**Resolution to endorse the proposal for the San Francisco to provide and install secure bike parking modules throughout San Francisco to encourage biking by protecting people’s bikes, at home, work and shopping.**

WHEREAS, The San Francisco Bicycle Advisory Committee’s (SFBAC’s) purview includes decreasing reliance on automobiles, which has positive benefits for our health and that of the environment.

WHEREAS, The SFBAC’s powers and duties include developing plans for bicycle related improvements and making recommendations to the Board of Supervisors.

WHEREAS, Approximately 4000 bikes are reported stolen per year in San Francisco. A DOJ guideline says that for every theft reported to the police, four more go unreported.

WHEREAS, In 2019 4479 cars were stolen in San Francisco, 3699 or 82.6% were recovered. Bike owners recover only 2.5% of stolen bikes.

WHEREAS, It’s not only the number of reported bike thefts per year, it’s the fear of bike theft that reduces bike use for transportation.

WHEREAS, Because transportation is a system, we must make essential and visible changes to the infrastructure to enable people to easily change their transportation choices and behaviors.

WHEREAS, San Francisco is dedicated to reaching net zero emissions. Providing safe inexpensive bike and e-bike parking will help to make a meaningful contribution to reducing GHGE, especially since transportation is the single largest contributor. We cannot avail ourselves of this easy fix without significantly increasing bicycling’s mode share.

WHEREAS, Bicycles and e-bikes are a large investment for many people and in a population-dense city such as our own, not all people have access to a safe place to store their bikes at home, work and shopping.

WHEREAS, San Francisco has subsidized the use of automobiles, especially with free on street parking, which consumes an enormous amount of public space. San Francisco now needs to change course and subsidize secure parking for bicycles and e-bikes, in all neighborhoods.

WHEREAS, In light of the overwhelming amount of space devoted to autos, we now need to move to a more equitable allocation of public space and expenditure.

WHEREAS, Low income pricing can be built into the payment system. For example, if the the Bike Link card is adopted, the charges are currently .03-.05 cents per hour. The pricing can be adapted to meet the needs of lower income people.

WHEREAS, To achieve the goal of increasing the numbers of people who use bicycling for transportation, we need to not only make the use of the streets by people on bikes safer, we also need to make the storage/parking of their bikes/e-bikes safer. This program will do this.

RESOLVED, The SFBAC advocates the proposal for San Francisco to create safe and secure bicycle parking throughout the city.

Bike link card .05/hr

Average vehicle only driven 5% of the time, rest of the time largely on public property.

BIkes generally parked in public space >5%

Bike tree, bike sharing system, storage

1. Security
2. Little footprint

An [analysis](https://sfbos.org/sites/default/files/FileCenter/Documents/46121-BLA.BikeTheft.052413.pdf) estimated that in 2012 there were more than 4,000 actual, attempted or unreported bike thefts in San Francisco, with some $4.6 million worth of bikes taken.

DoJ guideline,,

In 2019 4479 cars were stolen in San Francisco, 3699 or 82.6% were recovered. Bike owners recover only 2.5% of stolen bikes.

In 2015 there was a bike stolen every three hours.

District 1: Kristin Tieche District 7: Bert Hill

District 2: Sarah Boudreau District 8: Diane Serafini

District 3: Marc Brandt District 9: Brandon Powell

District 4: Jina Bartholomew District 10: Paul Wells

District 5: Melyssa Mendoza District 11: Jeffrey Taliaferro

District 6: Mary Kay Chin

Signed \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Bert Hill, Chair