSPECTIVE.

IT'S AWESOME.

Comments About Cycling In San Francisco Infrequent Cyclists

THE NEW POLICE CHIEF SAID HE WAS ENTERTAINING THE THOUGHT OF STOPPING CRITICAL MASS. I ABSOLUTELY BELIEVE THAT IT NEEDS TO BE STOPPED. IT CAUSES NOTHING BUT CHAOS. IT'S NOT FAIR TO RECREATIONAL CYCLISTS. I HAVE VERY NEGATIVE FEELINGS TOWARD THIS GROUP.

I HAD BIKE LOCKER AT GLEN PARK BART AND MY BIKE WAS STOLEN AFTER THE 2ND TIME I USED IT. THERE COULD BE FIVE TIMES MORE LOCKERS AT BART, BUT THEY DON'T CARE AND DON'T MAINTAIN THEM.

PROVIDE EDUCATION FOR BICYCLISTS.

YIKES IN TOWN, BUT GREAT ALONG THE BAY. THANK YOU TO THE SAN FRANCISCO BAY TRAIL PROJECT AND CALIFORNIA COASTAL COMMISSION FOR FUNDING MAJOR GOOD CHANGES ALONG THE BAY IN SAN FRANCISCO AND FEDERAL LANDS.

IT IS GREAT TO HAVE PEOPLE CHOOSE TO BIKE RIDE, BUT DUE TO THE NARROW STREETS, THERE IS A HEAVY SAFETY ISSUE FOR BIKERS AND DRIVERS. THE CITY PLAN TO PLACE BIKERS IN THE SAME PLACE AS DRIVERS CREATES MORE CHAOS. PUT THE BIKE LANES ON LESS CROWDED STREETS. PROTECT THE BIKE LANES BY KEEPING THEM CLEAR.

THE STRIPING IS GREAT.

I BELIEVE WHAT THE CITY IS DOING WITH TRYING TO INCORPORATE MORE USE OF BICYCLING IS GREAT, BUT I DO FEEL THAT MOTORISTS ARE BETTER DEALING WITH CYCLISTS THEN THE CYCLISTS ARE WITH THE CAR DRIVERS. I HAVE SEEN CYCLISTS USE MANEUVERS THAT CAUSE CARS TO COME UP SHORT, ESPECIALLY AT A RED LIGHT. IT APPEARS HOSTILE TO ME. I CYCLE, BUT I ALSO USE MUNI AND I WALK. THE CITY NEEDS TO COME UP WITH A BETTER SOLUTION TO RED LIGHTS FOR THE CYCLISTS. TO ME, A RED LIGHT IS A 'RED LIGHT', BUT THAT'S NOT SO WITH EVERYONE.

THE PRIMARY REASON THAT I DON'T BIKE MORE IS HAVING SMALL CHILDREN. IT IS TOO MUCH OF A RISK, AND I AM THE PROVIDER. THIS IS ESPECIALLY TRUE IN MORNING AND EVENING RUSH HOURS WHEN I HAVE TRIED TO TAKE MY BIKE TO CALTRAIN. IT HAS BECOME JUST TOO CRAZY AND RISKY, SO I TAKE THE CAR MOSTLY, THOUGH I WOULD LIKE TO BIKE.

IT'S REALLY EASY TO GET AROUND CITY BY BIKE.

SOME OF THE BICYCLE COALITION PEOPLE ARE VERY SELFISH. SOME OF THE BICYCLISTS' ARROGANCE IS FOOLHARDY. DO THEY REALLY THINK THEY CAN WIN OVER VEHICLES THAT WEIGH THOUSANDS OF POUNDS? THEY THINK THEY WILL BE ABLE TO CHANGE THE CAR CULTURE TO THAT OF ALL CYCLISTS. THEY DO NOT TAKE INTO ACCOUNT THE INGRAINED CAR CULTURE. I MYSELF AM A CAR AND MOTORCYCLE ENTHUSIAST, AND DO NOT PLAN TO GET RID OF ANY OF MY VEHICLES.

I REALLY THINK ONE OF THE BIGGEST PROBLEMS WITH THE CITY MOVING FORWARD WITH BICYCLING IN THE CITY IS THE INABILITY OF THE CYCLISTS TO SHARE THE ROAD WITH CARS AND PEDESTRIANS. FOR EXAMPLE, THE NEW BIKE PATH IN THE PANHANDLE THAT CROSSES MASONIC. I AM A CYCLIST, AND I HAVE SEEN CYCLISTS BARRELING DOWN THAT LANE WITHOUT CONCERN FOR THE PEDESTRIANS THAT ALSO SHARE THAT LANE. ALL HAVE TO FIND A WAY TO SHARE AND RESPECT EACH OTHERS RIGHTS. GOOD LUCK!

THANKS TO SAN FRANCISCO. IT'S BETTER THAN LONDON OR NEW YORK.

I APPRECIATE THAT THE CITY ADDED MORE BIKE RACKS.

I LOVE TO BIKE IN THE CITY.

CARS ARE INTIMIDATING.

GO BICYCLES!

IT'S FUN.

Comments About Cycling In San Francisco Infrequent Cyclists

I FORMERLY RODE MY BIKE TO WORK AT A LOCAL HOSPITAL EVERY DAY. NOW, I AM SEMI-RETIRED AND I CAN'T CARRY ENOUGH ITEMS ON MY BIKE. ALSO, DISTANCES ARE TOO FAR. ONE WEEK A YEAR, I DO A 400 MILE BIKE TRIP. I AM NOT A MEMBER OF THE SAN FRANCISCO BIKE COALITION, BUT I LIKE WHAT THEY HAVE DONE FOR BIKE RIDERS. I AM VERY MUCH IN FAVOR OF BICYCLING IN SAN FRANCISCO.

I'M SORT OF NEUTRAL. I WANT BETTER BIKE LANES AND MORE BIKE PATHS. WE NEED A SOLID NETWORK OF BIKE LANES AROUND THE CITY. I'M ORIGINALLY FROM WASHINGTON D.C., WHICH IS A GREAT BICYCLE CITY. D.C. HAS A LOT OF BIKE LANES WITHOUT CARS. THAT'S WHAT WE NEED.

I DON'T IDENTIFY AS A MEMBER OF THE BICYCLE COMMUNITY. THERE ARE TOO MANY CRAZY-DRIVING BICYCLISTS IN THIS CITY. I JUST ENJOY RIDING IN GOLDEN GATE PARK AND THE DOWNTIME IT PROVIDES.

