

**Testimony of the
Washington Area Bicyclist Association**



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DC ZONING COMMISSION HEARING

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441 4TH St. NW
Second Floor, South
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ZONING COMMISSION
CASE No. 08-06-2
EXHIBIT No. 53
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District of Columbia
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Support Better Bike Parking at DC Zoning Commission

The Zoning Commission is now considering updates to DC's parking regulations, which date back to 1958. These changes will ensure our city grows to be even more bikeable, walkable, and green.

You may recall that last year the DC Council passed legislation that would dramatically improve bike parking at commercial and residential developments throughout the city. That legislation must now be incorporated into the zoning code. Among the changes being proposed are:

- 1) doubling the amount of bike parking required in commercial garages (10% of automobile spaces)
- 2) requiring bike parking in new residential buildings (in building with 8 or more units, 1 space per 4 units)
- 3) mandate bike parking at schools, rec. centers, transit centers and houses of worship

While most of the proposed changes are very good, a few things have been left out.

WABA is also recommending that the following be added:

- 1) bike parking should be also added to libraries and outdoor recreation centers
- 2) car sharing lots have bike parking and car sharing poles should have hoop racks included
- 3) the number of bike racks per classroom at schools should be doubled.
- 4) building managers of commercial spaces should not be allowed to ban bikes from offices if the office manager approves
- 5) bike parking spaces in commercial buildings should be tied to square footage if car parking requirements are reduced
- 6) enforcement of bike parking requirements, for example at DC USA (where an exemption for bicycle parking was issued)
- 7) signs directing users to bicycle parking should be installed

At the same time the Zoning Commission is also consider as significant revision to vehicle parking requirements that could have a positive impact on bicycling. These changes would:

- Make our city more pedestrian and cyclist friendly by reducing the number of parking lots and driveways.
- Require more bike parking and car sharing spaces.
- Stop city resources and money from being diverted to parking - underground spots can cost up to \$50,000 each.
- Make some housing more affordable. By not requiring developers to build a minimum amount of parking, the cost of parking won't automatically be rolled into the price of each condo.

Why Parking Matters to Us

The location and amount of parking has a big effect on driving habits, traffic, air quality, and the urban fabric of our city. But DC's current suburban-style parking regulations have resulted in huge parking lots and garages that encourage more driving and traffic.