

Bicycle Parking Zoning Ordinance



Cambridge City Council
Ordinance Committee
April 3, 2013



Community Development
Department
City of Cambridge

Why is Bicycling Important?



Environment

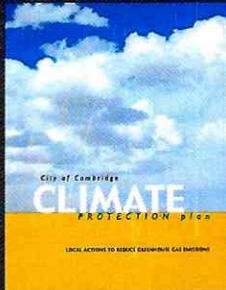


Public Health



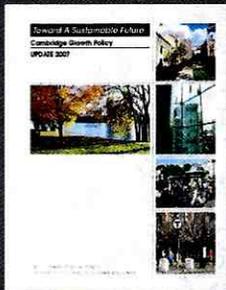
Economic Development

City Goals



Climate Protection Plan (2002)

Install more bicycle lanes and parking facilities; create and improve off-road paths including railroad rights-of-way; expand efforts to retrofit streets and intersections to better accommodate bicycles and pedestrians.



Growth Policy (1993 + 2007)

The two major facilities needed for the bicycle are a system of protected rights-of-way and secure storage spaces ...

Commercial districts, public buildings, most MBTA stations, and most employers in Cambridge offer very little in the way of bicycle parking facilities.

Updating the zoning requirements

Current bicycle parking requirements date to **1981**

What needs to be updated?

Quantity

Support City's goal of **10% of all trips** made by bicycle

Design

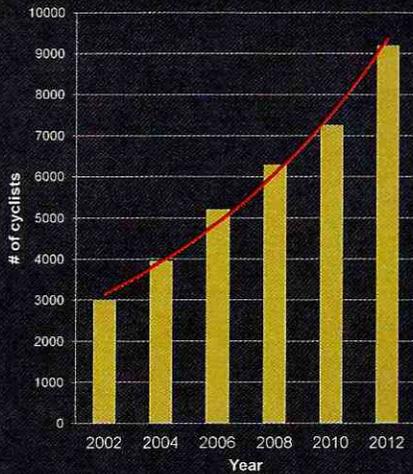
Apply **best standards** used in cities across the country

Consistency

Ensure that all new projects have clear requirements for providing bicycle parking

Dramatic increase in bicycling

Cambridge Bicycle Counts
2002-2012

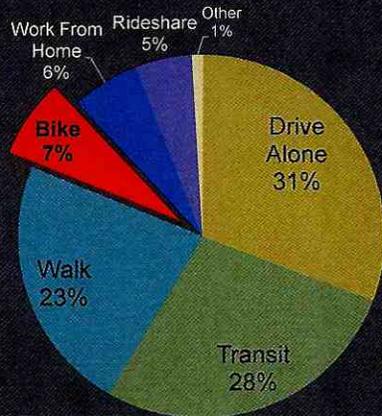
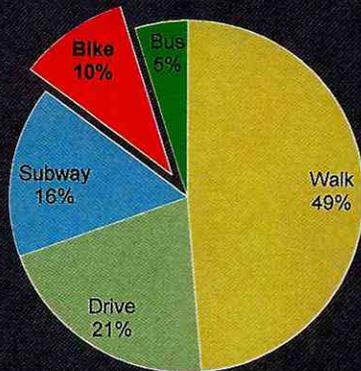


Bicycling has **tripled** in the past 10 years in Cambridge.

Numbers represent combined AM and PM peak hour cyclist counts at 16 locations on a fall weekday under similar weather conditions.

How many people bike

Porter Square Customer Intercept Survey
September, 2012 - Mode of Travel



Cambridge Residents Journey-to-Work
American Community Survey 2006-2010

City Goal:

- 10% (or more) of all trips made by bicycle
- 20% for colleges and universities

Bicycle Ownership in Cambridge



About **67%** of households own bikes

About **75%** of households owning bikes own **two or more bikes**

Average is already **more than one bicycle** owned per household (and increasing)

Data source: Cambridge CitySmart transportation surveys, 2009-2011

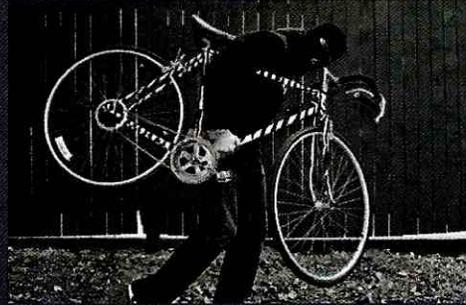
More cyclists = higher demand for bike parking



What happens when there is not enough bike parking



Bikes parked to anything – and everything!



Bike theft is made easier



Why is Design Important?

When bicycle parking isn't done right ...



... not as many bikes can be parked ...

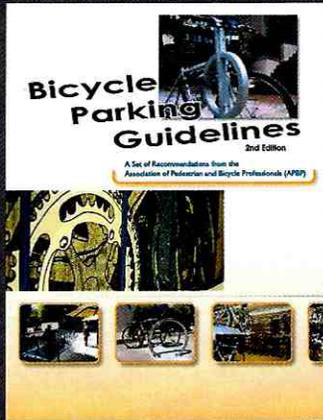


... storage/removal becomes awkward ...

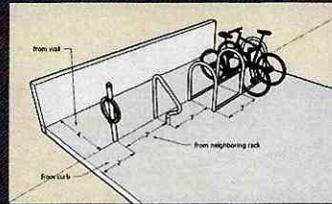


... and bikes end up where they don't belong

Design, Layout and Location Requirements



Association of Pedestrian and Bicycle Professionals (APBP):
 Officials from around the country with experience in bicycle facilities planning (including Cambridge!)