I LIKE WHAT THEY'RE DOING IN NEW YORK AND OTHER PLACES, CLOSING ENTIRE BLOCKS AND NOT ALLOWING ANY CARS. I'M NOT SURE IF THEY EVEN LET BIKES THOUGH.

I THINK IT'S GREAT THAT YOU GUYS ARE DOING THIS.

I'M A NURSE AT UCSF AND I SEE THE HEALTH PROBLEMS PEOPLE HAVE FROM OBESITY AND UNHEALTHY LIVING. IF MORE PEOPLE RODE BIKES OR WALKED WE WOULDN'T HAVE SO MANY SICK PEOPLE. I'M GLAD YOU CALLED. I'D LIKE TO LEARN MORE.

ANYTHING THAT PROMOTES BIKING AND WALKING, I'M ALL FOR IT.

I CAN'T BELIEVE THERE IS NOT A LAW ALREADY FOR BICYCLE HELMETS. I'M A TEACHER, AND ONE OF THE STUDENTS WAS BIKING WITHOUT A HELMET. SHE WENT THROUGH A RED LIGHT AND WAS HIT. NOW SHE IS IN A PERMANENT COMA. WHY DON'T THEY HAVE A HELMET LAW? MY OTHER PET PEEVE IS THE INTERSECTION WHERE THE FREEWAY COMES OFF AT OCTAVIA TO MARKET. YOU CAN'T TURN LEFT BECAUSE OF THE BIKE LANE. IT'S POOR PLANNING. THERE SHOULD BE A BIKE LANE, BUT IT SHOULD BE UNDER THE FREEWAY SO TRAFFIC COULD TURN LEFT.

MUNI SERVICE FROM BAYSHORE CALTRAIN TO CANDLE STICK PARK WOULD BE GREAT.

I THINK IT'S GOOD YOU ARE DOING THIS SURVEY.

I THINK THE CITY HAS DONE A PRETTY GOOD JOB OF MAKING THE STREETS ACCESSIBLE FOR PEOPLE WHO COMMUTE BY BIKE OR USE IT AS THEIR MAIN FORM OF TRANSPORTATION. I'VE BEEN TO A LOT OF MAJOR CITIES, AND I'M PRETTY SATISFIED WITH HOW TO GET AROUND BY BIKE IN THE CITY.

MAKE SIGNAGE TO INDICATE THE PRESENCE OF BICYCLES ON BIKE ROUTES TO LET IT BE KNOWN THAT BIKES ARE WELCOME. MY BIGGEST BARRIER IS THE LACK OF SAFE PASSAGE ALONG BAYSHORE BLVD. IT'S EXTREMELY DANGEROUS. IF THAT WAS CLEARED UP, I WOULD COMMUTE TO WORK BY BICYCLE.

THE IMPROVEMENTS THE CITY IS MAKING ARE REALLY IMPORTANT, AND I HOPE THEY CONTINUE TO MAKE MORE IMPROVEMENTS.

GREAT PLACE TO BIKE.

PUTTING IN BIKE LANES IS GOOD. PUTTING IN MORE SHARED LANES IS ALSO GOOD, BUT THEY SHOULDN'T TAKE AWAY WHOLE BIKE LANES. NO WIDE BIKE LANES IN THE MIDDLE OF THE STREET; THOSE ARE A BAD MOVE. KEEP ALL BIKE LANES ON THE RIGHT SIDE OF THE STREET.

I WANT TO BIKE ACROSS THE BAY BRIDGE.

IT'S A LOT MORE BIKE FRIENDLY THAN WEST COVINA.

IT'S NICE!

MAKE THE SURVEYS SHORTER.

Comments About Cycling In San Francisco Infrequent Cyclists

LET'S TEACH MOTORISTS AND CYCLISTS THE TRAFFIC RULES ABOUT HOW TO SHARE THE ROAD. I BELIEVE THERE'S A LOT OF IGNORANCE. I AM FROM HOLLAND, SO I LOVE TO BIKE.

FASTEST WAY TO GET AROUND TOWN.

A LOT OF CYCLISTS RUN THE RED LIGHT, AND MANY LIKE TO ZIP BETWEEN CARS.

Comments About Cycling In San Francisco Non-Cyclists

CAN BIKE RIDERS MOVE MORE CAREFULLY WHEN THE PEOPLE CROSS THE STREET? THEY'RE JUST PASSING, PASSING, PASSING, AND I GET SCARED THAT I'M GOING TO GET HURT.

IF THERE WERE MORE SECURE BIKE LANES, I'D RIDE A BIKE.

THE ROAD CONDITIONS MIGHT BE A QUESTION FOR YOU TO CONSIDER. THE POTHOLES ARE PRETTY SEVERE FOR ROUTINE CYCLING.

I THINK THE CYCLISTS ARE TOO POLITICAL.

I HOPE THAT ALL THIS GOES TOWARDS MAKING IT A SAFER PLACE FOR CYCLISTS. I KNOW THAT IN PLACES LIKE AMSTERDAM, AND I THINK PORTLAND, YOU CAN RENT BIKES AND THEY HAVE PICK-UP AND DROP-OFF SERVICE. IT'S A COOL SCENE, BUT EVERYONE HAS TO BE COOL, NOT ABUSE THE PRIVILEGE, AND RETURN THE BIKES.

I LIKE THE IDEA OF THE BICYCLES. I HOPE THE CITY WORKS WITH THE BICYCLISTS AND THE COMMUNITY TO MAKE IT SAFE FOR BICYCLISTS. I LIKE TO SEE PEOPLE ON BIKES, ESPECIALLY YOUNG PEOPLE. NO MORE CRITICAL MASS. THAT DOESN'T COUNT FOR INCREASING THE BICYCLES.

I DO SUPPORT IT. IF I FELT SAFER AND THERE WERE MORE BIKE LANES, I'D FEEL MORE COMFORTABLE BICYCLING. I'D LIKE TO SEE EVERYONE ON BICYCLES PAY ATTENTION TO THE RULES. I COMMUTE ON VALENCIA STREET BOTH BY CAR AND BY BUS. CYCLISTS MOVE FROM BIKE LANES INTO TRAFFIC LANES AND CHALLENGE YOU TO SMASH INTO THEM. THEY ALSO RIDE THEIR BIKES IN CROSSWALKS AND ON THE SIDEWALKS, WHICH IS ANNOYING AND DANGEROUS TO PEDESTRIANS. I THOUGHT THEY WERE ONLY SUPPOSED TO BE THERE IF THEY WERE WALKING THEIR BIKES. TOO MANY CYCLISTS ARE TOO GUNG-HO AND LACK RESPECT FOR THE RULES.

