2. BICYCLE PARKING

BICYCLE PARKING GOAL AND OBJECTIVES

Goal:

Ensure Plentiful, High-Quality Bicycle Parking

Objectives:

- Provide secure short-term and long-term bicycle parking, including program support for bike stations and attended bicycle parking facilities at major events and destinations

- Provide current and relevant information to bicyclists regarding bicycle parking opportunities through a variety of formats.

INTRODUCTION

The SFMTA Bicycle Program has made great strides toward realizing its vision of secure bicycle parking reasonably close to bicyclists' destinations, thereby facilitating more bicycle trips. During the past several years, the SFMTA installed approximately 1,550 bicycle racks, brought more than 50 parking garages into compliance with the City's bicycle parking requirements and established responsive communication channels for public suggestions and requests for bicycle parking. The SFMTA also reached out to the community regarding bicycle parking via brochures, posters and advertising campaigns where appropriate.

Despite this progress, many office buildings, commercial districts, public transit stations and tourist attractions still lack secure bicycle parking. Bicyclists need reasonable protection against theft, vandalism, and in some cases such as longer-term storage, protection from weather. Bicycle parking is most effective when it is located close to trip destinations, is easy to find and is accessible. Where quality bicycle parking facilities are not provided, determined bicyclists lock their bicycles to lampposts, parking meters, street signs, trees, or other street furniture, all of which are undesirable because they are often less secure, can interfere with pedestrian movement and can create liability issues or damage to street furniture or trees.

The San Francisco Planning Code provides a legal framework for bicycle parking requirements. Planning Code Section 155.1 provides bicycle parking requirements for City-owned and leased buildings; Section 155.2 provides bicycle parking requirements for parking garages with 10 or more automobile

parking spaces; Section 155.3 provides requirements for shower and locker facilities in new and renovated commercial and industrial buildings (a key component to encourage bicycle commuting); Section 155.4 provides bicycle parking requirements for new and renovated commercial and industrial buildings and Section 155.5 provides bicycle parking requirements for multi-unit residential buildings.

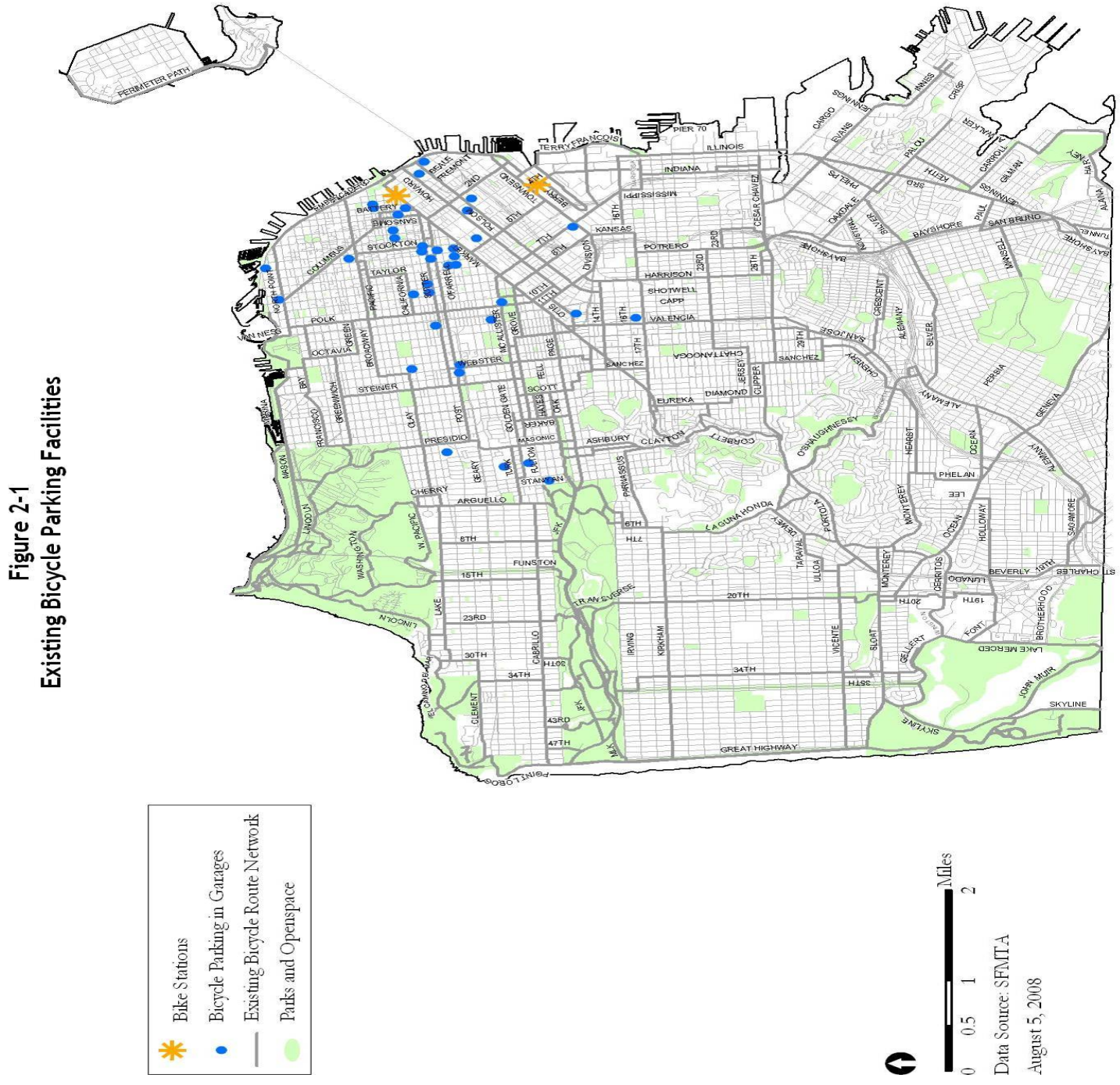
Generally, there is a need for reorganization of the existing Planning Code sections that address bicycle parking into one organized section to provide building and parking garage owners and managers with clearer direction and requirements for bicycle parking.