- Convenient storage/extraction
- Protection from damage/theft
- Accessible to all users
- Wide range of bicycle types
- Facility installation & maintenance

Short-term and long-term bicycle parking

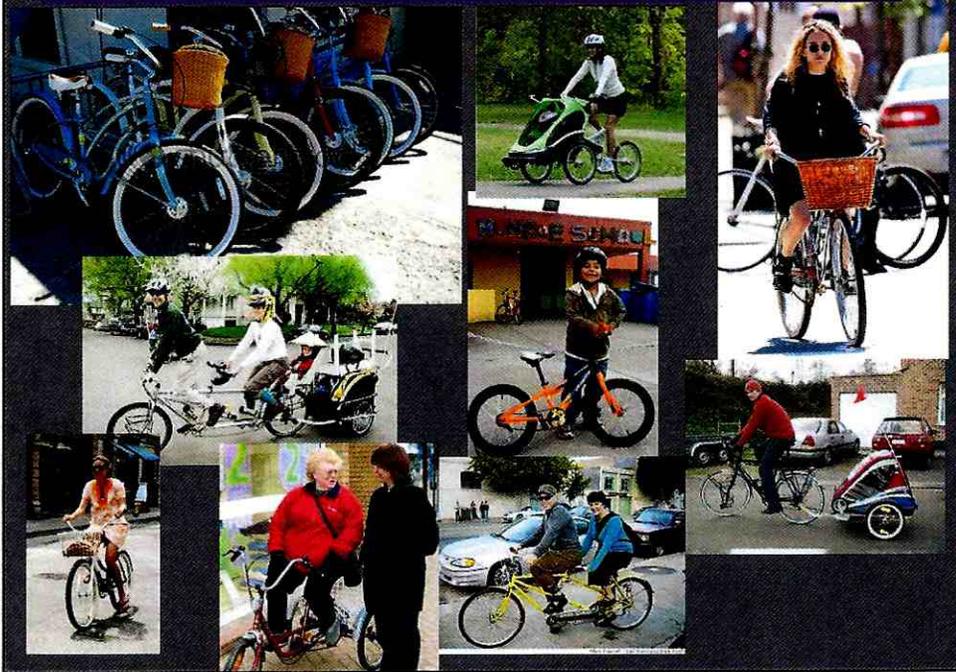


Short-term
 Direct access for trips of short duration/visitors
 e.g. post office, coffee shop

Long-term
 Enclosed, secure parking
 e.g., residential, office



Bike Parking for all users and all bikes



Zoning Petition Overview

- I. Create a New Section 6.100 – Bicycle Parking
- II. Modify the Definition of Parking and Create a Definition for Bicycle Parking in Article 2.000
- III. Modify the Definition of Gross Floor Area in Article 2.000
- IV. Modify the Definition of Private Open Space in Article 2.000
- V. Modify the Yard Standards in Article 5.000
- VI. Modifications to Ensure Consistency between Existing and Proposed Zoning

Zoning Petition Overview

6.101 – Purpose

In order to support the ongoing viability of bicycle travel as a transportation option that mitigates the impacts of automobile use, the following regulations are provided to ensure that secure, conveniently accessible bicycle parking is provided in adequate quantity to serve new development and land uses throughout the city.

Zoning Petition Overview

6.102 – General Terms and Standards



Long-Term

- secure
- enclosed
- for authorized users
(employees, residents)



Short-Term

- available to the public
- convenient to entrances
- for everyone
(customers, visitors)

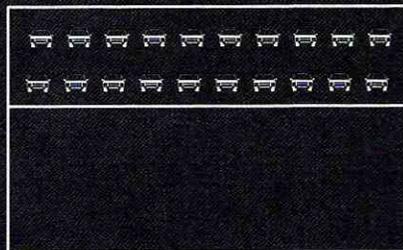
Zoning Petition Overview

6.103 – Applicability

Bicycle parking is required under same circumstances as auto parking, *except not on lots with ≤ 2 units*

- New construction
- Increase of 15% or more in *intensity of use*

Parking Requirements



Increase in intensity $\geq 15\%$

Existing use intensity

Bicycle Parking Requirements



Zoning Petition Overview

6.104 – Location

Long-Term



Within same building, or ...



Separate structure within 200' walking distance

Short-Term



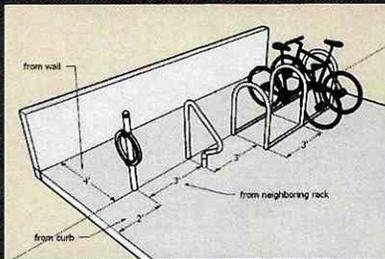
Within 50' of entrance, or ...



Contribute to public bicycle parking fund

Zoning Petition Overview

6.105 – Design and Layout



Bicycle Racks



Bicycle Lockers

Zoning Petition Overview

6.106 – Access

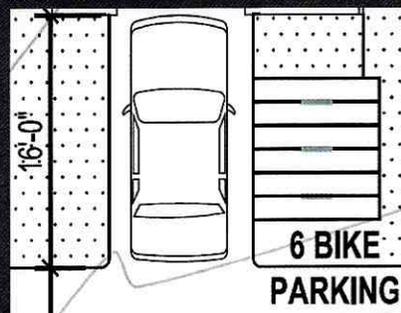
Primary access:

- 5' aisle width
- 5% ramp (or 8% with landings)
- Elevator @ 80" by 54"

Secondary access:

- Garage ramps
- Stairway channels

NO OBSTRUCTIONS



What's wrong with this?

Zoning Petition Overview

6.107 – Quantity

Use Type	Long-Term (Minimum)	Short-Term (Minimum)
Residential		
Family Dwellings (at least 4 units)	1.00 space per dwelling unit for first 20 units 1.05 spaces per dwelling unit for additional units	0.10 space per dwelling unit
Elderly or Group Housing	0.50 per living unit/bed	0.05 space per living unit/bed
Hotel/Motel	0.02 per sleeping room	0.05 space per sleeping room
Non-Residential		
Commercial Uses	Range: 0.10 – 0.30 space per 1,000 SF (based on approx. 10% of expected employees)	Range: 0.06 – 1.00 space per 1,000 SF (based on approx. 10% of expected visitors)
College/University	0.20 space per 1,000 SF	0.40 space per 1,000 SF academic/administrative 1.00 space per 1,000 SF student activities
K-12 School	0.30 space per classroom or 0.015 space per auditorium seat (greater of)	1.70 spaces per classroom or 0.085 space per auditorium seat (greater of)

Note: Can shift some required long-term spaces to short-term (e.g., for small businesses)

Zoning Petition Overview

6.108 – Modifications by Special Permit

Why allow modifications?

