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To: CBSC@DGS
Subject: CALGreen updates to bicycle parking

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Some brief comments on the proposed changes to bike parking in the CALGreen code updates, mostly BSC 5.106.4.1 and subsections. Updates to the ancient statutory language are well overdue.

For environmental sustainability, especially in urban (high-density) settings, we need to encourage as much active transportation (walking, bikes & other personal mobility devices) and transit as possible.

One of the biggest barriers to using bikes for transportation is lack of secure bike parking, long-term for residential settings and commuting workers, short-term for people patronizing businesses. The new codes need to remedy both of these problems.

For multi-family residential buildings, the minimum number of bike parking spaces should be at least 1 per dwelling, not 0.5. It makes no sense to have lower requirements for active transportation than most cities historically had for vehicles if we are trying to shift from cars to more sustainable transportation. Not every household will use bikes for transportation, but the ones that do will have 1 bike for each member of the household.

For non-residential uses, the exceptions for short-term bike parking should be stricken, especially in areas where public sidewalks can accommodate bike racks without impeding foot traffic (e.g. in the furniture strips). Continuing the exception perpetuates the bias for cars, which have had minimum parking requirements for decades, and presents a huge obstacle to enabling a sustainable and just transportation system. We have experienced countless examples of retail stores making major renovations in our area without ever adding the necessary bike parking to make these stores usable for active transportation, even when there is plenty of space available. With the current exceptions, most retail spaces will never get upgraded.

Bike Racks are dirt cheap, compared to any building alteration imaginable. This is no more burdensome than adding smoke detectors to old buildings. The only potential barrier is lack of available space, which can be remedied by allowing conversion of vehicle parking spaces to bike parking where necessary to meet minimum bike parking requirements.

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We are Fremont, Union City and Newark residents passionate about improving bikeways in our area so that people will choose to bicycle to work, schools, and shopping.