Figure 2-1 shows the location of publicly available bicycle parking in public and private San Francisco parking garages based upon the SFMTA Bicycle Program's database. This database should be reviewed and updated as necessary.

This chapter reviews relevant Planning Code Sections, outlines existing bicycle parking facilities and makes recommendations for bicycle parking improvements. The Planning Department is the City agency charged with updating and enforcing the Planning Code; bicycle parking requirements for land development are part of the Planning Code. Therefore, many of the recommendations in this chapter should be implemented by the Planning Department as the lead agency.

Bicycle parking facilities can be classified into two broad categories. Class I bicycle parking facilities provide secure long-term bicycle storage by protecting the entire bicycle, including its components and accessories, against theft and inclement weather. Examples include lockers, check-in facilities, monitored bicycle parking, restricted access bicycle parking and personal storage. Class II bicycle parking facilities provide short-term bicycle parking and include bicycle racks that permit the locking of a bicycle frame and one wheel and support the bicycle in a stable position without damage to wheels, frame or components.

FIGURE 2-1
EXISTING BICYCLE PARKING FACILITIES



BICYCLE PARKING POLICIES

Action 2.1
Work with the Planning Department to consolidate Sections 155.1-155.5 of the Planning Code to provide clearer regulation, guidance and exemptions related to bicycle parking.

Action 2.2
Work with the Planning Department to modify the Planning Code's requirements for bicycle parking so that they are less dependent on automobile parking provisions.

Action 2.3
Work with the Planning Department to amend the Planning Code to increase required bicycle parking for new residential developments.

Action 2.4
Work with the Planning Department to increase monitoring and enforcement of bicycle parking provisions in the Planning Code, especially when issuing building permits.

Action 2.5
Conduct the SFMTA's bicycle parking training for new Planning Department personnel as needed.