New technologies/ideas



Testing, monitoring may be needed

Area-wide master planning



Pooled bicycle parking strategies may be better in campus areas

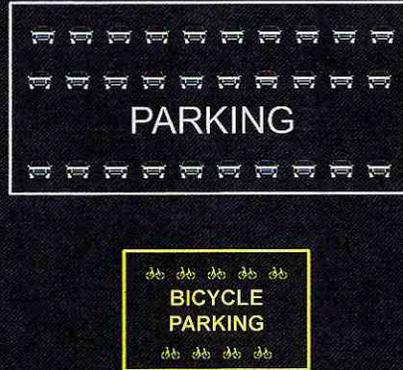
Zoning Petition Overview

Modify Definitions in Article 2.000

Current Zoning Definitions



Proposed Zoning Definitions



Zoning Petition Overview

Gross Floor Area (Article 2.000)

Private Open Space (Article 2.000)

Yards (Article 5.000)



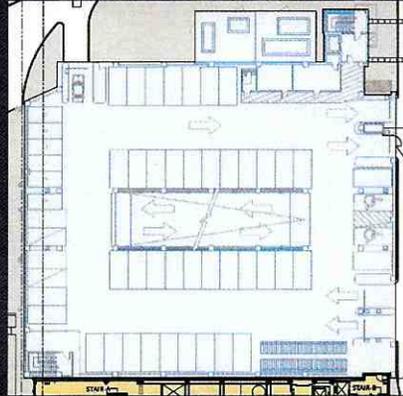
Resolve impediments:

- Covered/indoor bicycle parking – exempt from FAR (including access aisles)
- Allow bicycle parking to occupy required private open space
- Allow bicycle parking in front, side, rear yards

Zoning Petition Overview

Other Article 6.000 Modifications

- Remove/modify language that is inconsistent with new Section 6.100
- Revise plan submission requirements

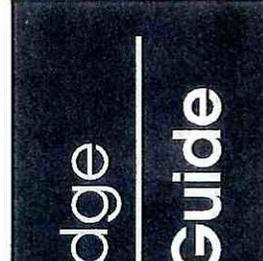
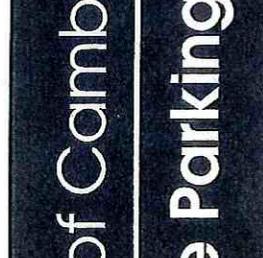
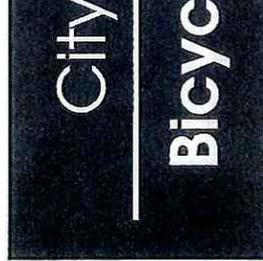
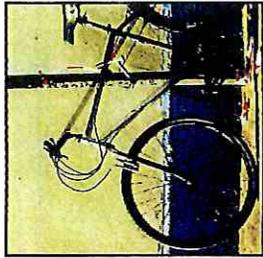
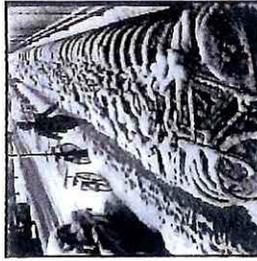


*Where's the bike parking?
Does it conform?*

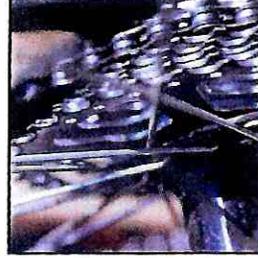
Zoning Petition Overview



**Questions
and
Discussion**



City of Cambridge
 Bicycle Parking Guide



City of Cambridge

Community Development Department

Environmental and Transportation Planning

344 Broadway, Cambridge, MA 02139

Voice: 617-349-4600 ■ Fax: 617-349-4669 ■ TTY: 617-349-4621

Web: www.cambridgema.gov/cdd/et/bike/index.html

Spring 2008

DEVELOPMENT REQUIREMENTS

For new development and redevelopment projects, bicycle parking must be provided in accordance with zoning requirements. Locations and types of bike parking must be shown in building site plans and approved by the Traffic, Parking and Transportation Department and the Community Development Department. Ensure that your bike racks are approved and well used by following these guidelines.

City of Cambridge Zoning Ordinance

For the latest and most accurate information, please access the ordinance online at www.cambridgema.gov/cdd; by e-mail, bikeracks@cambridgema.gov, or by phone 617/349-4604. A hard copy can be obtained at the City Hall Annex at 344 Broadway, Cambridge, MA.

As of the publication of this guide, zoning specifications for bike parking within the City of Cambridge are outlined in Article 6.000 of the Zoning Ordinance.

The following is a summary of the City's requirements:

- 6.11 "...The parking standards contained herein are intended to encourage public transit, bicycle usage and walking in lieu of automobiles..."
- 6.37.1 "For multifamily residences there shall be one bicycle space or locker for each two dwelling units or portion thereof."
- 6.37.2 "For all other uses, except those exempted in Subsection 6.37.4, there shall be one bicycle parking space for each ten (10) automobile parking spaces or fraction thereof required in Subsection 6.36."
- 6.49.1 "Each bicycle parking space shall be sufficient to accommodate a bicycle at least six (6) feet in length and two feet wide, and shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using a chain and padlock, locker or other storage facilities which are convenient for storage and are reasonably secure from theft and vandalism. The separation of the bicycle parking spaces and the amount of corridor space shall be adequate for convenient access to every space when the parking facility is full."
- 6.49.2 "When automobile parking spaces are provided in a structure, all required bicycle spaces shall be located inside that structure or shall be located in other areas protected from the weather. Bicycle parking spaces in parking structures shall be clearly marked as such and shall be separated from auto parking by

some form of barrier to minimize the possibility of a parked bicycle being hit by a car."

- 6.49.3 "Bicycle parking spaces shall be located near the entrance of the use being served and within view of pedestrian traffic if possible, and shall be sufficiently secure to reasonably reduce the likelihood of bicycle theft."

WHY IS BIKE PARKING IMPORTANT?

