

From: [Elaine Astrue](#)
To: CBSC@DGS
Subject: Bike Parking
Date: Wednesday, June 19, 2024 2:43:18 PM

CAUTION: This email originated from a NON-State email address. Do not click links or open attachments unless you are certain of the sender's authenticity.

To whom it may concern:

I am encouraged to learn of the efforts of California Building Standards Commission (BSC) and Department of Housing & Community Development (HCD) staff to amend the 2025 California Green Building Standards Code.

After careful review, I wholeheartedly support the suggestions already submitted by Jared Sanchez, Policy Director, California Bicycle Coalition.

In particular I'd like to echo the requirements for e-bikes (charging ability in the parking spot). I use an e-bike in place of a car for all local trips, and public transport for the longer trips. Its battery is not removable so a charging point at the parking spot is required.

This multi-unit building in Menlo Park currently has no bike parking at all. A few residents have begun discussing how to create bike parking, as the only safe storage right now is inside the individual apartments. As with all requests for common space, there is friction, making progress slow and difficult. Realistic building standards in CALGreen would help give the subject the credibility it deserves.

As for the number of bike parking spots, at a minimum I strongly suggest 1.0 bike/unit. The politics around space in multi-unit buildings being what they are, we can't expect a resident to sacrifice their right to secure convenient bike parking so that their neighbor can sail past them on two wheels, happy and rich and fit! In this 122-unit complex each unit has a single car parking spot, causing plenty of residents to find creative workarounds. Competition over parking is a source of conflict we should try to minimize, where possible.

Sincerely,
Elaine Astrue