The Planning Code governs the provision of bicycle parking for all building types. Detailed requirements are set for:

- Parking garages (both City-owned and privately-owned)
- City-owned and leased buildings
- New and renovated commercial buildings
- Residential buildings

A detailed review of the existing Planning Code should be completed by the SFMTA and the Planning Department to address and improve regulation of bicycle parking in:

- New and renovated buildings
- Existing parking garages requiring new rules and increased enforcement
- City schools and local colleges

- Residential developments requiring new ratios based on the number and occupancy of housing units or bedrooms
- City-owned and City-leased buildings requiring increased bicycle parking capacity

In addition to reviewing the existing Planning Code, the SFMTA should work with the Planning Department to modify bicycle parking requirements that are currently tied to provisions for automobile parking and should review the proportions of Class I and Class II bicycle parking facilities required.

RESIDENTIAL BUILDINGS

Planning Code Section 155.5 requires that residential buildings with two or more units provide bicycle parking. The number of bicycle parking spaces required is determined by the number of units in a building. The City should consider modifying the requirements so that they are based on the number of bedrooms, since families with multiple bedrooms are likely to own multiple bicycles. A lack of secure residential bicycle parking is problematic in dense cities such as San Francisco with a high percentage of multi-unit residential buildings, which tend to have small dwelling units and minimal storage space. Residents of these type of buildings are often forced to carry bicycles up stairs or take them in elevators and store them in hallways, bedrooms, balconies or other inconvenient areas designated for other purposes. A recent survey of San Francisco residents revealed that over 60 percent of households citywide own at least one bicycle[i]. Many large developments containing hundreds of housing units each have been recently approved and will be proposed in the coming years, especially in and around downtown and other central neighborhoods that are naturally convenient for bicycling. However, under current Planning Code requirements, these developments may have a shortage of convenient residential bicycle parking. In order to encourage and support bicycle use, convenient and secure bicycle parking is needed at residences, workplaces and other destinations. The quantity of bicycle parking spaces required by the existing Planning Code is based on the number of dwelling units, as shown in Table 2-1 below.

Table 2-1
Required Number of Bicycle Parking Spaces for Residential Uses

Residential Use	Minimum Number of Bicycle Parking Spaces Required
Dwelling units in all districts	For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.
Group housing in all districts	One Class 1 space for every 3 bedrooms.
Dwelling units dedicated to senior citizens or physically disabled persons	None required

Although San Francisco has improved its residential bicycle parking requirements, several other cities require greater quantities of secure residential bicycle parking than San Francisco. For example, Vancouver, British Columbia requires 1.25 bicycle parking spaces per housing unit in all multi-unit buildings[ii] and Santa Cruz, California requires one bicycle parking space per housing unit for multifamily residential developments with three or more units[iii].

All of these cities prohibit space within dwelling units, balconies or required open spaces from counting toward bicycle parking requirements. However, they make some allowances for flexible arrangements, such as allowing bicycle parking using wall hooks to count as a percentage of required bicycle parking spaces.

PARKING GARAGES

Action 2.6
Work with the responsible San Francisco agencies and entities to ensure that all garage bicycle parking is secure, well monitored and well advertised at garage entrances and other appropriate locations.

Action 2.7
Hold meetings as needed between the SFMTA and Planning Department staff to update citywide bicycle parking compliance status and review bicycle parking information posted on the SFMTA Web site.

As of early 2004, 17 of the City's 20 City-owned parking garages were in compliance with Planning Code Section 155.2 which requires City-owned parking

garages to provide bicycle parking. The SFMTA should update its existing computer database of all publicly-accessible parking facilities in the City to calculate required bicycle parking in private parking garages and track compliance in accordance with existing Planning Code Section 155.2.

Both City-owned and privately-owned parking garages (but not parking lots) are required to provide either Class I or Class II bicycle parking spaces on the same time basis as that provided to automobile parking (i.e., hourly, weekly, etc.). Parking garages may charge fees and must provide adequate signs or notices near parking garage entrances to advertise bicycle parking. The quantity of bicycle parking spaces required by the existing Planning Code is based on the number of automobile parking spaces provided, as shown in Table 2-2 below.

