

# Bicycle Parking

To be eligible for grant funds under Caltrans' Bicycle Transportation Account, a city or county must have adopted a bicycle plan that includes certain components outlined in Section 891.2 of the Streets and Highways Code. This chapter addresses the component under Section 891.2(d): "(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers."

## INTRODUCTION

After on- and off-street bikeways, bicycle parking is the most important element of a community's bicycling system. Parking is a low-cost yet effective way to encourage cycling and improve the functionality of a bikeway network; it reduces the threat of theft, makes bicyclists feel welcome and increases the visibility of bicycling.

Bicycle parking facilities may be classified either as long-term (also known as Class I) or short-term (Class II). Class I parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations or park-and-ride lots and residents at home. Class I facilities are secure and weather-protected; examples include bike lockers and "bicycle corals" (fenced-in areas usually secured by lock and opened by keys provided to users). [\[Insert photo of bike lockers at Richmond Civic Center as an example of a Class I bike parking facility.\]](#)

Class II, or short-term parking, is meant for visitors, customers at stores and other users who normally park for less than two hours. The most common example of Class II parking is bicycle racks. Racks should be installed according to manufacturers' guidelines; be located in secure, well-lighted and highly visible areas; be located as close as possible to the main entrance and no farther from the entrance than the nearest non-handicapped car parking space; be anchored to the ground; and allow for the locking of both the frame and wheels of a bicycle.



The bike racks at Richmond's Civic Center are a type of Class II parking facility.

Guidance on recommended bicycle parking facility types and proper installation is provided in the Design Guidelines.

## EXISTING PARKING FACILITIES

The City of Richmond does not require bicycle parking at employment sites or as part of new development projects; it also lacks formal standards, guidelines or recommendations related to bicycle parking. Unlike some other jurisdictions in the Bay Area, the City also does not have a program to install bicycle racks on request on sidewalks, at community facilities or at private sites. Despite these shortcomings, bicycle parking has sprung up in many places throughout the city, in large part through the initiative of individual agencies, organizations and businesses. The following is a list and map of public locations in Richmond where bicycle parking—racks, in almost every case—can be found:

### Civic Center

- City Hall
- Macdonald Senior Center
- Main Library
- Memorial Auditorium
- Richmond Art Center

### Parks

- Bay Vista
- Booker T. Anderson Jr.
- Boorman
- Central Park
- Hilltop
- Hilltop Lake
- Lucretia Edwards
- Nevin
- North Richmond Ball
- Olinda School Field
- Parchester
- Richmond Greenway (on east side of Carlson and at access at South 42<sup>nd</sup> Street)
- Shields-Reid
- South Side
- Vincent

### Other community facilities

- Bayview Branch Library
- Contra Costa County Employment and Human Services Department building at 1305 Macdonald Avenue
- May Valley Community Center
- Point Richmond Community Center
- Richmond Swim Center

- Richmond Recreation Complex
- Rubicon & 24th Street/Bissell Avenue
- Souper Center
- West Side (Point Richmond) Branch Library

### Transit

- Hilltop Park & Ride lot
- Richmond BART station (downstairs and at the transit center)

### Employment and commercial

- Kaiser Permanente Medical Center
- Pacific East Mall
- Rubicon Employment Services
- Parking lot on northwest corner of Macdonald and San Pablo avenues

### Streets and sidewalks

- Macdonald Avenue:
  - at Harbour Way (northeast corner)
  - between Harbour Way and 11<sup>th</sup> Street (north side)
  - between 11<sup>th</sup> and 12<sup>th</sup> Streets (north side)
  - at 12<sup>th</sup> Street (northeast and northwest corners)
  - between 12<sup>th</sup> and 13<sup>th</sup> Streets (north side)
  - at Marina Way (northwest corner)
  - between Marina Way and 15<sup>th</sup> Street (south side)
  - at 15<sup>th</sup> Street (southeast corner)
  - at 16<sup>th</sup> Street (southeast corner)
  - at Civic Center Street (southwest corner)
- Nevin Avenue at 5<sup>th</sup> Street (south side)

**[INSERT MAP OF BIKE PARKING LOCATIONS]**

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## RECOMMENDATIONS FOR BICYCLE PARKING

There are three strategies that the City of Richmond can adopt to increase the provision of bicycle parking: it may install parking itself on City-controlled property; it may collaborate with other public agencies on installation at locations controlled by them; or it may require private-property owners—including developers, employers, homeowners’ associations and building owners—to provide parking on their property. (These are the same strategies that are used, at much greater expense, to provide car parking.) Below are several recommendations for implementing these strategies.

### ❶ Install bicycle parking at all City facilities

Install both long- and short-term bicycle parking, as appropriate, at all City-owned and -operated facilities. Such facilities include schools, parks, community centers and office buildings and other workplaces for City staff. Bicycle parking should always be incorporated in the development of new City facilities, while existing facilities that lack bicycle parking may be retrofitted easily and inexpensively. 511 Contra Costa—the transportation demand management program sponsored by all the county’s local jurisdictions—provides free bicycle racks and lockers for public buildings as well as for retail centers and private employment sites.

### ❷ Institute a program to install sidewalk racks on request

Institute a program to install bicycle racks at public sidewalk locations requested by the public (inverted “U”-type racks bolted into the sidewalk are generally the best option). The program could begin by prioritizing locations in the downtown, commercial areas and other key destinations or requests by merchants for parking in front of their stores. The City of Oakland has a well-established sidewalk rack program that could be used as a model; since 1999, that program has installed almost 1,400 racks (and lockers) in commercial districts throughout the city, using sales-tax funds and various other funding sources.