The City of Cambridge promotes bicycling as a healthy, environmentally friendly way of getting around Cambridge and the Boston area. Cambridge is well suited for bicycling and more people are using their bikes every day for commuting, shopping, and general transportation. Enhancing and promoting sustainable transportation is a cornerstone of Cambridge climate protection policies. Providing bicycle parking encourages people to use their bicycles as transportation. People are more likely to use a bike if they are confident that they will find convenient and secure parking at their destination.



Providing a designated area for bike parking gives a more orderly appearance to a building and prevents cyclists from locking their bikes to unacceptable fixtures, such as trees, benches, or railings. However, if a bike rack appears insecure, does not fit bikes well, or is in the wrong location, cyclists will not use it.

Getting it Right

When installing bicycle parking, it is important to consider the following:

- Location of building entrance(s) that the cyclists will be using
- Quantity of bikes (current or anticipated) parking at the site
- Amount of time that bikes will be parked there (a few hours versus all day)

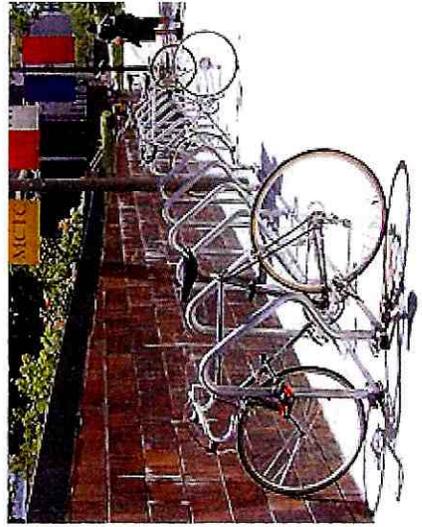
Acceptable Bike Racks

There are multiple designs for bicycle racks produced by many manufacturers. Bike racks can be purchased as single units, with a capacity of 2 bikes (one on each side), or as multiple units, with a larger capacity. Only some designs have proven successful.



Features of a good bike rack include:

- Stable structure and permanent foundation that is securely anchored in the ground
- Support for an upright bicycle by its frame horizontally in **two (2)** or more places
- Design that prevents the bicycle from tipping over
- Ability to support a variety of bicycle sizes and frame shapes
- Space to secure the frame and one or both wheels to the rack
- Keeps bike wheels on the ground



Acceptable racks, like the "Post and Ring", "U" racks and "Swerve" racks have two-point support and fit a variety of bicycle types.

Unacceptable Bike Racks

Bicycle racks must NOT:

- Only support the bicycle at 1 point
- Allow the bicycle to fall, which can damage the bike and block pedestrian right-of-way
- Have sharp edges, that can be hazardous to the visually impaired
- Support the bicycle by one wheel
- Connect to each other with a bar across the top (that blocks certain handlebars and baskets)
- Suspend any part of the bike in the air

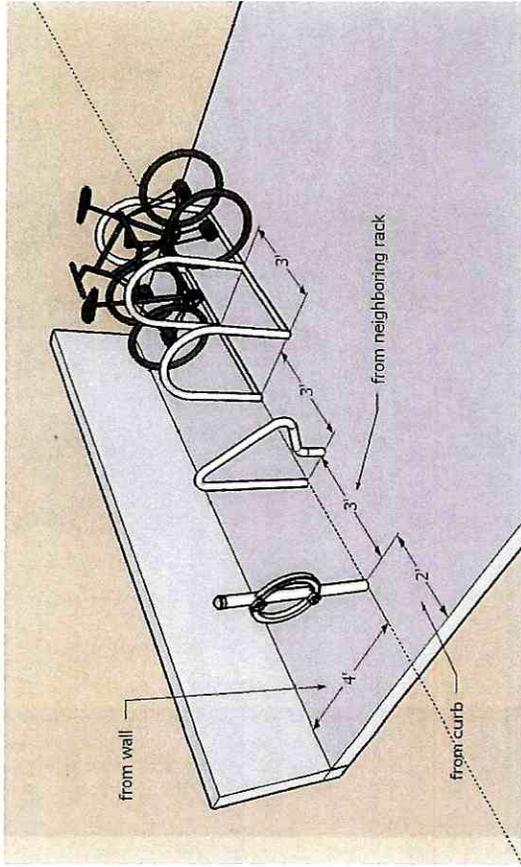
The rack should be easily and independently accessible and accommodating for a bicycle at least seven feet in length and two feet wide while still allowing access to each space when parking area is full. Rack units that are (installed) closer than 36 inches together prevent cyclists from utilizing the racks to their fullest capacity.

DO NOT USE racks that only provide one point of support or only accommodate certain bicycle shapes.