Table 2-2
Required Number of Bicycle Parking Spaces in Parking Garages

Number of Automobile Parking Spaces	Number of Bicycle Parking Spaces
< 120	6
120-500	1 per every 20 automobile spaces
500+	25 + 1 per every 40 automobile spaces, up to max. 50

The requirements of Planning Code Section 155.2 also apply to privately-owned parking garages, but many private parking garages do not provide the required bicycle parking and those that do often lack appropriate signage or security. The SFMTA Bicycle Program obtained a Transportation Enhancement Activities (TEA-21) grant to perform outreach to private parking garage owners, inform them of their obligation to provide (and pay for) bicycle parking hardware and offer technical expertise on installation and preferred locations that offer maximum security.

The San Francisco Garage Bicycle-Parking Compliance Report[iv] details SFMTA research on Planning Code compliance, efforts to educate parking garage owners and technical assistance offered to bring them into compliance. This report will assist the Planning Department in improving its enforcement efforts against non-compliant parking garages.

CITY-OWNED AND LEASED BUILDINGS

Action 2.8

Ensure that all City leases are negotiated to include the required level of bicycle parking by cooperative efforts of the City Real Estate Department and the SFMTA.

Action 2.9
Pursue a citywide policy to provide secure bicycle parking at all City buildings in areas to be specified by the individual agencies, subject to safety regulations and available space, by cooperative efforts of the City Real Estate Department, the Planning Department, and the SFMTA.

The most comprehensive bicycle parking requirements in the Planning Code apply to City-owned and leased buildings, which are required to provide both Class I and Class II bicycle parking regardless of the availability of off-street automobile parking. The quantity of bicycle parking spaces required by the existing Planning Code is based on the number of building employees, as shown in Table 2-3 below. These requirements also apply to libraries, museums, sports facilities and other City-owned public service buildings with the average peak hour patron load used to determine the number of spaces required. Funding for these requirements comes from donations, grants and programmatic funding, not from General Fund revenues or from private building owners. These requirements should be reviewed to ensure that they address the needs of all building users including visitors, City contractors and City committee or commission members.

Table 2-3
Required Number of Bicycle Parking Spaces in City-Owned and Leased Buildings

Number of Employees	Class I Spaces	Class II Spaces
1-20	2	2
21-40	4	2
41-50	4	4
51-100	5%, 5 min.	6
101-300	5%, 5 min.	8, 50% of which are covered
300+	3%, 16 min.	8, 50% of which are covered

COMMERCIAL AND INDUSTRIAL BUILDINGS

The Planning Code requires bicycle parking in new and renovated commercial and industrial buildings. It specifies requirements for bicycle parking, shower facilities, and clothes lockers for both new commercial and industrial buildings and existing buildings undergoing major renovations – whether publicly or

privately-owned. The quantity of bicycle parking spaces required by the existing Planning Code is based on the size of the building, as shown in Table 2-4 below.

Table 2-4
Required Bicycle Parking Facilities for New and Renovated Commercial Buildings

Professional Service (sq. ft.)	Restaurants and Personal Service (sq. ft.)	Bicycle Parking Spaces	Showers	Clothes Lockers
Building primary use		**Required facilities**		
10,000 – 20,000	25,000 – 50,000	3	1	2
20,000 – 50,000	50,000 – 100,000	6	2	4
50,000 +	100,000 +	12	4	8

NEW AND SIGNIFICANTLY RENOVATED BUILDINGS

Action 2.10
Work with the Planning Department to amend the Planning Code to lower the number of automobile parking spaces required in buildings where Class I bicycle parking is provided.

Concurrent modifications to on-site parking requirements for both automobiles and bicycles could yield benefits for property owners, developers and bicyclists. A more flexible program providing building owners and developers with options for provision of both automobile and bicycle parking could address perceived inequities and could result in more efficient building designs with a better mix of appropriate parking facilities.

LARGE MULTI-BUILDING DEVELOPMENTS

Action 2.11
Work with the Planning Department to amend the Planning Code to require bicycle parking in each individual building of large, multiple-building developments.

For large developments including multiple buildings, each building should be required to provide bicycle parking. Existing Planning Code requirements treat entire development projects as a whole and allow consolidated bicycle parking at one site within a multi-building complex. This can lead to bicycle parking that is inconvenient for bicyclists.