► **City of Oakland’s “CityRacks” bicycle parking program:** [www.oaklandbikes.info/Page127.aspx#racks](http://www.oaklandbikes.info/Page127.aspx#racks)

### ❸ Install bicycle parking at priority AC Transit bus stops

In 2009 AC Transit conducted a study to identify its bus stops that have a high latent demand for bicycle parking and to provide guidelines for the design and installation of secure and accessible parking at those locations. Using an index model of bicycle parking demand, the study identified 39 priority bus stop locations for bicycle parking in Richmond and ranked them as follows:

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|--------------------------------|--------------------------------|
| 1. Richmond Bart Station       | 13. Macdonald Ave: 21st St     |
| 2. San Pablo Ave: Moeser Lane  | 14. Macdonald Ave: 13th St     |
| 3. San Pablo Ave: Bayview Ave  | 15. San Pablo Ave: Garvin Ave  |
| 4. San Pablo Ave: Stockton Ave | 16. Macdonald Ave: 25th St     |
| 5. San Pablo Ave: Manila Ave   | 17. San Pablo Ave: Garvin Ave  |
| 6. Macdonald Ave: 7th St       | 18. Macdonald Ave: Harbour Wy  |
| 7. Macdonald Ave: 12th St      | 19. San Pablo Ave: Panama Ave  |
| 8. Cutting Blvd: S 41st St     | 20. San Pablo Ave: Lincoln Ave |
| 9. Cutting Blvd: S 38th St     | 21. Filbert St: Duboce St      |
| 10. Central Ave: Belmont Ave   | 22. Filbert St: Chesley Ave    |
| 11. 22nd St: Bissell Ave       | 23. Cutting Blvd: S 49th St    |
| 12. Macdonald Ave: Marina Way  |                                |

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| <ul style="list-style-type: none"> <li>24. Cutting Blvd: S 45th St (Kennedy Sr High School)</li> <li>25. Cutting Blvd: S 37th St</li> <li>26. Cutting Blvd: S 35th St</li> <li>27. 23rd St: Rheem Ave</li> <li>28. 23rd St: Downer Ave</li> <li>29. 23rd St: Alfreda Blvd (Richmond High School)</li> <li>30. Marina Wy: Nevin Ave</li> </ul> | <ul style="list-style-type: none"> <li>31. Macdonald Ave: 1st St</li> <li>32. 3rd St: Grove Ave</li> <li>33. San Pablo Ave: Schmidt Lane</li> <li>34. Macdonald Ave: Civic Center Plaza</li> <li>35. Macdonald Ave: 37th St</li> <li>36. Macdonald Ave: 33rd St</li> <li>37. Macdonald Ave: 31st St</li> <li>38. Macdonald Ave: 27th St</li> <li>39. Macdonald Ave: 23rd St</li> </ul> |
|---|--|

Most, if not all, of these locations are under the jurisdiction of the City of Richmond. At such locations, the installation and maintenance of bicycle parking facilities is the responsibility of the City. The City should use the results of the study report to prioritize bus stop locations for improvements and, in collaboration with AC Transit, to plan for the appropriate quantity, installation and maintenance of bicycle parking facilities.

#### ④ Adopt an ordinance to require bike parking as part of development projects

Adopt an ordinance requiring that both long- and short-term bicycle parking, as appropriate, be included in all new residential, commercial, office, institutional and industrial development projects and remodels meeting certain size criteria. The City of Richmond may want to use the Oakland bicycle parking ordinance as its model. Oakland’s ordinance contains requirements for the design, location and installation of bicycle parking facilities and minimum number of parking spaces. The required number of spaces varies according to the project’s land use or activity<sup>1</sup>, as categorized by the City’s planning code. The table below includes the long- and short-term parking-space standards for the most common types of development projects:

<i>Type of activity</i>	<i>Long-term</i>	<i>Short-term</i>
One-family dwelling	No spaces required	No spaces required
Multifamily dwelling without private garage for each unit	1 space for each 4 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
General retail sales	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.
General food sales (grocery stores, restaurants)	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces.

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<sup>1</sup> Where proposed land uses do not conform to the descriptions above, one bicycle parking space should be provided for every 20 vehicle parking spaces.

<i>Type of activity</i>	<i>Long-term</i>	<i>Short-term</i>
Office	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.

The Oakland ordinance also contains requirements for shower and locker facilities in very large commercial projects; considerations for granting variances under the ordinance; and a provision for reducing the required number of off-street car parking spaces based on the number of bike parking spaces provided in excess of the requirements.

- ▶ **Parking webpage of the city of Oakland’s bicycle program:** [www.oaklandbikes.info/Page127.aspx](http://www.oaklandbikes.info/Page127.aspx)

**5 Consider requiring valet bike parking at large events**

Consider requiring sponsors of large public events, such as concerts and fairs, to provide and publicize attended, or valet, bicycle parking in secure, fenced-in “corrals” as a way to mitigate the transportation impacts of such events. Valet bike parking would not only be a welcome service to regular cyclists but also encourage others to ride instead of drive. Event sponsors would need to set aside some space for the corral and use either paid staff or volunteers to park and retrieve the bikes. The East Bay Bicycle Coalition provides valet bike parking as a public service at various community events throughout the year in Contra Costa.

**6 Seek Opportunities to Fabricate Bicycle Racks within the City of Richmond**

To support local jobs and economic development within Richmond, the City should investigate opportunities to employ local metalworkers to fabricate new bicycle racks for the City.