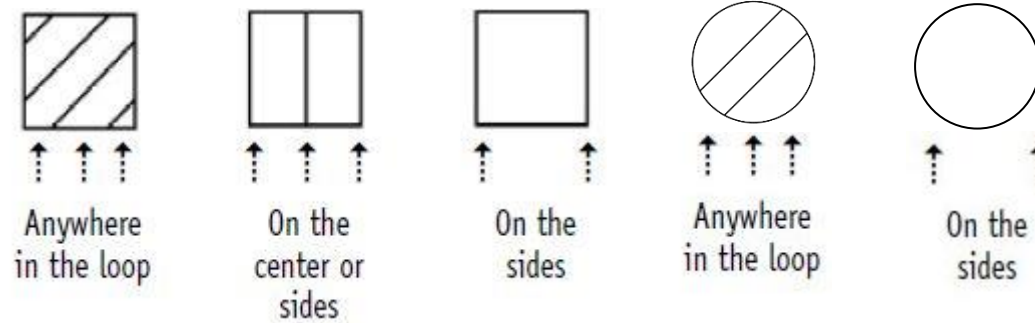


The City of San Diego works hard to make sure that every traffic signal detects people on bikes. There are different types of traffic signal detection. San Diego uses video detection and inductive loop detection.

For video detection, the intersection is separated into zones of detection that include each lane of traffic, including the bike lanes. When a bike is detected by the camera, the signal will turn green on the next signal cycle. When biking at night, be sure to use a front headlight since the video cannot detect bikes without lights.

Loop detectors work basically like metal detectors. They consist of several “wraps” of wire set in the pavement that connect to the traffic signal controller. Loop detectors will detect any type of metal; steel, aluminum, or alloy.

These are the best places *at the loops* to position your bike to be detected:



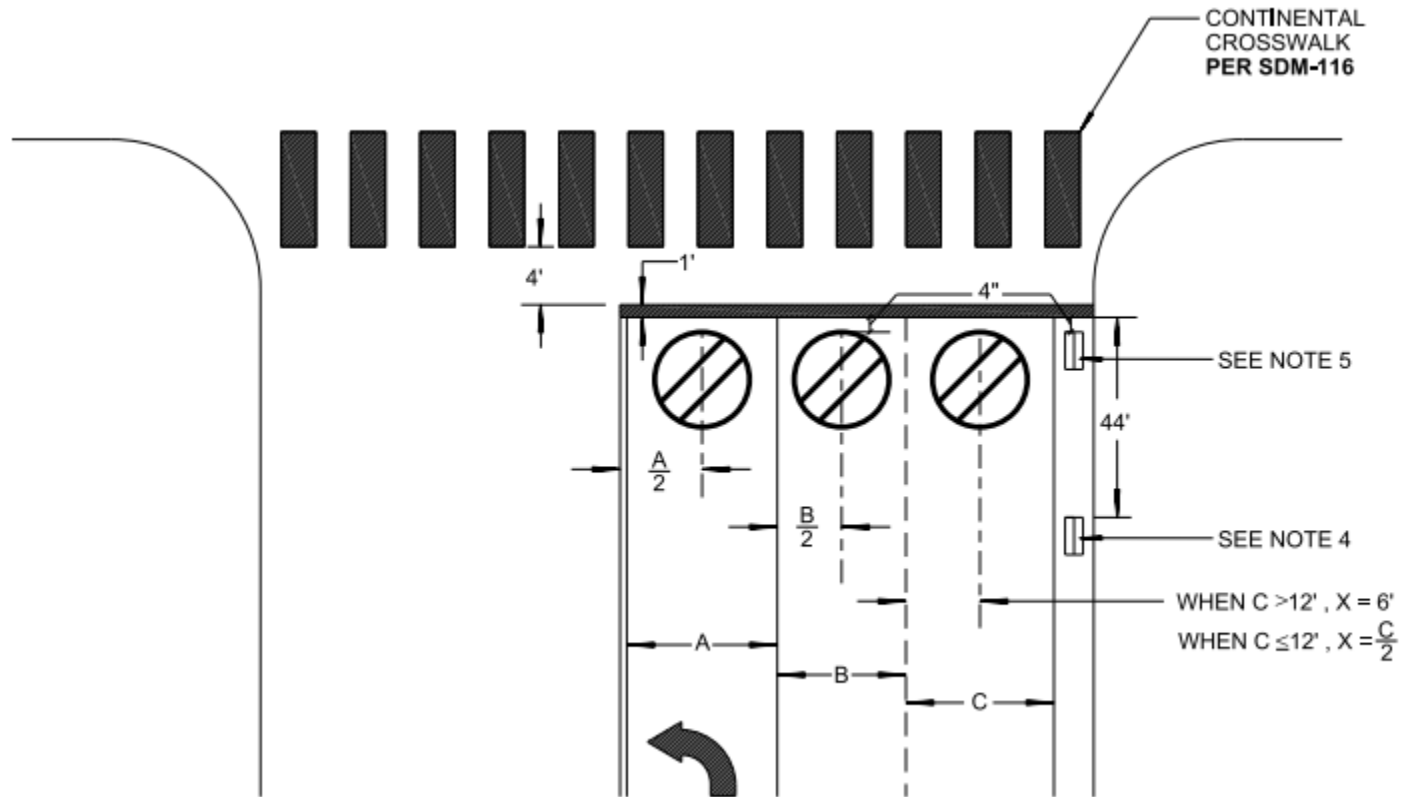
Remember, detection is located behind the limit line. If you wait in the crosswalk, you will not be detected.

If you find that you are not being detected, you have three immediate options: position yourself on a different loop, wait for a motor vehicle to drive up and change the signal, or use the pedestrian push button. Some people report that tilting their bike nearly flat on the loop also works.

If you encounter a traffic signal that does not detect your bike, use [Get It Done](#) to report the issue and we will test the intersection.



Example of loop locations at an intersection per [City Standard Drawing SDE-104](#).



4. BICYCLE LOOPS INSTALLED ON THE MAJOR LEGS (RECALL PHASE) OF AN INTERSECTION SHALL BE LOCATED 44' FROM THE LIMIT LINE OR CROSSWALK ACTING AS LIMIT LINE.
5. BICYCLE LOOPS INSTALLED ON THE MINOR LEGS (NON-RECALL PHASE) OF AN INTERSECTION SHALL BE LOCATED AT THE LIMIT LINE OR CROSSWALK ACTING AS THE LIMIT LINE.