EXISTING BUILDINGS

Action 2.12

Work with the Planning Department to amend the Planning Code to require building owners to allow tenants to bring their bicycles into buildings unless Class I bicycle parking is provided.

Building managers are often reluctant to grant access to bicycles due to the perceived negative opinion of some tenants, perceived maintenance costs from bicycle dirt and grease and fire safety regulations. Action 2.12 would provide further incentive for building owners to provide secure bicycle parking.

OTHER ON-SITE BICYCLE SUPPORT FACILITIES

WORKPLACE SHOWERS

Workplace showers, especially when combined with convenient and secure bicycle parking, encourage bicycle commuting and benefit other employees who exercise during the workday. Some employers, such as hospitals, have showers and others give health club memberships to their employees or install their own fitness centers with showers. However, showers are not available at most workplaces.

Ordinance 343-98 added Planning Code Section 155.3, "Shower Facilities and Lockers Required in New Commercial and Industrial Buildings and Existing Buildings Undergoing Major Renovations," requiring shower installation based upon building use and gross floor area. The shower requirements of the existing Planning Code are summarized in Table 2-5 below.

Table 2-5
Showers Required in New Buildings

Gross Floor Area of New Construction	Number of Showers Required
Medical, professional, general business offices, financial services, business and trade schools and general business services.	
0-9,999 sq. ft.	No requirement
10,000-19,999 sq. ft.	1
20,000-49,999 sq. ft.	2
50,000 sq. ft. and up	4
Retail, personal, eating and drinking services.	
0-24,999 sq. ft	No requirement
25,000-49,999 sq. ft.	1
50,000-99,999 sq. ft.	2
100,000 sq. ft. and up	4

REVIEW OF BICYCLE PARKING CLASSES

The following section reviews classes of bicycle parking, the predominant bicycle parking types and recommends areas of improvement related to administration and facilities management for each parking type.

CLASS I BICYCLE PARKING

Class I bicycle parking facilities provide secure, long-term bicycle storage by protecting the entire bicycle, including its components and accessories, against theft and against inclement weather. Examples include lockers, check-in facilities, monitored bicycle parking, restricted access bicycle parking and personal storage.

Class I bicycle parking facilities are more expensive to provide than Class II facilities, but are also significantly more secure. Although many bicycle commuters are willing to pay a nominal fee to guarantee the security of their bicycle, Class I bicycle parking should be free wherever automobile parking is free. Bicycle lockers are useful at locations where regular bicycle commuters need secure long-term parking, such as at major employment sites or transit stations. Due to problems with vandalism and/or non-bicycle use of bicycle lockers, monthly rental lockers are preferred to coin-operated lockers.

San Francisco's City-operated bicycle lockers are approximately 65 percent occupied, and their availability is advertised through the SFMTA Web site. Existing bicycle locker renters tend to renew their leases year after year, and the lockers have generally been trouble-free. Although the SFMTA's existing bicycle lockers are geared toward bicycle commuters who use the lockers on a daily basis, consideration should be given to expanding the locker program to include "on-demand" electronic lockers for shorter term users.

Electronic bicycle lockers have been installed by Bay Area Rapid Transit (BART) in recent years and proved to be more efficient in serving greater numbers of cyclists than standard lockers, which are generally rented to one person for a set period of time. The SFMTA, in partnership with other agencies, should research electronic locker best practices, as well as the demand for electronic lockers and the best locations to install them.

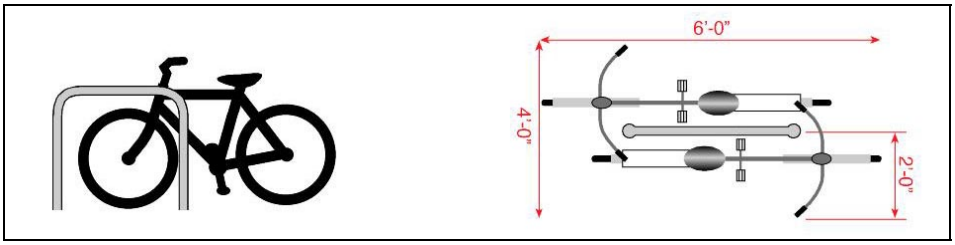
CLASS II BICYCLE PARKING

Class II bicycle parking facilities provide short-term bicycle parking and include bicycle racks that permit the locking of a bicycle frame and one wheel and support the bicycle in a stable position without damage to wheels, frame or components.