I DRIVE DEFENSIVELY, NOT OFFENSIVELY. I DON'T SEE CYCLISTS DOING THAT. I SEE THEM DOING ALL KINDS OF CRAZY THINGS, THE SAME WITH MOTORISTS. I DON'T LIKE THE NEW MARKINGS FOR THE BIKE LANES. I'VE LIVED IN GLENN PARK FOR 25 YEARS AND I'VE NOT SEEN CYCLISTS IN THIS AREA. I DON'T KNOW WHY THEY MESSED UP TRAFFIC WITH BIKE LANES. I DON'T LIKE TO HAVE MY HOOD POUNDED WHEN I HAVE SMALL CHILDREN IN THE CAR. ONE DAY, YOU'RE DRIVING ALONG AND EVERYTHING IS FINE. THE NEXT DAY, YOU GET A MOVING VIOLATION BECAUSE IT'S BEEN TURNED INTO A BIKE LANE AND NO ONE HAS INFORMED YOU.

FOR THOSE THAT ARE ABLE, BICYCLING IS A REASONABLE ALTERNATIVE. I FEEL THAT BICYCLISTS AND MOTORISTS FEEL THEY'RE ENEMIES AND THE PEDESTRIANS, LIKE ME, ARE STUCK IN THE MIDDLE. I HAVEN'T ALMOST BEEN HIT BY MOTORISTS, BUT I'VE ALMOST BEEN HIT BY CYCLISTS DOZENS OF TIMES IN THE LAST THREE OR FOUR YEARS. THEY DO EVERYTHING THAT MOTORISTS ARE TOLD NOT TO DO, SUCH AS TALK ON THEIR CELL PHONES, GO TOO FAST AND NOT PAY ATTENTION. I'VE BEEN INVOLVED IN ALL KINDS OF COMMUNITY EFFORTS BETWEEN CYCLISTS AND MOTORISTS, AND ONE SIDE OR THE OTHER ALWAYS IMPEDES THE PROGRESS.

BIKING IS DEFINITELY A GOOD THING.

I'VE NOTICED A LOT MORE BIKE LANES. I ASSUME THEY'RE GOING TO CONTINUE WITH THAT, BUT THEY [BICYCLISTS] STILL DON'T STOP AT THE STOP SIGNS. IF THEY CONTINUE TO DO THAT AND I DON'T SEE THEM, I DREAD WHAT WILL HAPPEN.

I THINK IT'S GREAT THAT PEOPLE ARE TURNING TO BICYCLES TO GET AROUND.

GET THE BICYCLISTS OFF THE ROAD OR GET THEM TO ADHERE TO THE SAME RULES AS THE MOTORISTS, LIKE THEY USED TO. GIVE THEM LICENSES AND IF THEY PERFORM INFRACTIONS, FINE THEM. MY FAVORITE DAY OF THE MONTH IS THE LAST FRIDAY.

AS A DRIVER IN THE PAST, DOWNTOWN HASN'T HAD ADEQUATE BIKE LANES. HAVING FRIENDS THAT CHOOSE CYCLING AS THEIR PREFERRED MODE OF TRAVEL, IT WOULD BE BENEFICIAL TO HAVE MORE.

I THINK IT'S GREAT THAT YOU'RE GETTING INFORMATION ABOUT BIKE USAGE IN THE BAY AREA. HOPEFULLY, THERE WILL BE MORE OF IT.

Comments About Cycling In San Francisco Non-Cyclists

BIKERS DO HAVE RIGHTS.

I THINK THAT BOTH DRIVERS AND CYCLISTS NEED TO FOLLOW THE TRAFFIC LAWS. I HARDLY EVER SEE EITHER ONE PULLED OVER.

I THINK THE CITY SHOULD SUPPORT MY HOBBY TOO. MAYBE WE COULD RIP UP MARKET STREET AND ALLOW FISHING THERE.

I THINK IT'S A BIKE FRIENDLY CITY ALREADY, BUT IT COULD BE MORE.

PAVE ALL THESE ROUGH STREETS AND GET RID OF THE POTHOLES.

THE BIKE LANES ARE REALLY, REALLY, REALLY BADLY DONE.

I THINK THEY SHOULD MAKE IT A LITTLE SAFER BY MAKING THE BIKE LANES BIGGER. THEY SHOULD ALSO DO SOMETHING TO THE PARKS SO THAT THERE IS ROOM FOR BOTH THE PEDESTRIANS AND THE CYCLISTS TO MINGLE AND CO-HABITATE AT THE SAME TIME.

I THINK BIKING IS DANGEROUS. I DON'T THINK IT'S A SAFE ENVIRONMENT IN THE CITY FOR BIKING UNLESS THE TRAFFIC LAWS WERE MORE STRINGENTLY ENFORCED AGAINST MOTORISTS. I LIVE NEXT TO 19TH AVENUE AND IT'S VERY HARD TO GET ACROSS, AND PEOPLE ARE ALWAYS GETTING RUN OVER.

BICYCLISTS ARE ANARCHISTS WHO DON'T OBEY THE LAW.

I WISH THEY COULD MAKE IT SAFER FOR BICYCLISTS. THE STREETS ARE SO NARROW TO BEGIN WITH. IF THEY ADDED ANOTHER LANE, IT REALLY WOULDN'T WORK. I LIKE WHAT THEY DID ON MARKET STREET, THOUGH.

IT WOULD BE NICE IF MUNI WERE MORE BIKE FRIENDLY. SOME LINES ARE, BUT MANY ARE NOT. IT WOULD MAKE A HUGE DIFFERENCE.

THERE NEEDS TO BE MORE BIKE LANES. I DON'T MEAN JUST STRIPES ON A LANE. I MEAN AN ACTUAL BIKE LANE.

THE STATE OF THE ROADS IS PRETTY BAD ON THE REALLY BUSY THOROUGHFARES, LIKE DELORES. THE STREET TERRAIN IS HORRIBLE. I AM CONCERNED ABOUT THE BUSY STREETS, SOMETHING NEEDS TO BE DONE.

I THINK WE ARE MOVING IN THE RIGHT DIRECTION IN TERMS OF ROADS AND BIKING.

BICYCLISTS ARE AN ARROGANT BUNCH. THEY JAM UP THINGS IN THE FINANCIAL DISTRICT WITH CRITICAL MASS. THE BICYCLE CABAL FORCED THE BOARD OF SUPERVISORS INTO MAKING IT ILLEGAL TO TAKE A RIGHT TURN OFF OF OCTAVIA TO GET ON THE FREEWAY. THAT REALLY IRRITATED ME. UP ON DUBOCE, CARS HAVE THE RIGHT TURN LANE AND THE BICYCLISTS ARE ON THE LEFT, IT WORKS JUST FINE.

