**Resolution proposing the City and County of San Francisco provide and install safe and secure enclosed bicycle storage modules throughout San Francisco, to encourage bicycling for transportation in commercial, shopping and residential areas. These modules will be similar to those at transit stations.**

WHEREAS, The San Francisco Bicycle Advisory Committee’s (SFBAC’s) purview includes decreasing reliance on motor vehicles, benefitting public health and environmental resilience.

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. Bicycle owners are estimated to recover only 2.5% of stolen bikes.

WHEREAS, rampant bicycle theft discourages the use of bicycles for transportation and the fear of bike theft reduces their utility.

WHEREAS, Active Transportation often involves multiple modes as part of a system, San Francisco must make essential and visible changes to the street infrastructure to enable people to easily modify their transportation choices.

WHEREAS, San Francisco is dedicated to reaching net zero emissions. Providing safe and inexpensive bicycle storage facilities will contribute to reducing GHG Emissions , especially since transportation is the single largest contributor of greenhouse gases. 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 locations.

WHEREAS, San Francisco has long subsidized ‘free’ vehicle parking on our city streets. San Francisco now needs to equitably provide secure parking for bicycles, in all parts of the city. Currently, there isn’t an adequate amount of secure bike parking.

WHEREAS, In light of the need to encourage sustainable non-carbon transportation options, we now have the duty 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 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 the City and County of San Francisco to create safe and secure bicycle parking throughout the city, on the street, in parking lots, in residential areas, shopping districts and downtown.

District 1: Kristen Tieche District 7: Bert Hill

District 2: Sarah Boudreaux District 8: Diane Serafini

District 3: Marc Brandt District 9: Brandon Powell

District 4: Jina Batholomew District 10: Paul Wells

District 5: Melyssa Mendoza District 11: Jeffrey Taliaferro

District 6: Mary Kay Chin

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

Bert Hill, Chair