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Sent: Friday, June 14, 2024 10:48 AM
To: CBSC@DGS
Subject: Request for comments re: GREEN PME

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Hello,

I am providing public comment for GREEN PME:
[GREEN-PEME-45 \(ca.gov\)](#)

In addition to CalBike's excellent recommendations in their letter, I would also recommend the following:

- Short-term bike parking: Racks must be high-quality. The best bike racks are "inverted U" or "staple" bike racks, as these are easy to lock all parts of a bike to. Triangle/grid/"wave"-type bike racks make it impossible to lock the frame to the rack, which is the most expensive part of the bike. These racks also cannot accommodate many bikes due to crowding.
- Long-term bike parking: Please also ensure that every bike can be securely locked up on its own. A simple room, even one that is locked, provides easy access for bike thieves because once they gain access to the room, they have access to all bikes.
- The room must be easily accessible so as to be just as convenient as car parking. It should be in the direct view of a security guard if one exists in the building.
- The room should be easy to get to on bike. For example, if it is within a parking garage, then a clearly-defined bike path through the garage should be created to make it easy and safe for bicyclists to get in and out.
- Include space for cargo bikes (wider berth). These spots should also be accessible to motorized wheelchairs/scooters and should be easily locked by their users. Many users of these devices use the motorized device outside, then a walker or other, smaller device within their homes due to smaller space/limited maneuverability. They need a way to park their devices outside their residential units.
- Also: prohibit landlords from prohibiting bike/mobility device storage within residential units. Sometimes this is simply the safest way to secure a bike/micromobility device.

It is very disheartening to arrive at a business and see plentiful car parking but no bike parking. If we require bike parking to be readily accessible and secure in both businesses and residences, people may feel more comfortable biking instead of driving.

And we cannot rely on individual cities to take the initiative to write this into their ordinances, nor on businesses to create bike parking of their own volition. We must give bike/device parking the same amount of consideration that we currently afford car parking.

Thank you very much,
Anjali Tapadia
Resident of Fullerton, CA, zip 92831