

From: Stacy Bruzek Banerjee <stacybbanerjee@gmail.com>

Sent: Thursday, March 23, 2023 3:05:44 PM

To: Marisa Lee <mlee@losaltosca.gov>

Cc: Nick Zornes <nzornes@losaltosca.gov>

Subject: my comments on bike parking

Marisa,

I have a schedule conflict - as you know - with tonight's meeting. I did though take the opportunity today to review the meeting packet. I wanted to share the things I noted.

I did re-review the VTA guidelines comparing them to what city staff is proposing. Below is a list of what stood out to me as notably different or missing.

- 2g. Electrical outlets. City staff proposes a minimum of one electric bicycle parking station. The VTA guidelines actually say 'at least one quad outlet'. VTA also notes that people must be able to lock bikes while charging (city staff proposal does not mention that).
- A7. Schools. Having locked cages/gates is good. The VTA guidelines also suggest providing some flexibility/alternatives for kids who arrive late or have to leave early for whatever reason and can't find the janitor to open the secure cage. Ditto for parents doing a bicycle drop-off/pick-up at an elementary school, coming in the middle of the day to volunteer in the classroom for an hour, to attend a PTA meeting at 10am, etc. -- they need a place to park too.
- B1c. VTA guidelines said the depth should be 75 inches. City staff is saying 72 inches. Why? Should it be 75?
- B2a. VTA guidelines mention well-light. City staff has not included lighting for long-term bicycle parking guidelines.
- C1 Table. I compared it to the VTA table, and note city staff made some adjustments, but overall largely used VTA goals (top end) for most requirements, except for the following: Multifamily Residential: City staff has the VTA minimum of 1 per unit for long term parking, not the VTA goal of 1 per bedroom. Also VTA had a bike parking usage category for Parks and Rec Fields in their chart, city staff has dropped that from the chart.
- VTA has some suggestions to include space for oversize bikes. As well as, if using stacking racks (a) use hydraulic lifts or springs for double-decker bike racks, AND (b) save 10-20% parking spaces for floor. City staff mentions none of this.
- Bus stop guidelines. VTA had guidelines for storage at bus stops and transit stations in their guidelines. I recall when we have reviewed some dev projects in the past that if it was by a bus stop I thought there were cases a dev would have to redo the bus stop. Isn't that still the case, where does that fit in?

Thank you,
Stacy