As of June 2006, the SFMTA had installed more than 1,550 bicycle racks, with 430 racks installed during 2003 alone. Many of the these bicycle rack locations were requested by the public, most often by businesses, and generated by a 2003 ad campaign on San Francisco Municipal Railway (Muni) buses aimed at gathering bike rack requests Information about SFMTA's bicycle rack program is now disseminated primarily through the SFMTA Web site and by word of mouth. Bicycle racks are currently placed on sidewalks by the SFMTA based on requests from the public and forecasted usage. Other considerations are being evaluated, such as prioritizing where new bicycle lanes are striped and residential areas.

INVERTED "U" RACKS

Inverted "U" racks are the current preferred type of Class II bicycle parking in San Francisco. Inverted "U" racks provide two contact points to support a bicycle, are simple to use and install and require little maintenance.



Inverted "U" Rack

RING RACKS

Ring racks are an alternative type of Class II bicycle parking. Two basic designs are available: sleeve ring racks, which are mounted as a sleeve on parking meter poles and bolt-on ring racks, which are bolted to an existing pole or other structure. Stand-alone ring racks are also available. Sleeve ring racks require only removal and reinstallation of a parking meter head, while bolt-on ring racks require drilling into an existing pole. Stand-alone racks are more expensive to install, as they require anchoring in the sidewalk.

Use of bolt-on ring racks is not recommended in San Francisco due to security concerns. Sleeve ring racks specially manufactured from square tubing to minimize theft may be viable options for short-term bicycle parking in San Francisco. Sleeve ring racks are most appropriately used in commercial areas where parking meters exist and space for installation of inverted "U" racks is limited. Sleeve ring racks may be more aesthetically acceptable to merchants than inverted "U" racks, since they do not substantially change the appearance of the sidewalk space.

Sleeve ring rack

Bolt-on ring rack

CURBSIDE ON-STREET BICYCLE PARKING

Where bicycle racks cannot be installed on sidewalks (because of narrow sidewalk width, obstructions, etc.), bicycle parking can be installed in the street itself by grouping bicycle racks in automobile parking spaces protected by bollards or adding racks on sidewalk bulb-outs.

Clustered racks in a car parking space protected by bollards (Berkeley, CA).

On-street racks at the Main Library, Grove Street, San Francisco.

BICYCLE RACK PLACEMENT

Action 2.13
Work with the responsible San Francisco agencies to prepare additional guidelines for the placement and design of bicycle parking within City rights-of-way, including curbside on-street bicycle parking where feasible and “sleeve” ring racks on parking meters.

In 1993 the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) approved the SFMTA Bicycle Program’s Bicycle Rack Placement Criteria that addressed the physical location of bicycle racks on public sidewalks and the minimum area required by racks[v]. One of the main objectives of these guidelines was to address the need to maintain adequate sidewalk clearance

width for pedestrians and to limit impediments within the public right of way (ROW).

ISCOTT no longer oversees streetscape design issues, other than the review of temporary street closures for special events. A new staff committee, the Transportation Advisory Staff Committee (TASC), now reviews items that were previously under the purview of ISCOTT. Additional guidelines should be developed for bicycle parking and reviewed by TASC. Table 2-6 below provides a framework for these additional guidelines.