SOME BIKERS ARE GOOD, BUT SOME BIKERS NEED TO PAY MORE ATTENTION TO THE DRIVERS AND STOP HANGING IN THE MIDDLE OF THE STREET.

I THINK BIKING IN THE CITY IS A BAD IDEA. BIKERS DO NOT RESPECT DRIVERS, EVEN THOUGH THEY HAVE THE MOST TO LOSE. THEY ARE THE ONES WHO ARE GOING TO END UP IN A WHEELCHAIR. DRIVERS RESPECT CYCLISTS, BUT BIKERS DO NOT RESPECT DRIVERS.

I REALLY HATE CRITICAL MASS ON FRIDAYS. IT SHOULD BE STOPPED! I THINK THAT CYCLISTS SHOULD BE HELD AS ACCOUNTABLE AS MOTORISTS ARE WHEN THEY RIDE THE STREETS. THEY ARE A MENACE TO PEDESTRIANS ON THE WHOLE. I ALSO THINK THAT CYCLISTS SHOULD CARRY A LICENSE OF SOME SORT. THEY RIDE ON THE SIDE WALKS, AND GO THE WRONG WAY ON ONE WAY STREETS. ALSO, THEY DON'T STOP WHEN THEY ARE LEGALLY OBLIGATED TO DO SO.

I WANT TO SEE CHANGE AND IMPROVEMENT WHEN IT COMES TO ROADWAY PLANNING. I'VE BEEN HIT BY A BICYCLE BEFORE. IF THERE WERE MORE SPACES AND OPTIONS FOR CYCLISTS, THE STATE OF AFFAIRS WOULD BE BETTER.

Comments About Cycling In San Francisco Non-Cyclists

I THINK THE MAIN THING IS THAT THE BIKE WAYS ARE MORE COMPLICATED. SOME GO IN THE MIDDLE OF THE STREET AS OPPOSED TO THE SIDE OF THE STREET, MAKING THEM MORE INACCESSIBLE. THEY DON'T FLOW AS WELL AS THEY USED TO. SOME ARE IN DISREPAIR AND SOME MEANDER OFF OF A STRAIGHT LINE.

ROADWAYS ARE AWFUL. CROSSWALKS ARE DANGEROUS FOR PEDESTRIANS. MY SON IS A BICYCLIST, SO I DO HAVE AN INTEREST IN THIS SURVEY.

A LOT OF THE BIKE LANES SEEM IMPROBABLE. THEY TAKE UP A LOT OF CAR SPACE. THEY SEEM DANGEROUS.

I WOULD LIKE THERE TO BE AWARENESS ON BOTH SIDES, BETWEEN MOTORISTS AND CYCLISTS. THERE SEEMS TO BE A LOT OF ANIMOSITY AND CONFUSION BETWEEN THOSE TWO GROUPS. THOSE BIKE LANES IN THE MIDDLE OF THE STREET ARE VERY CONFUSING TO BOTH CYCLISTS AND MOTORISTS. I ENJOY RIDING MY BIKE.

WHO IS FUNDING THIS SURVEY?

THERE SHOULD BE SOME PARALLEL LAW ENFORCEMENT WHEN IT COMES TO ENFORCING BIKE LAWS, FOR THE SAFETY OF THE BIKER.

SOME OF THE BIKE LANES ARE PUT IN THE BUSIEST STREETS WHERE THERE IS ALREADY TONS OF TRAFFIC. IT IS ALREADY DANGEROUS FOR PEDESTRIANS. ADDING BIKE LANES MAKES THINGS THAT MUCH CRAZIER.

TWO THINGS: FIRST, THERE ARE A LOT OF CYCLISTS THAT LACK COMMON SENSE. THEY DO THINGS LIKE RIDING AT NIGHT IN BLACK WITH NO LIGHTS AND RIDING AROUND WITH EAR PHONES IN DURING THE DAY. THAT'S REALLY DANGEROUS. SECONDLY, CYCLISTS DON'T UNDERSTAND THE BASIC STUFF. THEY HAVE A SHORTER WHEEL BASE THEN A CAR. IF THEY TURN WITH THE CAR, THEY CAN AVOID AN ACCIDENT WITH A CAR. THEY CAN TURN INSIDE THE RADIUS OF THE CAR. CYCLISTS SHOULD TRY AND MAKE EYE CONTACT WITH THE DRIVER. CYCLISTS SHOULD LOOK AT THE FRONT TIRES TO SEE WHERE THE CAR IS TURNING. CYCLISTS NEED TO KEEP OPERATING IN A BUBBLE, SOME DON'T DO THAT.

TOO MANY TRAFFIC LANES ARE GOING TO BIKE LANES, IN PLACES WHERE PEOPLE DON'T BIKE IN SAN FRANCISCO.

THERE ARE TOO MANY POT HOLES. A LOT OF THE BUSY, BIGGEST ROADS IN THE CITY ARE DANGEROUS AND IN DISREPAIR. FOR EXAMPLE, MARKET IS A BIG MESS. THE PAVEMENT IS AWFUL.

I WALK EVERYWHERE, SO I CAN UNDERSTAND THE PLIGHT OF THE BICYCLISTS AND WHAT THEY HAVE TO GO THROUGH.

I WOULD LIKE IT IF BIKERS SHARED THE ROAD INSTEAD OF TAKING OVER THE ROAD.

ROADS IN SAN FRANCISCO NEED TO BE MORE CONDUCIVE TO BIKING.

I'VE BEEN HIT TWICE IN THE SAME INTERSECTION BY THE GOLD'S GYM ON BRANNON. I CALLED THE POLICE AND I WROTE THE SUPERVISOR. THEY SAID THE BIKER SHOULD HAVE BEEN PROSECUTED FOR A HIT AND RUN. THE BIKE COALITION GOT HOLD OF ME VERY QUICKLY. THE CYCLISTS GOT OFF SCOTT FREE. I COULDN'T GET OUT OF THE WAY FAST ENOUGH; THE CYCLISTS WERE COMPLETELY IN THE WRONG. ALL THE WITNESSES CORROBORATED MY STORY. THE SF BIKE COALITION WAS INCREDIBLY FAST IN THEIR RESPONSE TO ME AND VERY HELPFUL.

NO, I AM INTERESTED IN CYCLING ON SOME LEVEL BUT AM REALLY WARY AND SCARED BY THE CARS.

