
From: Josh Kenchel <josh.kenchel@gmail.com>
Sent: Wednesday, June 19, 2024 10:17 PM
To: CBSC@DGS
Subject: Re: Bike Parking

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To Whom It May Concern,

I write with regard to the 2025 amended Green Building Standards. It is my understanding that the current draft of the standards calls for 0.5 bike parking spaces per residential unit. That made me sad to see. It is an admission that we do not expect most people to use bicycles as a regular form of transportation.

At least 1 bike space per *bedroom* should be required. Even if not everybody decides to use a bicycle, they should have the option. Even habitual automobile drivers could occasionally replace some of their car trips with bike trips if given a safe parking spot to leave a bike in long-term. And especially with the explosion of pedal assist e-bikes, people who never considered cycling previously are now gravitating toward it.

Especially since the Green Building Standards should be decreasing automobile parking requirements, there will be plenty of space available to add bike parking. Each automobile space can easily accommodate 6-8 bicycle parking spaces instead.

My current residence has a single, cramped bicycle cage that has about 16 parking spots— for the whole complex of hundreds of units. It's awful, and that alone makes using my bike regularly almost impractical. Most people in the complex opt for keeping their bikes inside or on their balconies instead, eating up extremely valuable living space. If there was plenty of high-quality, open bike parking available, people would take notice and use bikes for sure.

I hope it's not too late to change course from the 0.5 bike spaces per unit requirement, which to me, is like waving the white flag when it comes to encouraging cycling as a means of regular transportation. Thank you for your time and attention.

Sincerely,
Josh Kenchel
San Diego