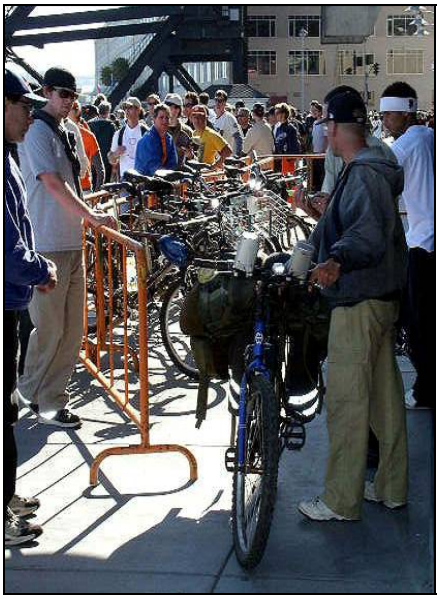
Table 2-6
Additional Rack Placement Guidelines

Design Issue	Summary of New Recommended Guideline
Minimum Bicycle Rack Height	To increase visibility to pedestrians, bicycle racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers. While bicycle racks installed in the past by the SFMTA have been 36 inches in height, the height of future racks may decrease due to increased steel costs.
Signing	Where bicycle parking areas are not clearly visible to approaching bicyclists, signs at least 12 inches square should direct them to the facility. Signs should give the name, phone number and location of the person in charge of the facility, where applicable. Where Class I bicycle parking is provided by restricted access, signs should state that the enclosure must be kept locked at all times.
Lighting	Lighting of not less than one foot-candle illumination at ground level should be provided in all bicycle parking areas.
Frequency of Bicycle Racks on Streets	In popular retail areas, two or more bicycle racks should be installed on each side of each block. This should not eliminate the inclusion of requests for bicycle racks from the public that do not fall in these areas. Streets designated as bicycle routes may warrant the consideration of additional bicycle racks.
Location and Access	Access to bicycle parking facilities should be convenient; where access is by sidewalk or pathway, curb ramps should be provided where appropriate. Bicycle parking facilities intended for employees should be located near the employee entrance and those for customers or visitors near the main public entrances. Convenience should be balanced with the need for security where entrances are not in well-traveled areas.

Design Issue	Summary of New Recommended Guideline
Locations Within Parking Garages	Bicycle parking should be clustered in lots not to exceed 16 spaces each, and should be visible to garage attendants, where present. Large expanses of bicycle parking make it easier for thieves to operate undetected. A clearance of 24 inches between adjacent bicycles and 18 inches from walls or other obstructions should be maintained.
Locations Within Buildings	Bicycle racks should be located within 50 feet of the entrance. Where a security guard is present, bicycle racks should be located behind or within view of the security guard. Bicycle racks should be outside the normal flow of pedestrian traffic.
Locations Near Muni Stops	To prevent bicyclists from locking bicycles to Muni bus pole stops, which can create access problems for transit users, particularly those who are disabled, bicycle racks should be placed in close proximity to Muni stops where there is a demand for short-term bicycle parking. The location must conform to existing bicycle rack placement criteria stating that a bicycle rack may be located only within the last five feet of a bus stop and at least five feet from a crosswalk.
Locations Near Loading Zones	Installation of bicycle racks near on-street yellow commercial loading zones should not interfere with loading operations.
Locations Within a Campus-Type Setting	Bicycle racks should be located near the entrance to each building. Where bicycle racks are clustered in a single location, they should be surrounded by a fence and watched by an attendant. The attendant can often share this duty with other duties to reduce or eliminate the cost of labor being applied to the bicycle parking duties; a cheaper alternative to an attendant may be to place the fenced bicycle parking area in a highly visible location on the campus. For the long-term bicycle parking needs of employees and students, attendant parking and/or bicycle lockers are recommended.
Locations in Popular Retail Areas	In many popular retail areas, more than one bicycle rack exists on each side of a block, an increase from the past practice of locating only one rack per sidewalk segment. Streets designated as bicycle routes may warrant the consideration of additional bicycle racks, as may locations subject to public requests or observed need. On-street bicycle parking should be considered in areas where there is no space for bicycle racks on sidewalks, or where existing sidewalk bicycle racks are at capacity.

ATTENDED BICYCLE PARKING

Attended parking is practical where there is a heavy demand for secure bicycle parking. College campuses and high schools are obvious locations, as are employment locations with large bicycle-commuter populations. Bicycle parking attendant duties become more cost-effective when shared with other duties such as parking garage attendant, security guard, or private bicycle maintenance and repair operator. Attended bicycle parking should be particularly considered for locations with heavy demand for bicycle parking but no existing bicycle parking facilities. Bicycle access to transit stations is discussed in detail in Chapter 3 - Transit and Bridge Access.