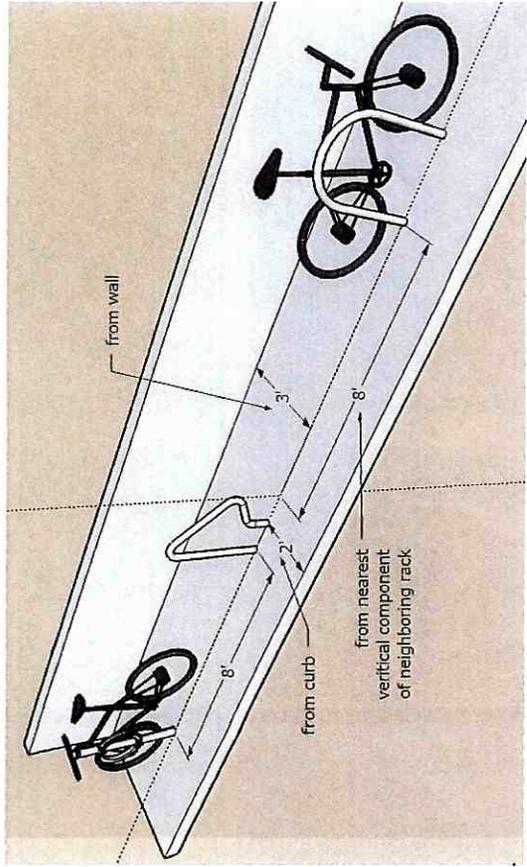


Dimensions

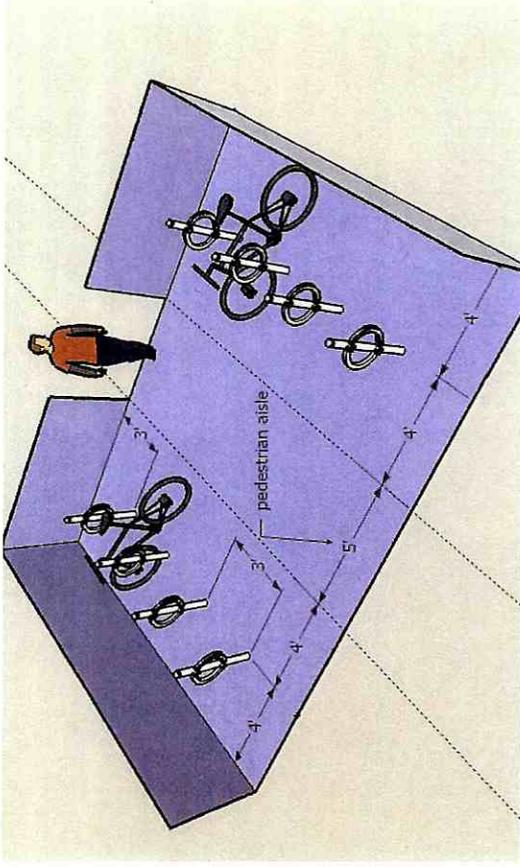
Distances between the bike rack and objects nearby vary depending on the context and the type of rack. Some racks have only one vertical component, such as the pole and ring rack, whereas others have two, such as the inverted-U rack. Measurements must be taken from the nearest vertical component of the rack to the object.



Racks aligned side by side



Racks aligned end to end



Enclosed rack area with pedestrian aisle

Distance to other Racks:

- Rack units aligned parallel to each other (side by side) must be at least 36 inches apart. This includes racks that are sold as multiple rack units attached together.
- Rack units aligned end to end must be at least 96 inches apart.

Distance from Wall:

- Rack units placed perpendicular to a wall must be at least 48 inches from the wall to the nearest vertical component of the rack.
- Rack units placed parallel to a wall must be at least 36 inches from the rack to the wall.

Distance from a Curb:

- Rack units placed perpendicular to the curb must be at least 48 inches from the curb to the nearest vertical component of the rack.
- Rack units placed parallel to the curb must be at least 24 inches from the curb to the rack.

Distance from a Pedestrian Aisle:

- Rack units perpendicular to a pedestrian aisle must be at least 48 inches from the rack to the edge of the aisle, and the aisle should be at least 60 inches wide.

Other Distances:

- Racks should be no more than 30 feet from the building entrance that they serve.
- Allow at least 4 feet for safe pedestrian clearance
- 14 feet from curbside fire hydrant
- 6 feet from a wall fire hydrant

Choosing a Location

Location is an extremely important factor in the utility of a bike rack. The rack should be located in a safe and accessible space (see Article 6.49.3 for requirements).

Safe locations are:

- In full view, maximizing visibility and minimizing vandalism, near pedestrian traffic, windows, and/or well-lit areas
- Under cover, to protect bikes from inclement weather
- Far enough away from the street or parking spaces so that bikes will not be damaged by automobiles, on a setback if possible
- Not obstructing pedestrian traffic



Accessible locations are:

- Between the road/path that cyclists use and the entrance of the building
 - Not up stairs or large curbs, preferably near handicap accessible ramps
 - Spacious enough to allow room for bikes of all shapes and sizes to use the racks to their fullest capacity.
 - Close to the main entrance that cyclists use for the building
- Private developers and property may not install racks in the public right of way without formal permission from the City.



Weather protected bicycle parking is desirable at locations where bikes may be parked for extended periods.

Short-Term Versus Long-Term Parking

Another factor in bike rack choice is the amount of time that each cyclist is expected to park at the rack. Bike parking for a commercial area, such as a restaurant or store, is considered short-term, as cyclist are expected to park there for a couple of hours (at the most). The main concerns for short-term bike parking are close proximity to the building entrance and visibility.



For long-term parking, such as at transit stations, workplaces, or residential areas, where cyclists may park all day or overnight, it is better for bikes to be parked in lockers, covered storage areas, parking garages or indoors. Safety is the main concern with long-term parking. Bikes need to be sheltered from inclement weather, under cover or in a locker. To prevent vandalism, racks should be within view of any parking attendant, security guard, or transit worker.



Weather protected bicycle parking is appealing to cyclists and is twice as likely to be used as unprotected parking options. Bicycle parking lockers housed inside parking garages is a desirable choice for cyclists. Using building design to add sheltered storage is a creative means to supplying much needed parking options for cyclists.



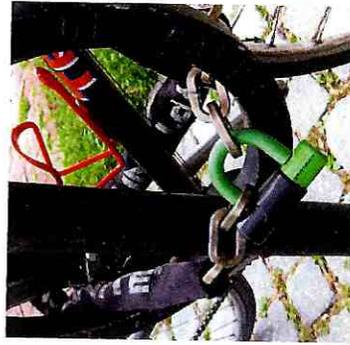
Parking Garages



As stated in the Zoning Ordinance Article 6.49.2, "When automobile parking spaces are provided in a structure, all required bicycle spaces shall be located inside that structure or shall be located in other areas protected from the weather." Bicycle parking in parking garages must be either on the same level as the entrance to the garage or accessible via automobile ramps designed to serve bicyclists, or near an elevator that is sufficiently large to accommodate bicycles. Bike racks inside parking garages must still meet the security standards of short-term racks or lockers.

Locking

The rack must allow for the convenient securing of the bicycle frame and both wheels using a chain, cable or U- lock. Chains and cables vary in length from 2' to 6'. U-locks, which cyclists frequently use to attach their frame and one wheel to a rack, are usually between 3.25" and 5" wide and vary in length from 5.5" to 12".