WALKING IS BETTER THAN BIKING. FEWER ACCIDENTS, LESS INJURIES, LESS THEFT, LESS FRICTION BETWEEN CARS AND BIKES.

I AM A CYCLIST ADVOCATE. I'VE BEEN IN THE BIKE INDUSTRY FOR A NUMBER OF YEARS. DUE TO THE ECONOMIC CIRCUMSTANCES THESE DAYS, I AM NOT ABLE TO RIDE A BIKE.

ALMOST EVERY ROAD IN THE CITY NEEDS TO BE REPAVED. IT IS BAD FOR CARS, BIKES, BUSES, AND TRUCKS.

TO ME, A NON-BIKER, THE ROADS SEEM FINE.

Comments About Cycling In San Francisco Non-Cyclists

I THINK BICYCLISTS SHOULD GET THEIR OWN LANE. THEY WEAVE IN AND OUT OF TRAFFIC. THEY BLOCK THE INTERSECTION, MAKING ME REALLY NERVOUS WHEN I DRIVE. THEY ARE REALLY RUDE. I DO NOT HAVE A LOT OF LOVE FOR BICYCLISTS. WHEN I TRY TO GENTLY HONK AT THEM, THEY USUALLY GIVE ME THE FINGER.

BIKERS DON'T FOLLOW THE LAWS, BUT WANT TO BE TREATED LIKE AUTOMOBILES. IF THEY FOLLOWED THE LAWS, MAYBE THEY WOULD BE TREATED LIKE CARS.

TOO MANY POTHOLES AND WAY TOO MANY CRACKS IN THE STREET.

BICYCLING IS IMPORTANT, BUT I WISH THERE WASN'T SO MUCH ANIMOSITY BETWEEN CARS AND BIKES.

GET PEOPLE TO OBEY THE LAWS.

MY HUSBAND IS AN AVID BICYCLER. HE TRIES TO BICYCLE AS MUCH AS POSSIBLE. WE'VE NOTICED WHEN WE ARE IN THE CAR, THAT THE BIKE LANES ARE NOT SAFE FOR BICYCLISTS BECAUSE THE CARS DRIVE IN THEM.

ABOUT THE BIKE LANES, WHEN I DRIVE, I SEE THAT A LOT OF BICYCLISTS REALLY HAVE TO WATCH OUT FOR CARS. EVEN IN THE BIKE LANES, DRIVERS DON'T PAY ATTENTION TO THEM.

I THINK BICYCLING IS A GREAT THING. IF I WAS YOUNG AND HAD BETTER BALANCE I WOULD BE OUT THERE, TOO.

MUNI NEEDS COLLECTIVE BARGAINING REFORM. MUNI CAN'T HOLD THE CITY OVER A BARREL ANYMORE.

WE SPEND A LOT OF MONEY MAKING IT CONVENIENT FOR BIKES, BUT THEY ARE NOT TAXED AND THEY DO NOT CONTRIBUTE TO THE COST. WE'VE GIVEN UP PART OF OUR STREETS AND IT MAKES IT DANGEROUS FOR CARS WITH SOME OF THE THINGS THEY'VE DONE.

I WOULD LIKE IT IF THERE WERE MORE BIKE LANES. I LIKE THE BIKE LANES ON VALENCIA, EVEN THOUGH IT TOOK OUT A LANE FOR CARS. IT'S MORE LIKE A BOULEVARD.

NO MORE BIKE LANES.

IN MY YOUNGER DAYS, I USED TO LOVE TO RIDE A BIKE. I WOULD RIDE FROM LOS ANGELES TO SAN DIEGO. THERE WAS NOT AS MANY BIKES ON THE ROAD THEN. WHAT I'VE OBSERVED IS THAT SOME BICYCLISTS THINK THEY HAVE PRIORITY OVER CARS. THEY DON'T STOP AT RED LIGHTS, RIDE THE WRONG WAY ON ONE-WAY STREETS AND RIDE ON SIDEWALKS. I'VE ALMOST BEEN KNOCKED DOWN BY SOME OF THEM. IT COULD CAUSE A PHYSICAL ALTERCATION. THE MAJORITY DO RESPECT LAWS AND STOP AT RED LIGHTS, THOUGH. WHEN I RODE, I WAS NERVOUS BECAUSE OF CARS. THERE ARE A LOT OF CARS IN SAN FRANCISCO.

IT WOULD HAVE TO BE A MAJOR CHANGE WITH THE BIKE LANES, BUT IT WOULD BE WONDERFUL TO BE ABLE TO RIDE A BIKE.

IT WOULD BE NICE IF THEY HAD MORE SEPARATE LANES, LIKE THEY HAVE ALONG THE PANHANDLE. I DON'T MIND SHARING THE ROAD, BUT SOMETIMES BICYCLISTS CAN'T KEEP UP, SO IT'S A SAFETY ISSUE. I DON'T WANT TO HIT THEM.

THE BIKE LANES ON HOLLOWAY AND OCEAN ARE NOT WORKING. IT'S TOO NARROW. ON OCEAN AVENUE, YOU CAN'T PARK IN FRONT OF THE BUSINESSES.

I'M HIGHLY IN FAVOR OF BICYCLING LIKE THEY DO IN EUROPE, BUT THERE NEEDS TO BE A LOT OF EDUCATION OF BOTH DRIVERS AND CYCLISTS TO SHARE APPROPRIATELY. BICYCLISTS DON'T ALWAYS FOLLOW THE RULES. IT'S SCARY FOR ME AS A DRIVER WHEN BICYCLISTS DON'T RESPECT THE RULES OF THE ROAD, BECAUSE I DON'T WANT TO HIT A BICYCLIST. THEY ARE VULNERABLE. I APPRECIATE THAT YOU ARE TRYING TO MAKE IT A MORE BIKE-FRIENDLY CITY.

BIKES HAVE GOT TO HAVE LIGHTS ON AT NIGHT.

CRITICAL MASS IS AWFUL. IT HAS TO STOP.

Comments About Cycling In San Francisco Non-Cyclists

I WISH YOU WOULD HAVE ASKED ME ABOUT BIKERS NOT OBEYING THE TRAFFIC LAWS AT ALL.

FOR SUCH A SMALL PERCENTAGE OF COMMUTERS, THEY HAVE SUCH A STRONG INFLUENCE ON THE CITY GOVERNMENT. I THINK THEY ARE NOT TRAINED IN BICYCLING IN THE CITY AT ALL, AND THEY ARE A MENACE.

