

7 . Bicycle Parking

This section addresses BTA requirement (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”, and (f): “A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking.”

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



The electronic lockers at Richmond’s Civic Center are a type of Class I parking facility

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 corrals” (fenced-in areas usually secured by lock and opened by keys provided to users).



Bike racks at the Richmond BART Station are a type of Class II 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. 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
- 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 42nd 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
- Souper Center
- West Side (Point Richmond) Branch Library

Transit

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

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

OTHER SUPPORT FACILITIES

For commuters who dress formally, travel longer distances or bicycle during wet or hot weather, the ability to shower and change clothing can be as important as bicycle storage. Showers and changing rooms are provided for employees in West Contra Costa County at a number of large office parks, large office buildings and buildings with fitness centers. Currently, there are no publicly available changing and storing facilities in Richmond, although several members-only fitness centers provide these amenities. The City should incorporate showers and changing rooms in the construction of new administrative buildings and should consider requiring developers of employment centers of more than a certain size—say, 50,000 square feet of usable space—to do the same.

Map 7-1 | Bicycle parking locations



RECOMMENDATIONS FOR BICYCLE PARKING

There are three strategies that the City of Richmond can adopt to increase the provision of bicycle parking: install parking itself on City-controlled property; collaborate with other public agencies on installation at locations controlled by them; or 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 public facilities

Install both long- and short-term bicycle parking, as appropriate, at all City-owned and -operated facilities. Such facilities include parks, playgrounds and other recreational facilities, community centers, senior 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. Racks should also be installed at appropriate locations to serve newly constructed bicycle facilities. In addition, the City should collaborate with the West Contra Costa Unified School District to ensure that all schools provide bicycle parking not only for students but also for faculty and other staff. 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 online, by mail or through a phone hotline. (Inverted “U”-type racks, which could be produced locally, 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. Ultimately, there should be bike racks on both sides of every block of all commercial corridors in the city. In particular, racks should be located in front of food stores, restaurants, delis, drugstores, neighborhood-serving retail stores and other business that people visit frequently and for short periods of time, and that are often located near people's homes.

The City of Oakland has a well-established sidewalk rack program that could be used as a model. Anyone can request a free rack be placed on public property by using an online form, downloading and mailing the form, or calling the city. 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

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:

1. Richmond Bart Station
2. San Pablo Ave: Bayview Ave
3. San Pablo Ave: Stockton Ave
4. San Pablo Ave: Manila Ave
5. Macdonald Ave: 7th St
6. Macdonald Ave: 12th St
7. Cutting Blvd: S 41st St
8. Cutting Blvd: S 38th St
9. Central Ave: Belmont Ave
10. 22nd St: Bissell Ave
11. Macdonald Ave: Marina Way
12. Macdonald Ave: 21st St
13. Macdonald Ave: 13th St
14. San Pablo Ave: Garvin Ave
15. Macdonald Ave: 25th St
16. San Pablo Ave: Garvin Ave
17. Macdonald Ave: Harbour Wy
18. San Pablo Ave: Panama Ave
19. San Pablo Ave: Lincoln Ave
20. Filbert St: Duboce St
21. Filbert St: Chesley Ave
22. Cutting Blvd: S 49th St
23. Cutting Blvd: S 45th St (Kennedy Sr High School)
24. Cutting Blvd: S 37th St
25. Cutting Blvd: S 35th St
26. 23rd St: Rheem Ave
27. 23rd St: Downer Ave
28. 23rd St: Alfreda Blvd (Richmond High School)
29. Marina Wy: Nevin Ave
30. Macdonald Ave: 1st St

31. 3rd St: Grove Ave
32. San Pablo Ave: Schmidt Lane
33. Macdonald Ave: Civic Center Plaza
34. Macdonald Ave: 37th St
35. Macdonald Ave: 33rd St
36. Macdonald Ave: 31st St
37. Macdonald Ave: 27th St
38. Macdonald Ave: 23rd St

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 secure and weather protected 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, as categorized by the City's planning code (Chapter 17.117). The table below includes Oakland's standards for long- and short-term parking-space for the most common types of development projects; where proposed land uses do

not conform to the descriptions in the table, 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>
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.
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



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 design and fabricate bicycle racks within the City

To support local jobs and economic development within Richmond, the City should take advantage of opportunities to employ local metalworkers to manufacture bicycle racks for installation throughout the City.