Chain Lock



U-Lock

The locking surface on the rack must be thin enough for cyclists to use these popular locking mechanisms, yet thick enough not to be cut by hand tools, such as bolt cutters, pipe cutters, pry bars and wrenches.

Bike Rack Manufacturers

There are many bicycle rack manufacturers who can supply high quality racks that meet Cambridge specifications. The City of Cambridge maintains a list of bicycle rack manufacturers on its website:

http://www.cambridgema.gov/cdd/et/bike/bike_park.html

Custom designs and "artistic" racks can also be used, provided they meet the performance criteria for bicycle racks. Images on this page show examples of such racks.

Cambridge staff are always available to assist with reviewing the performance standards for bicycle racks, including custom designs, as well as rack selection and placement; please feel free to contact us at bikerack@cambridgema.gov.

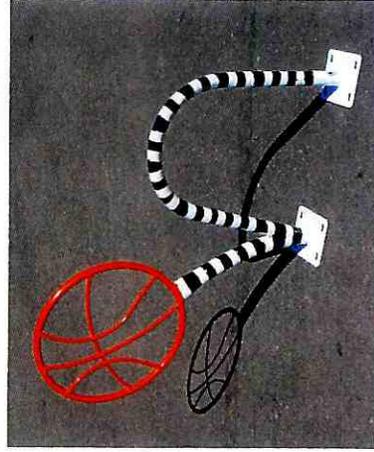
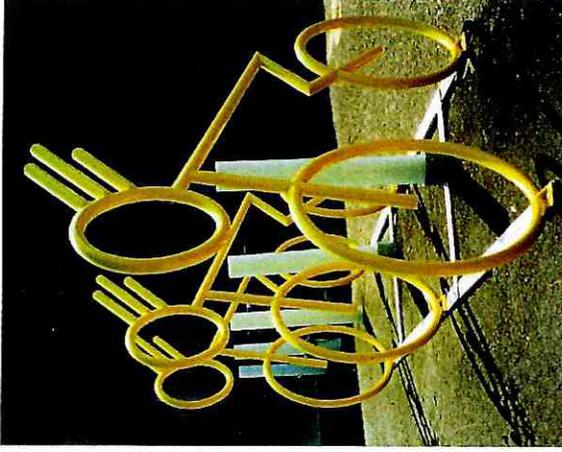


Photo Credits:

With appreciation to the following individuals and companies for use of their photographs: Dero Bike Rack Company (pp. 4, 9, 11); Susan Cooper (p. 11); John Luton (p. 8); Norman Cox (p. 10); Mark Horowitz (p. 9); Shannon Simms (pp. 5, 10); Jessica Zdeb (p. 3)

City of Cambridge
CLIMATE PROTECTION ACTION COMMITTEE

**Support for Adoption of Amendments to the Cambridge Zoning Ordinance for
Bicycle Parking Requirements**

March 14, 2013

The Climate Protection Action Committee (CPAC) is an advisory body to the City Manager on climate protection issues and implementation. Based on a vote of the committee taken on March 14, 2013, CPAC strongly supports the adoption of the proposal to update the City of Cambridge zoning ordinance for bicycle parking requirements.

The City has endorsed the promotion of bicycling as a key strategy to reduce greenhouse gas emissions as a mode of travel that avoids the emission of greenhouse gases that cause climate change. Bicycles provide a means to reduce single occupancy vehicle trips for commuting and non-commuting travel. Improving and expanding the availability of facilities to support bicycle travel is essential to this strategy. The proposed zoning amendments would support the creation of good quality bicycle parking in sufficient quantity throughout the City. The proposed amendments would also provide clear physical standards for property owners and facilitate consistency for bicycle parking facilities that will enhance the bicycling experience.

CPAC urges the Planning Board and City Council to adopt the proposed zoning amendments.

Quinton Zondervan, Chair
Cambridge Climate Protection Action Committee

CAMBRIDGE PUBLIC HEALTH DEPARTMENT



Cambridge Health Alliance

David P. Maher
Chair, Ordinance Committee
(dmaher@cambridgema.gov)
Cambridge City Hall
795 Massachusetts Ave
Cambridge MA 02139

March 26, 2013

Re: Proposed amendment of the Zoning Ordinance of the City of Cambridge to create more bicycle parking.

Dear Councillor Maher:

The Cambridge Public Health department works with community stakeholders and coalitions such as the Healthy Children's Task Force and the Food and Fitness Policy Council to promote healthy eating and physical activity, including bicycling, through policy and environmental approaches. Current initiatives include Cambridge in Motion, which is part of the statewide Mass in Motion initiative and Let's Move, a national campaign, spearheaded by First Lady Michelle Obama, to solve the problem of childhood obesity within a generation.

Cambridge in Motion aims to create an environment that makes it easier for residents and people who work in the city to eat healthy and be physically active, including the development of "Complete Streets" policies and practices. This initiative is funded by a federal Community Transformation Grant to Middlesex County.

Cambridge recently was one of six winners nationwide of the inaugural Roadmaps to Health Prize from the Robert Wood Johnson Foundation, the nation's largest philanthropy devoted exclusively to health and health care. The prize honors outstanding community partnerships across the U.S. that are helping residents live healthier lives. The collaborative work in Cambridge in the areas of healthy eating and physical activity was a key component of this recognition.

Bicycling is an important active transportation option that helps create healthy and active communities. Part of making it easier to cycle is providing access to enough and quality bicycle parking that is accessible and useable by all members of the population, for example by those using hand-operated bikes and trailer bikes for kids.

Very full bike racks in many locations throughout the city, including at our office at 119 Windsor Street, clearly show that cycling is on the rise. Expanding bike parking will allow riders to put away their bikes safely and without having to lock them in locations that may be a nuisance for others. Expanding bike parking options will allow the cycling to continue to increase which will help promote individual and environmental health.

Sincerely,

Josefine Wendel, MS, RD
Cambridge in Motion Coordinator



Lopez, Donna

ATTACHMENT E

From: Madeleine deBlois [madeleine.deblois@gmail.com]
Sent: Friday, March 29, 2013 9:36 AM
To: Lopez, Donna
Subject: Bicycle parking in zoning regulations

Dear Ms. Lopez,

Please submit the following for record for the April 3 hearing on the zoning regulation amendments regarding bicycle parking.