THE BICYCLISTS DO NOT MIND THE RULES. THEY FLIRT WITH CARS IN THE LANES. THEY THINK WE SHOULD PAY MORE ATTENTION TO THEM THAN THEY DO TO US. THEY SHOULD BE GIVEN A TEST FOR RIDING ON CITY STREETS. THEY THINK THEY OWN THE CITY. EVERYONE HAS TO KNOW THEIR RULES (CYCLISTS IN RELATION TO DRIVERS, AND ALSO SOME DRIVERS).

I AM A CAB DRIVER, AND I HAVE SEEN AND BEEN INVOLVED IN TOO MANY ISSUES BOTH PHYSICAL AND POLITICAL WITH BICYCLISTS. THE CITY HAS PAMPERED THE BICYCLE COALITION AND CODDLED THEM FOR TOO LONG. THE CITY SHOULD HAVE FULL LANES FOR BICYCLES FROM 3 TO 7 PM ONLY, AND OTHER LANES SHOULD BE FOR COMMERCIAL TRAFFIC FROM 7 AM TO 7 PM. ALSO, BIKES SHOULD STAY IN THE RIGHT HAND LANE. AT AN INTERSECTION, NOT PULL OUT IN FRONT OF CARS (STAY BEHIND THE LINE). PLACE THE POLICE BACK INTO TRAFFIC CONTROL. HOW ABOUT CHARGING A FEW DOLLARS FOR BICYCLE LICENSES FOR ADULT AND CHILDREN AND MAKE IT MANDATORY TO HAVE A LIGHT OR REFLECTIVE CLOTHES?

THIS CITY NEEDS MORE SECURE BICYCLE LANES. MORE PEOPLE WOULD USE BICYCLES, WHICH WOULD HELP THE ENVIRONMENT AND ASSIST PEOPLE WITH GETTING IN SHAPE. ALSO, SECURE BICYCLE PARKING IS NEEDED.

I THINK IT'S GREAT THAT PEOPLE USE BICYCLES. HOWEVER, I WISH THE CITY HAD MORE EFFICIENT AND COMFORTABLE TRANSPORTATION TO USE, AS I THINK BICYCLING IN THE CITY IS DANGEROUS.

STOP CRITICAL MESS!

I LIKE THE FACT THAT THEY ARE MAKING MORE BIKE LANES AND MAKING IT MORE COMFORTABLE FOR ME AS A DRIVER, BECAUSE I GET SCARED THAT I COULD HIT SOMEONE. THERE SEEMS TO BE MORE SPACE BETWEEN ME AND THE BIKE RIDER. THAT'S HELPFUL.

THEY SHOULD PUT MORE BIKE LANES AND MORE PROTECTION FOR BICYCLE RIDERS. THEY SHOULD HAVE THE SAME RIGHTS AS PEDESTRIANS IN MY MIND.

I HAVE AN ISSUE WITH THE BIKE LANES AND CARS MAKING A RIGHT TURN. THE DRIVER DOESN'T HAVE TO LOOK IN HIS RIGHT VIEW MIRROR, AND I ALMOST CLIPPED A BIKE RIDER. I HAD NO AWARENESS OF THAT. I THINK IT SHOULD BE ADDRESSED, BECAUSE THERE IS THE POTENTIAL OF SERIOUS HAZARDS THAT COULD HAPPEN. IT'S DIFFICULT FOR A DRIVER TO SEE WHERE THE BIKE LANES ARE PAINTED ON THE ROAD, BECAUSE THEY ARE NOT CONSISTENT. I THINK IF ALL THE BIKE LANES WERE PAINTED IT WOULD HELP THE DRIVER TO BE MORE AWARE.

PEOPLE NEED TO PAY ATTENTION TO THE RULES, BOTH BIKES AND CARS. I'M FED UP WITH BIKES ON THE SIDEWALK, TOO. I THINK BIKING IN SF IS TOO RISKY.

DRIVERS AND BICYCLISTS SHOULD OBSERVE THE RULES OF THE ROAD AND COEXIST AND COMMUNICATE.

I HAVE A FRIEND WHO HAS BEEN A CYCLIST IN THE CITY. SHE TOLD ME SHE DOESN'T FEEL THAT IT'S SAFE TO RIDE A BICYCLE HERE ANYMORE. SHE SAID IT'S BECAUSE MOTORISTS DON'T RESPECT CYCLISTS IN SAN FRANCISCO.

THE STREETS OF SAN FRANCISCO AREN'T WIDE ENOUGH TO ALLOW SAFE PASSAGE FOR BIKES. SO, IT'S VERY DANGEROUS TO BIKE ON CITY STREETS. I WORRY EVERY TIME MY DAUGHTER GOES OUT ON HER BIKE, EVEN WITH HER HELMET.

THE BICYCLISTS NEED TO OBEY THE TRAFFIC LAWS. THEY COMPLETELY ABUSE THE RIGHTS OF MOTORISTS. THE POLITICIANS DON'T DO ANYTHING ABOUT THE PROBLEM, BECAUSE THEY'RE ALL BASTARDS.

I SAW A COUPLE OF NEWS ITEMS ABOUT THE GUY WHO DROVE OVER THE BICYCLISTS TWO MONTHS AGO. SO I KNOW IT CAN BE DANGEROUS TO RIDE A BIKE, BUT I KNOW THAT IT'S GOOD FOR HEALTH AND THE ENVIRONMENT, TOO.

Comments About Cycling In San Francisco Non-Cyclists

I THINK IT'S RATHER TREACHEROUS FOR BICYCLISTS HERE. I'M A CAR PERSON AND I NEVER NOTICED BICYCLISTS. THAT IS, UNTIL ONE OF THEM POUNDED ON THE HOOD OF MY CAR, BECAUSE I WAS DRIVING IN THE BICYCLE LANE. I SEE THAT THEY DON'T STOP AT STOP SIGNS AND BREAK OTHER RULES WHILE RIDING THEIR BIKES. I HONOR THEIR RIGHT TO BE ON THE STREETS AND ROADS. I APPRECIATE THEIR PLIGHT. I DO FEEL THAT IT IS STILL VERY DANGEROUS FOR THEM TO RIDE IN THE CITY.

I SEE ON TV ALL OF THE HIT AND RUNS OF THE BICYCLISTS. IT IS TOO DANGEROUS TO RIDE A BICYCLE IN THE CITY. THAT'S WHAT I SEE.

CYCLISTS NEED TO BE MORE IN COMPLIANCE WITH TRAFFIC RULES. THIS IS ESPECIALLY NEEDED AT NIGHT. CYCLISTS NEED TO WEAR MORE REFLECTIVE APPAREL. CYCLISTS NEED TO HAVE BIGGER REFLECTORS ATTACHED TO THEIR BIKES. THESE THINGS ARE NECESSARY DUE TO THE BLIND SPOTS ON SUV'S, CARS, AND TRUCKS. MORE BIKE LANES IN THE CITY ARE NEEDED, ALSO.

