

Appendix B City and County of San Francisco Municipal Code - Park Code related to bicycles

Below are all of the regulations in the Park Code that deal with bicycles. Points to note are:

There is no rule against riding bicycles in our parks, whether it be on paved or unpaved trails.

Section 2.07 acknowledges bicycles are distinctly different from powered vehicles and so the rest of the Code does not apply vehicle restrictions to bicycles.

Section 3.04 shows that bicycles are expected to be found on the unpaved bridle paths.

SEC. 2.07. "VEHICLE" DEFINED.

When used in this Code, the word "vehicle" shall mean any device, in, upon, or by which a person or property is or may be propelled, moved or drawn upon a highway, **excepting a device moved by human power** or used exclusively upon stationary rails or tracks, and shall include, but not be limited to, the following: automobile, truck, motorcycle, motor-driven cycle, animal-drawn carriage, buckboard, cart, and minibike or bicycle when operated under engine power. (Added by Ord. 603-81, App. 12/18/81)

SEC. 3.04. BRIDLE PATHS.

The bridle paths are maintained for the primary use of horses and riders and any person who walks, jogs, runs or otherwise makes use of a bridle path, or who propels or conveys a vehicle or a **bicycle**, cart, wagon or other object on a bridle path, or who allows any animal within his or her custody on a bridle path, must leave the bridle path or remove the vehicle, object or animal from the path whenever such action or removal is necessary in order to give way to horses and riders. This Section is not applicable to members of the Police Department in the performance of their duties. (Added by Ord. 603-81, App. 12/18/81)

Sec. 3.05. San Francisco - Park Code 16

Conservatory Valley, no person shall participate in any athletic activity, including, but not limited to running, jogging, volleyball, baseball, soccer, football, roller skating, **bicycle riding**, skateboarding, or frisbee. The prohibition contained in this Section applies to running or jogging only when the person running or jogging does not remain on pedestrian paths. (Added by Ord. 603-81, App. 12/18/81)

Appendix C Codes cited in the “fine print” at the bottom of the signs

Park Code

3.21. Voting on Own Character or Conduct. (conflict of interest issues. Why is it here?)

3.12. CAMPING PROHIBITED

3.02. SIGNS TO BE OBEYED

No person shall willfully disobey the notices, prohibitions or directions on any sign posted by the Recreation and Park Commission or the Recreation and Park Department

4.01. DISORDERLY CONDUCT

4.04. LITTERING AND DUMPING OF WASTE MATTER PROHIBITED

Health Code

SEC. 40. DOG TO BE CONTROLLED SO AS NOT TO COMMIT NUISANCES

SEC. 41.12. DUTIES OF OWNERS (of animals)

Appendix D SNRAMP Final Draft - What it says about cycling on trails

The SNRAMP does not explicitly define a policy on bicycle trail riding. Clearly the writers have an anti-cycling agenda. However, the document does not state any intent to exclude bicycles on a wholesale basis. Restricting trail cycling is discussed only for specific areas. The basis for restricting cycling in those specific areas is unsubstantiated. There is nothing in the document that suggests there are existing regulations that prohibit cycling on earthen trails in Natural Areas or our parks in general.

Below are all of the references to bicycles contained in the SNRAMP. My comments are highlighted by underline.

3.4 RECREATION AND PUBLIC USE 3. Setting

Natural Areas are used extensively by residents and visitors of San Francisco for passive recreation. The types of passive recreational activities that occur in Natural Areas include walking, hiking, running, nature watching, dog walking, and other passive recreational activities.³

³ Non-passive recreational activities are those that require substantial development of sites and facilities such as playing fields, stables for horseback riding, rest rooms, indoor recreational centers, and playgrounds. For active recreation, the facility is more important than the natural setting. In general, active recreational uses are not supported by the Natural Areas.

Note Given the definition in the footnote, bicycle trail riding is a “passive recreational activity” which occurs in Natural Areas alongside walking, hiking...

Trails and trail-related experiences, such as nature observation, were identified as one of the most important facility needs by residents in San Francisco.

Note Walking and biking trails were identified as **the** most important recreation facilities by the survey. The survey provides no insight into whether people want trails for the purpose of “nature observation”.