I would like to voice my emphatic support for the proposed changes to zoning regulations that address bicycle parking. As someone who feels strongly that Cambridge should continue to support cycling as a viable means of transportation for all residents and who personally commutes via bicycle daily in all weather, I view these proposed changes as providing critical infrastructure to support cyclists. Currently, nearly every large building that I visit in Cambridge struggles in some way to provide adequate bicycle parking facilities in even the best weather, and most suffer terribly in inclement weather, especially snow. The proposed changes thoughtfully consider both long-term and short-term needs; I would certainly be more attracted to living in a residence that provided the long-term bicycle parking as it is laid out in the proposal.

I am proud to reside in a city that is forward-thinking enough to propose these changes, and I hope you will all see fit to pass them.

Thank you,
Madeleine deBlois
Inman Square

Lopez, Donna

ATTACHMENT F

From: Randy Stern [stern.cport@gmail.com]
Sent: Sunday, March 31, 2013 9:19 PM
To: Lopez, Donna
Cc: City Council
Subject: City Council Ordinance Committee Hearing on Proposed Changes Regarding Bicycle Parking Zoning

Ms Lopez,

Please submit these comments for record for the hearing.

I am writing in support of the bicycle parking zoning change as proposed that will be considered by the Ordinance Committee on April 3rd. These zoning changes will greatly support the city's efforts to encourage bicycle transportation as a substitute for automobile trips. Bicycle transportation is a "system" that requires a safe and convenient place to store bicycles at the start of a trip, safe and convenient bicycle routes to common destinations (cycle tracks, cycle lanes, traffic calmed streets, etc.), and safe and convenient place to store the bicycle at the end of the trip. The proposed zoning change will over time enhance the city's infrastructure in such a way as to increase bicycle use for transportation in the city.

Thank you.

Randy Stern
Chair, Cambridge Bicycle Committee

31 March, 2013

Cambridge City Council
Donna Lopez, City Clerk

I am writing on behalf of the Cambridge Pedestrian Committee to express our support for the proposed change for the Bicycle Parking Zoning.

The Pedestrian Committee feels that any increase in non car-based transportation improves the walkability in the city. The city is not building more roads (and the roads that do exist will have increasingly slower speeds, due to changes in geometry as a result of traffic calming, as well as increased congestion). As the city becomes more dense as a result of new development (which, after all, contributes to the city's tax base), the city must support methods of transportation that allow more people to move around without relying on a private automobile.

While the city's bike zoning was, at one point, ahead of its time, the increase in bicycles as a method of transportation has surpassed the once cutting edge policy. The regulations have not changed since 1981, while cycle transportation has increased significantly (to 7% of trips, when last measured in 2009, undoubtedly higher today).

Developers and property owners should be required to provide storage facilities for cyclists. In requiring improved bicycle parking facilities, sidewalks would become less cluttered, which would improve the pedestrian environment.

Thank you for your consideration,



Helen Rose
Chair
Cambridge Pedestrian Committee



City of Cambridge Police Department

TELEPHONE
(617) 349-3300

FAX
(617) 349-3320

WEB
www.cambridgepolice.org

2013 APR 1 PM 2 50

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Robert C. Haas
Police Commissioner

Robert W. Healy
City Manager

March 28, 2013

Donna P. Lopez, Interim City Clerk
The City Clerk's Office
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Interim City Clerk Lopez:

I am writing to express my support for the Zoning Petition relating to Bicycle Parking Modifications. Bicycle theft is a significant issue for the City of Cambridge and the Cambridge Police Department. In 2012 alone, there were three hundred and fifty-six (356) bicycle larcenies investigated by the Department. The aggregate financial loss for the victims of those crimes is astounding. As you can imagine, the amount of time, money and resources dedicated to investigating that number of cases is also significant for the Department.

I am hopeful that the proposed changes to the Zoning Regulations will help decrease the number of bicycle thefts, which in turn, will also promote a more efficient use of the Department's resources. Providing an ample amount of secure, conveniently accessible short-term and long-term bicycle parking will certainly go a long way towards accomplishing both of these goals.

Please do not hesitate to contact me if you have any questions.

Sincerely,


Robert C. Haas

Lopez, Donna

ATTACHMENT I

From: Sue Donaldson [donaldsue@aol.com]
Sent: Tuesday, April 02, 2013 9:50 AM
To: Lopez, Donna
Subject: Bike parking zoning

I am writing in support of the proposed new zoning regulations regarding bicycle parking spots.

I am 63 and just becoming a near-daily cyclist in Cambridge. It is frustrating to bike somewhere and not be able to park my bike safely (eg, the Fresh pond shopping mall!) As we try to encourage more bicycle use, we should do everything possible to encourage cyclists (and discourage drivers!)

Sincerely,

Sue Donaldson
187 Harvey St
Cambridge 02140

Lopez, Donna

ATTACHMENT J

From: Gloria J. Korsman [gkorsman@yahoo.com]
Sent: Tuesday, April 02, 2013 10:58 AM
To: Lopez, Donna
Subject: I Support Bicycle Parking Zoning Modifications

Dear Ms. Lopez,

I write to express my support for the Cambridge Planning Board's Bicycle Parking Rezoning Petition (February, 2013), which the Cambridge City Council will consider on Wednesday, April 3, 2013.

I live and work in Cambridge, and use a bicycle for local transportation. Riding bike is fun, fast, and cheap.

As a Harvard University employee, I am fortunate to park my bike in a lovely covered shelter located nearby my office.

When visiting local restaurants and businesses in Cambridge, however, bicycle parking is uneven. Last evening, I dined at Frank's Steak House, and I saw a lovely bicycle locked to a young street tree in front of the Mass Ave restaurant, presumably because there was no better parking option. Gosh, I hope nobody cut or otherwise harmed the little tree to steal the nice bike!