I'M VERY MUCH AWARE OF BICYCLISTS. I KNOW THAT THERE ARE MORE AND MORE OF THEM. I ALWAYS LOOK IN MY RIGHT-SIDE REAR VIEW MIRROR BEFORE I MAKE A RIGHT TURN. IT'S JUST A SCARY SITUATION OUT THERE, OVERALL.

YES. THE BICYCLISTS ARE NOT CAREFUL ENOUGH OUT THERE. THEY RIDE ON THE SIDEWALKS. THEY RIDE ALL OVER THE PLACE. A BICYCLIST ALMOST HIT ME. LUCKILY, I SAW HIM COMING RIGHT AT ME. I BARELY AVOID GETTING HIT. BICYCLISTS DON'T OBEY THE TRAFFIC LAWS.

I THINK SAFETY IS VERY IMPORTANT, BUT THE ORGANIZATIONS THAT WANT TO RAM BIKING DOWN OUR THROATS ARE MAKING A BIG MISTAKE. THE ORGANIZATIONS THAT WANT TO MAKE CARS DISAPPEAR ARE MAKING A MISTAKE AS WELL.

BIKES SHOULD ONLY BE ALLOWED IN RECREATIONAL AREAS OF A CITY. THEY SHOULDN'T BE ALLOWED ON THE STREETS. BICYCLISTS CAUSE TOO MANY PROBLEMS HERE. THE STREETS ARE FOR CARS. THE SIDEWALKS ARE FOR PEDESTRIANS. THE PARKS SHOULD BE FOR PEOPLE AND THEIR BICYCLES. BICYCLES, AND THE WAY PEOPLE RIDE THEM, ARE CAUSING TOO MANY ACCIDENTS IN THIS CITY.

I HATE BICYCLISTS IN THE CITY. CRITICAL MASS SHOULD BE BANNED ENTIRELY. IT ANGERS ME MORE AND PERSONALLY CAUSES ME TO BE MORE FURIOUS AT BIKE RIDERS, RATHER THAN MAKING ME SYMPATHETIC TO A CAUSE. I DON'T THINK IT'S A CAUSE, I THINK IT'S JUST A BUNCH OF [EXPLETIVE DELETED] RIDING AROUND.

I THOUGHT ABOUT WHAT A PAIN IT WOULD HAVE BEEN ON SATURDAY RIDING MY BIKE. WEATHER CONDITIONS REALLY ARE A FACTOR, AND YOU NEVER ASKED IF THAT WAS A REASON I DON'T RIDE ANYMORE.

I LIVE ON A BUSY STREET AND I WALK A LOT. ALL I SEE IS BICYCLISTS GOING THROUGH STOP SIGNS. IT SCARES ME FOR THEM. I THINK A LOT OF THEM FEEL THEY DON'T HAVE TO OBEY THE TRAFFIC LAWS OR EVEN STOP FOR STOP SIGNS. THAT'S WHY I GAVE THEM A 1 FOR OBEYING TRAFFIC LAWS. THEY REALLY SHOULD BE MORE CAREFUL.

AS A PERSON WHO DRIVES IN THE CITY, I AM HIGHLY ANNOYED BY CYCLISTS WHO DO NOT OBEY ANY TRAFFIC LAWS. THEY ARE CARELESS AND UNCONCERNED. THEY THINK THEY OWN THE ROAD. A BICYCLE RAN INTO MY CAR ONCE. HE JUST RODE OFF AND SAID IT WAS FINE, BUT IT COST ME \$500 FOR REPAIRS. SOMEONE NEEDS TO EDUCATE THEM. IF THEY WANT TO OWN THE ROAD, THEY NEED TO RESPECT IT. A FRIEND OF MINE WAS HIT BY A BICYCLE WHILE SHE WAS GETTING OFF THE BUS, AND WAS IN A CAST FOR TWO MONTHS. I WON'T GET OUT THERE AS PART OF THAT MAD RUSH. THEY'D RUN ME OVER, JUST THE SAME. WE GOT CAUGHT IN CRITICAL MASS FRIDAY NIGHT, AND IT WAS INSANE.

I LOVE PEOPLE TO RIDE THE BICYCLES A LOT. I WISH THEY HAVE MORE PEOPLE TRAVELLING ON BIKES IN THE CITY. IT IS SO PRETTY. IT'S SO BEAUTIFUL. I LIKE WHEN PEOPLE HAVE THEIR WHOLE FAMILIES ON ONE BIKE. PEOPLE HAVE BECOME LAZY. I AM SO SICK OF DRIVING AND GAS. PEOPLE JUST SIT, AND THEY SHOULD BE OUT RIDING BIKES, SWIMMING, AND WALKING. IT IS BETTER FOR THE AIR TOO.

IT IS VERY HARD TO SEE BICYCLES IN THE FOG, ESPECIALLY ON RAINY DAYS. I WISH PEOPLE WOULD TAKE PUBLIC TRANSIT MORE, AND BIKE LESS. IT WOULD BE SAFER.

Comments About Cycling In San Francisco Non-Cyclists

BICYCLISTS IGNORE TRAFFIC LAWS AND ARE A DANGER TO EVERYONE, ESPECIALLY DOWN MARKET. THEIR RAMPANT DISREGARD FOR ALL TRAFFIC AND SAFETY LAWS CREATES A DANGEROUS SITUATION FOR EVERYONE ON THE STREET.

I DRIVE EVERY DAY TO AND FROM WORK AND ONLY 1 % OF THE TIME SEE HAND SIGNALS. THREE BIKES ALMOST PLOWED INTO TWO LADIES DOWNTOWN. I HAVE SEEN SITUATIONS WHERE BIKES COME DOWN THE HILL AND NEVER STOP OR LOOK. I HAVE ALMOST NO SYMPATHY FOR BIKERS. I SEE THEM ON 19TH AVE WHICH IS DANGEROUS. WITHOUT A DOUBT, I SEE FAR MORE LAWS BEING BROKEN BY BIKERS THAN BY DRIVERS.

WE NEED TO ADDRESS PEDESTRIAN SAFETY, TOO. I'VE BEEN SWIPED BY BIKES. IT'S DANGEROUS. IT'S VERY HARD TO PREDICT THEM. BIKERS NEED TO FOLLOW TRAFFIC LAWS.

THEY COULD DO BETTER IN SAN FRANCISCO. FILL THE POTHOLES.