Attended bicycle parking at the Giant's Ball Park, provided by the SFBC.

San Francisco, in accordance with the San Francisco Transportation Code (SFTC) Division I Section 9.15, requires monitored bicycle parking at most large permitted public events. The SFTC authorizes ISCOTT to develop guidelines for monitored bicycle parking requirements at large permitted public events. The current guidelines require bicycle parking provisions in site plans as a permit condition for public events with 2000 or more anticipated participants.

SFTC Division I Section 9.1.5 allows event organizers to charge a fee for monitored bicycle parking service, but some organizations have provided free bicycle parking service. To encourage the use of bicycles, monitored bicycle parking should be made available at no cost or on a donation basis. Although the SFMTA does not require event organizers to use a particular bicycle parking organization, it does provide contact information for the San Francisco Bicycle Coalition (SFBC) because they have successfully provided valet bicycle parking at no cost to bicyclists for many years at many large public events utilizing volunteers and inexpensive equipment (such as portable fences, portable racks, and cables).

EVENT PARKING FOR BICYCLES

To help relieve the impacts of traffic and parking congestion, event sponsors also should take an active role in promoting bicycling to events by advertising the availability of attended bicycle parking. Bicyclists should be encouraged to use the attended bicycle parking to minimize obstructions to pedestrian flow created by bicycles locked to trees and other street furniture.

BICYCLE PARKING OUTREACH

Public information is important to an effective citywide bicycle parking program. Many bicycle parking facilities are not visible to the public due to their location within parking garages and are not always obvious to employees within a specific building where bicycle parking is located. Additional outreach efforts to provide information about the location and accessibility of bicycle parking will help to ensure that City investments are well used and will provide encouragement to potential bicycle commuters.

Action 2.14
Develop and maintain an SFMTA bicycle parking outreach campaign in various formats to provide relevant bicycle parking information such as garage locations with bicycle parking and bicycle locker availability.

The SFMTA Bicycle Program currently advertises the availability of bicycle parking in City-owned and private parking garages by:

- Issuing signs depicting the availability of bicycle parking (to be posted on the outside of the parking garage where bicyclists are likely see it)
- Printing and distributing thousands of maps showing the location of bicycle parking
- Posting information on its Web site

The SFMTA Bicycle Program should incorporate the following components into this bicycle parking information campaign:

- Conduct a publicity campaign informing bicyclists and potential bicyclists of the availability and location of bicycle parking
- Provide an SFMTA fact sheet showing free and fee-based bicycle parking available at City-owned parking garages
- Develop and publish a comprehensive, high-quality brochure, including a map showing bicycle parking locations in appropriate detail
- Develop a Web-based map application showing bicycle parking locations

Action 2.15
Work with the San Francisco Police Department (SFPD) to make bicycle theft investigation a higher priority and create a better system for returning recovered bicycles to their owners.

The SFMTA should work with the SFPD to strategize and prioritize methods to better address bicycle theft. Potential elements include education regarding bicycle theft deterrence and creation of a tracking system for reporting and recovering stolen bicycles. Outreach and publicity regarding all aspects of the program should be conducted concurrently.

A Bicycle Theft Task Force should be created in cooperation with the Bicycle Advisory Committee (BAC), the SFBC and SFPD. This task force would help determine the best ways to reduce bicycle theft within the City and recommend improvements to bicycle parking facilities where appropriate.

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i 2007 random telephone survey of 400 likely San Francisco voters conducted by David Binder Research.

ii Vancouver Parking By-law (No. 6059)

iii Santa Cruz Municipal Code Section 24.12.250

iv The Garage Bicycle-Parking Compliance Report can be viewed online at http://www.sfmta.com/cms/uploadedfiles/dpt/bike/Bike_Parking/All_Garage_Compliance_Report_07_19_04(1).pdf.

v The Bicycle Rack Placement Criteria can be viewed online at http://www.bicycle.sfgov.org/site/uploadedfiles/dpt/bike/Bike_Parking/BIKEPARKINGGuidelines.pdf.