On Montgomery Street, where I live in a four-unit condo, short-term bicycle parking is sorely lacking. At best, my guests may lock up to a street sign. The alternative is do what I do every evening -- drag my down (and back up) from a secure basement. It just doesn't feel right that neighbors and visitors who drive cars have an easier time parking on the public way than people who chose to ride clean, efficient bicycles.

The ideas put forth in the Cambridge Planning Board's Bicycle Parking Rezoning Petition would help to correct parking policies that discourage bicycle travel. Rezoning is not a magic pill, but these proposed new rules will improve conditions over time. I, for example, would gladly pay for the city to install bicycle parking in front of the four-unit condo where I live.

I hope the City Council will adopt this new zoning ordinance.

Sincerely,
Gloria Korsman
91 Montgomery Street #2L
Cambridge MA 02140
gkorsman@yahoo.com

From: Dman [darrenbeaudet@gmail.com]
Sent: Tuesday, April 02, 2013 11:03 AM
To: Lopez, Donna
Subject: support for the petition to revise bicycle parking

Hi - I have been a Cambridge resident for the last ten years, have a small business with mostly Cambridge clients, and do almost all of my shopping at local businesses and services. Two years ago I stopped driving completely and now use a bike or mass transit to get around. The state of Cambridge's bikeways have been improving, but for a city this physically small, serving so many people, and having such extraordinary financial resources, we should expect not only continued improvement, but exceptional achievement in urban transportation development. Bikers are particularly sensitive to issues like neglected roadways, lack of access and parking, and other issues like traffic signaling and flow. I support these recent efforts to increase the amount of bike parking throughout the city. While I understand that ticketing bikes parked for "too long" helps turn over available parking, I insist that this effort be matched by concern for increasing the amount of good bike parking spaces, as well as promotion and support of cycling in general.

Both Harvard Square and the Public Library *still* lack enough bike racks. The "hubway" bike racks, though they seem like a well-intentioned effort, look ridiculous especially in the "off" season, taking up what should obviously be allocated to regular bike parking space, when none is to be found elsewhere. Mt. Auburn Street, Broadway, and the Charles River bike paths are nothing less than an embarrassment to a city with this much "clout" and financial means. I am joining my voice with other cycling advocates, and will pay closer attention to these issues as well as other issues of development in this city, especially where "growth" seems to outpace efforts to preserve public safety and quality of life.

Thank You,
sincerely,
Darren Beaudet

37 Gurney St
Cambridge, MA 02138

April 2, 2013

Members of the Cambridge City Council Ordinance Committee
Cambridge City Hall, Sullivan Chamber, 2nd Floor
Cambridge, MA 02139

By email

Dear City Councillors,

On behalf of the Cambridge Bicycle Committee, I write in support of the proposed amendment to the Zoning Ordinance related to bicycle parking. The Bicycle Committee has reviewed the proposed amendments and supports their adoption.

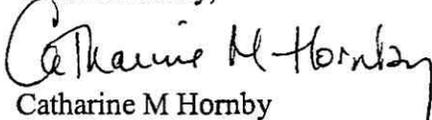
Bicycling brings a wealth of benefits to Cambridge: environmental (less car traffic, and cleaner air), public health (exercise for residents), economic (bike shoppers stay local!), and social (biking brings mobility and interaction in the public space). To support biking, the city must support bike facilities, both on the road and at either end of bike trips. The proposed amendments help address the need for secure, convenient bike storage facilities.

The proposed amendments serve three purposes. First, they will ensure that new and renovated buildings have sufficient bike parking spaces. Second, they will guarantee that bike storage facilities are designed appropriately, in line with national standards, to maximize ease of use. This point is particularly important if we are to expand cycling among casual cyclists, who might be more inclined to hop on a bike for an errand if it is just as easy to roll a bike out of a convenient, accessible spot as it is to get in a car.

Third, the proposed zoning amendments will improve the process for developers by making the city's expectations clear. At present, the city's process for expressing its preferences around quantity and, especially, quality of bike parking may appear ad hoc to developers. A clear statement of applicable standards, as embodied in the proposed amendment, would allow for integration of appropriate bike facilities earlier in the design and planning process.

Thank you for your thoughtful consideration of this proposal.

Yours sincerely,



Catharine M Hornby
Vice chair, Cambridge Bicycle Committee

Lopez, Donna

ATTACHMENT M

From: Michael Forden Walker [mfw@pinkmantis.com]
Sent: Wednesday, April 03, 2013 3:50 PM
To: Lopez, Donna
Subject: I support changes to Bike Parking Zoning

I am a Cambridge resident and bike commuter, and I support the proposed changes to Bike Parking Zoning.

Thank you!

=====
Michael F. Walker
284 Sidney Street
Cambridge, MA 02139
mfw@pinkmantis.com

Lopez, Donna

ATTACHMENT N

From: Aaron Villere [amvillere.cu@gmail.com]
Sent: Wednesday, April 03, 2013 4:45 PM
To: Lopez, Donna
Subject: Bicycle Parking Zoning Ordinance Hearing - Comment for Public Record

Dear Ms. Lopez,

As a daily commuter cyclist and resident of Cambridge, I would like to submit for public record my support of the proposed changes to bicycle parking zoning in the city.

I bike to work, school, to run errands, and recreationally, and love the work the city has done to encourage biking as a legitimate and recognizable form of transportation. However, I think adopting this zoning petition will further improve biking conditions for Cambridge residents, and encourage more residents who might otherwise not bike to replace car trips with bike trips because it will increase the convenience and safety of traveling by bike.

Roughly three weeks ago, my roommate had his bicycle stolen out of our backyard--it was locked with a cable lock to a post behind our house. Were we to have covered or indoor bike parking, we would not need to park our bikes in the backyard in view of the street. I believe adding clarity to the standards of bicycle parking in residential (as well as commercial and institutional) locations will decrease the likelihood of such thefts, and increase the motivation to ride.

I believe the added clarity, as well as the requirement to provide adequate amounts of parking on site (or provide funding in support of bike parking), will continue to promote safe and healthy cycling transportation in the city of Cambridge.

Thank you,

Aaron Villere
7 Harding St #2
Cambridge, MA 02141
amvillere.cu@gmail.com