I THINK IT'S PROBABLY A GOOD IDEA TO HAVE BIKE LANES, BUT I THINK BICYCLISTS ABUSE THEM, ALTHOUGH I KNOW SOME MOTORISTS ARE HOSTILE TO BICYCLISTS. I USED TO RIDE, SO I KNOW WHAT IT'S LIKE. I HAVE ANOTHER HOUSE IN THE WINE COUNTRY. THERE ARE A LOT OF BICYCLISTS THERE, AND WE SHARE THE ROAD, BUT IT'S DIFFICULT FOR BICYCLISTS IN THE CITY. I THINK CRITICAL MASS IS PROBABLY THE WRONG WAY TO GO THOUGH, BECAUSE IT JUST ANNOYS PEOPLE.

I'M ALWAYS HAPPY TO SEE MORE BIKE LANES GOING UP. THE MORE BIKE-FRIENDLY WE GET, THE BETTER.

MOTORISTS NEED TO BE EDUCATED ABOUT THE SIGNAGE ON BIKE LANES. IT'S HARD FOR NEW DRIVERS. OBVIOUS SIGNS THAT ARE AT OR ABOVE EYE LEVEL TO INDICATE THERE IS A BIKE LANE AHEAD WOULD BE VERY HELPFUL.

IT SOUNDS LIKE THIS IS ROADWAY PLANNING FOR BICYCLES. I HAVE ONE COMMENT. I UNDERSTAND WHY CERTAIN MAJOR THROUGH-STREETS HAVE ACCESS FOR BICYCLES, BUT I THINK THEY SHOULD ENCOURAGE BICYCLISTS TO RIDE ON PARALLEL-RUNNING STREETS, RATHER THAN MAJOR STREETS, BECAUSE I THINK CARS HAVE ENOUGH SAFETY CHALLENGES ALREADY, AND BICYCLISTS, LIKE PEDESTRIANS, TEND TO TAKE TOO MUCH ADVANTAGE. THEY HAVE AS MUCH RESPONSIBILITY AS CARS. I THINK BICYCLISTS HAVE A RIGHT TO THE ROAD, BUT YOU NEED TO ENCOURAGE THEIR APPRECIATION AND AWARENESS OF THE CHALLENGES OF MOTORISTS.

YOU GUYS ARE DOING A GOOD JOB.

I'VE BEEN NOTICING THEY HAVE MORE BIKE LANES. I DON'T KNOW WHETHER IT'S GOOD OR BAD. IT MAKES THE LANES SO NARROW. OTHER THAN THAT, IT'S A NICE PLACE TO RIDE A BIKE.

I'M EXCITED THAT THERE ARE A LOT MORE BICYCLISTS OUT. I'M FOLLOWING THE BIKE LANE NEWS ON THE CHANGES. PEOPLE WITH CARS NEED TO BE EDUCATED ON THINGS LIKE RIGHT-HAND TURNS WHEN THERE IS A BIKE LANE.

MY HUSBAND CYCLES. YOU SHOULD SPEAK TO HIM.

FOR A BLIND PHONE CALL, THIS WAS REALLY A PLEASANT ONE.

BICYCLISTS ARE ALL OVER THE ROAD, CRISSCROSSING IN FRONT OF AND BEHIND CARS. I WOULD LIKE TO SEE MORE LAWS FOR BICYCLISTS.

I'M TOTALLY AGAINST CRITICAL MASS. IT'S MADE ME LATE ON SEVERAL OCCASIONS. I RESPECT THEM, BUT MOST BICYCLISTS DISOBEY THE TRAFFIC LAWS.

I DON'T KNOW. PEOPLE NEED MORE INFORMATION ABOUT BIKING IN THE CITY.

I HATE CRITICAL MASS INTENSELY. IF THEY WANT SUPPORT FOR BICYCLES, THEY SHOULD NOT HARASS MOTORISTS OR BLOCK TRAFFIC. I WORK NIGHTS, AND THERE ARE A LOT OF BICYCLISTS ON THE STREET. THEY DON'T OBEY ANY OF THE TRAFFIC LAWS. THEY DON'T HAVE BELLS OR HORNS OR LIGHTS ON THEIR HELMETS. IT WOULD BE TERRIBLE TO HIT A BICYCLIST, BUT IF THEY DON'T CARE, WHY SHOULD WE?

SAN FRANCISCO IS CREATING MORE BIKE LANES, BUT I'VE NOTICED THAT THE CARS END UP IN THE BIKE LANES.

Comments About Cycling In San Francisco Non-Cyclists

BIKING IS FINE, BUT THERE ARE PLENTY OF OTHER TRANSPORTATION OPTIONS.

BOTH CARS AND BIKES HAVE A RIGHT TO USE THE STREETS.

ONE THING I HAVE SEEN BIKE RIDERS DO IS RIDE THE BIKE ON THE SIDEWALK; HOWEVER TAXI DRIVERS ARE ALWAYS DRIVING NEGLIGENTLY TRYING TO CATCH THE YELLOW TRAFFIC LIGHT.

MANY CYCLISTS FAIL TO RESPECT THE TRAFFIC LAWS AND CAUSE ACCIDENTS, BECAUSE THEY MUST RIDE FAST. THE GREATER PART OF SAFETY IS UP TO THE CYCLIST. THE CITY HAS DONE A FANTASTIC JOB MARKING THE BIKE LANES AND MAKING THE SIGNS. MORE BIKE LANES WOULD BE WONDERFUL.

SOME CYCLISTS RIDE TOO FAST AND CAN BE A DANGER FOR CHILDREN AND ELDERLY PEDESTRIANS.

A LOT OF CYCLISTS DON'T RIDE IN A SAFE WAY. SOME DON'T PAY ATTENTION TO THE RED LIGHT AND CROSS THE STREET ANYWAY. SOME DON'T PAY ATTENTION TO THE PEDESTRIANS.

I HAVE SEEN SOME RIDE A BIKE ON THE SIDEWALK, I THINK THAT IS DANGEROUS.

A LOT OF CYCLISTS DON'T PAY ATTENTION TO THE TRAFFIC LAWS. SOME DON'T STOP AT THE STOP SIGNS AND JUST RIDE THROUGH. THAT MAKES US DRIVERS VERY WARY OF THEM FOR THEY COULD CAUSE AN ACCIDENT BEHAVING THAT WAY.

IT IS DANGEROUS WHEN BIKES AND CARS SHARE THE SAME LANE, THERE SHOULD BE SEPARATE LANES FOR BOTH, AND THE LANES SHOULD BE WIDE ENOUGH.