In 2004, SFRPD developed a Recreation Assessment in order to evaluate community program and facility needs. As part of this assessment, a statistically significant number of households (1,035) were surveyed.⁴ Of the population surveyed, 24 percent stated they would participate in programs or activities that provided opportunities for visiting Natural Areas if more programming was available. This was the second highest percent of any of 26 activities identified in the survey, following only running and walking (28 percent)—activities supported by trail development in natural areas. Bicycling (12 percent) was the 8th activity on the list, while dog walking (8 percent) was 11th.

Note The survey question referred to above asks what, “Programs and Activities Respondent Households Would Participate in More Often if More Programming Was Available”. Cycling and dog walking score low on this list compared to “Visiting nature areas” or “adult fitness classes” because people do not feel they need “programming” in order to enjoy them. Further the survey choice was not about visiting “Natural Areas”, it was about “visiting nature areas”. The response does not indicate support for how the NAP wants us to use our parks.

Most striking was the overwhelming importance of walking and **biking** trails to residents, with 55 percent stating trails were one of the four most important recreational facilities (and 25 percent stated as the most important) for their household. Currently 61 percent of respondents visit Natural Areas for some form of recreation. Because trails are the fundamental infrastructure for recreation in Natural Areas, this Final Draft makes recommendations on how to improve the existing trail network.

6.1 LAKE MERCED

It is the largest freshwater lake in the City and supports numerous recreational activities, including boating, fishing, golfing, jogging, **bicycling**, skeet shooting, picnicking, and appreciation of the natural environment.

6.6.1 Lakeview/Ashton Mini Park

The trails in the southeast corner of the park and along the southern boundary are eroding because of intense foot and **bicycle** traffic.

6.8-9 Twin Peaks

Issue TP-3: Because Twin Peaks receives such a large volume of public use, the trail system is of particular importance in protecting not only sensitive habitats, but the people that use the Natural Area. A total of 8,741 feet of trails exists within the Natural Area. Existing fences in some areas guide users to established paths. These paths are designed for foot traffic only, but receive some **motorcycle and mountain bike** use. Social trails, subject to closure, are very common and cover 2,303 feet. Pedestrian routes along Twin Peaks Boulevard are not marked and are inherently unsafe as pedestrians share the roads with cars.

Recommendation TP-3b: Signs should be installed at all formal access points indicating that trails are for foot use only. Following installation, SFRPD shall closely monitor the use of trails within the area. If it becomes clear that **motorized and bicycle** access continues and is damaging sensitive habitat areas, then the appropriate fencing shall be installed to prevent **wheeled-vehicle** access to sensitive habitats (MA-1a and MA-2a).

6.15 Golden Gate Park, Oak Woodlands: Of particular concern at the Oak Woodlands is the unauthorized use of trails by **mountain bikes**. The placement of signs and temporary barriers as discussed in GR-11 should address this concern.

MA-2j Limit **mountain bike** use with signs and, if necessary, temporary barrier fences

6.19 McLaren Park: Issue MP-7: The occasional use of the Natural Area by people riding off-road **motorcycles and mountain bikes** continues to occur. This activity damages sensitive habitats and species. While such use may be infrequent, the damage caused by a single trip could significantly impact plants and animals on the brink of survival at McLaren Park.

Note In the sections above I have highlighted the recurring association of motorcycles and bicycles as if their impacts were comparable. A 230 pound 30 horsepower motorcycle with a foot of suspension travel and huge knobby tires is nothing like a 23 pound bicycle powered by a 1/4 horsepower rider. The NAP does not distinguish between the two and routinely blames motorcycle created damage on and off trails on bicyclists.

Also, please note the Park Code specifically distinguishes between bicycles and powered vehicles. For the purposes of the Park Code, bicycles are not “vehicles”. The SNRAMP tries to undo this by lumping bicycles and motorcycles together as “wheeled-vehicles”.

6.6 Brooks Park and Lakeview/Ashton Mini Park: Approximately 650 feet of earthen trails lead around and across the outcrop in the center of Lakeview/Ashton Mini Park. The trails in this Natural Area are classified as either primary or secondary; no trails within this area are subject to closure. Generally, the trails are in good condition because they are on bedrock. The trails in the southeast corner of the park and along the southern boundary are eroding because of intense foot and **bicycle** traffic.