

PARKLET AND BIKE CORRAL
FREQUENTLY ASKED QUESTIONS
August 2017

1. What is a parklet?

Parklets are small, open spaces, usually occupying one or two on-street parking spaces. Parklets are often created where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes, or where the community identifies a need to expand public space on a street. They provide a space to eat, interact, and/or relax, and are typically a cost-effective means of increasing open space in busy commercial areas. Pleasanton's parklet even includes a little lending library. Parklets can create vitality and generate economic activity in downtown business districts. They have been used successfully in cities around the world (including Bay Area cities like San Francisco and Lafayette).

2. What is a bike corral?

A bike corral is an on-street bicycle parking facility that occupies the same area as a car parking space. Bike corrals are often located in areas where there is high demand for bicycle parking. In the case of Pleasanton's bike corral, 14 bike parking spaces are provided where only one motor vehicle parking space previously existed. The Pleasanton bike corral is intended to make it easier for people to visit and travel around downtown without a car, freeing up parking spaces and reducing pollution.

3. Are the parklet and bike corral open to the public or are they only for patrons of nearby restaurants?

The Pleasanton parklet and bike corral are open to the public and are available for anybody to use.

4. When were the bike corral and parklet approved?

They were approved by the City Council on June 20, 2017. The staff report can be reviewed [here](#). This project is consistent with the recently-adopted [Downtown Parking Strategy](#) and was initiated to assist the [Downtown Specific Plan Task Force](#) in identifying improvements to help sustain downtown's future success.

5. How were the parklet and bike corral funded?

The parklet, parklet furnishings, and bike corral were funded from the City's capital improvement program reserve funds and two Alameda County measures intended to promote environmental initiatives – Measure B (Bicycle Improvement) and Measure D (Recycling).

6. Are the parklet and bike corral permanent?

The parklet and bike corral are a pilot project that is expected to last a year, through the end of Summer 2018. Throughout the project's duration, staff will monitor the performance of the parklet and bike corral, and will provide City Council a report at the end of the pilot program. At that point, City Council will evaluate the desirability and success of these amenities in downtown Pleasanton. They may become permanent or may be re-located, re-designed, or removed completely pending the feedback and observed success. If the parklet and/or bike corral are successful, they may be replicated elsewhere to help advance the City's sustainability initiatives.

7. Is there enough space for cars to pass each other on West Angela Street next to the parklet and bicycle parking? Were the driving lanes narrowed at all to allow the installation of the parklet or bicycle parking?

City staff evaluated the placement and design of the bike corral and parklet to facilitate safe use of the new amenities and the street by vehicles, pedestrians, and bicyclists. Careful planning allowed the bike corral and parklet to be installed without narrowing traffic lanes on West Angela Street, preserving the street's two-way configuration. Fencing, wheel stops, and reflective bollards were incorporated into the bike corral and parklet design to enhance safety for users. Research shows that streets with higher levels of pedestrian activity and that incorporate traffic-calming measures are safer than wider streets with high vehicle speeds, meaning that the parklet and bike corral are expected to enhance safety for pedestrians on West Angela Street, while adding to the vitality of Downtown.

8. Aren't these projects reducing Downtown's parking supply?

While the bike corral and parklet required the conversion of three motor vehicle parking spaces, they have the potential to benefit Downtown by adding vitality and new open space, and encouraging people to access and travel around Downtown by bike. The bike corral allows 14 bikes to park in one former motor vehicle parking space, potentially freeing up motor vehicle parking spaces elsewhere. In the meantime, the City is continuing to implement its recently-adopted [Downtown Parking Strategy](#), which involves better managing and expanding the existing parking supply. In the last 2 years, the City added 122 parking spaces to the Downtown and is currently in the planning stages of a project to add 108 spaces to the railroad corridor between Abbie Street and Bernal Avenue.