



Bike Parking: A Critical Support for Bicycling

2025

CALIFORNIA

ACTIVE TRANSPORTATION PROGRAM

SYMPOSIUM

A photograph of a city street scene. In the foreground, several bicycles are parked in a designated area. A person in an orange hoodie is riding a bicycle across the frame. In the background, there are more parked bicycles, a tree, and a building with outdoor seating. The text "Why bike parking?" is overlaid in the center.

Why bike parking?

Why is Bike Parking Important?

- Bike Parking is integral to a complete active transportation network
- Helps with mode shift goals for climate action, physical and mental health
- More efficient use of space!

Agreed - "Would make me ride my bike more often"

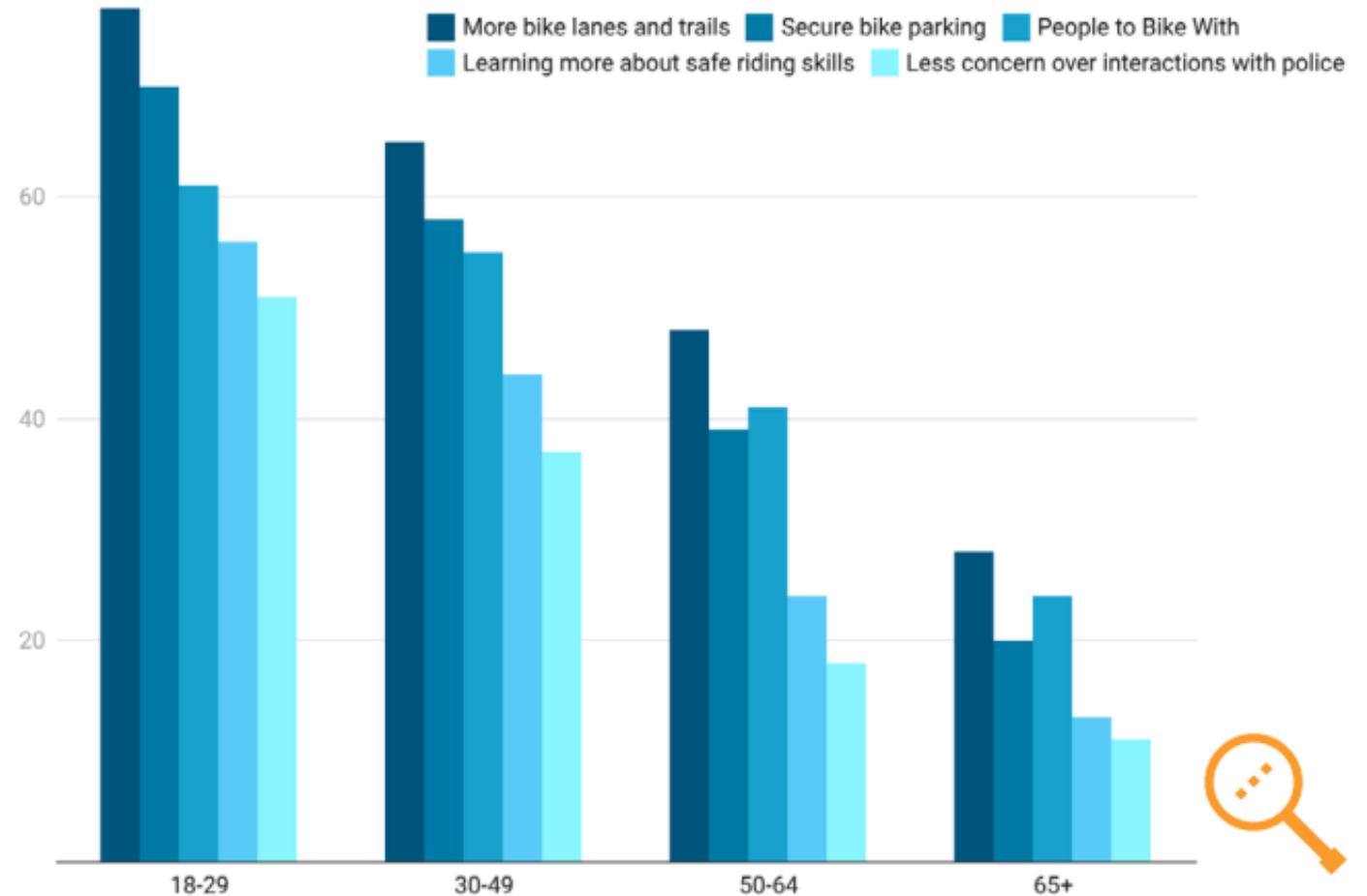


Chart: The League of American Bicyclists Source: The League of American Bicyclists Created with Datawrapper

SAFE & SECURE BICYCLE PARKING

What Problem are we trying to solve?

Cities for People

So - Think Like a Human

Things to Remember:

Most locks do not prevent theft

Bikes are currency on the street • Sophisticated theft, sold & shipped

People don't like to walk

Our cities are spread out, not human scale • People ride to each destination



*Love Your Family
Love Your Neighborhood
Love Your Bike*

PEDAL-ASSIST BIKES CHANGE EVERYTHING

Remember: Everyone can ride now

Easy, Safe, Convenient

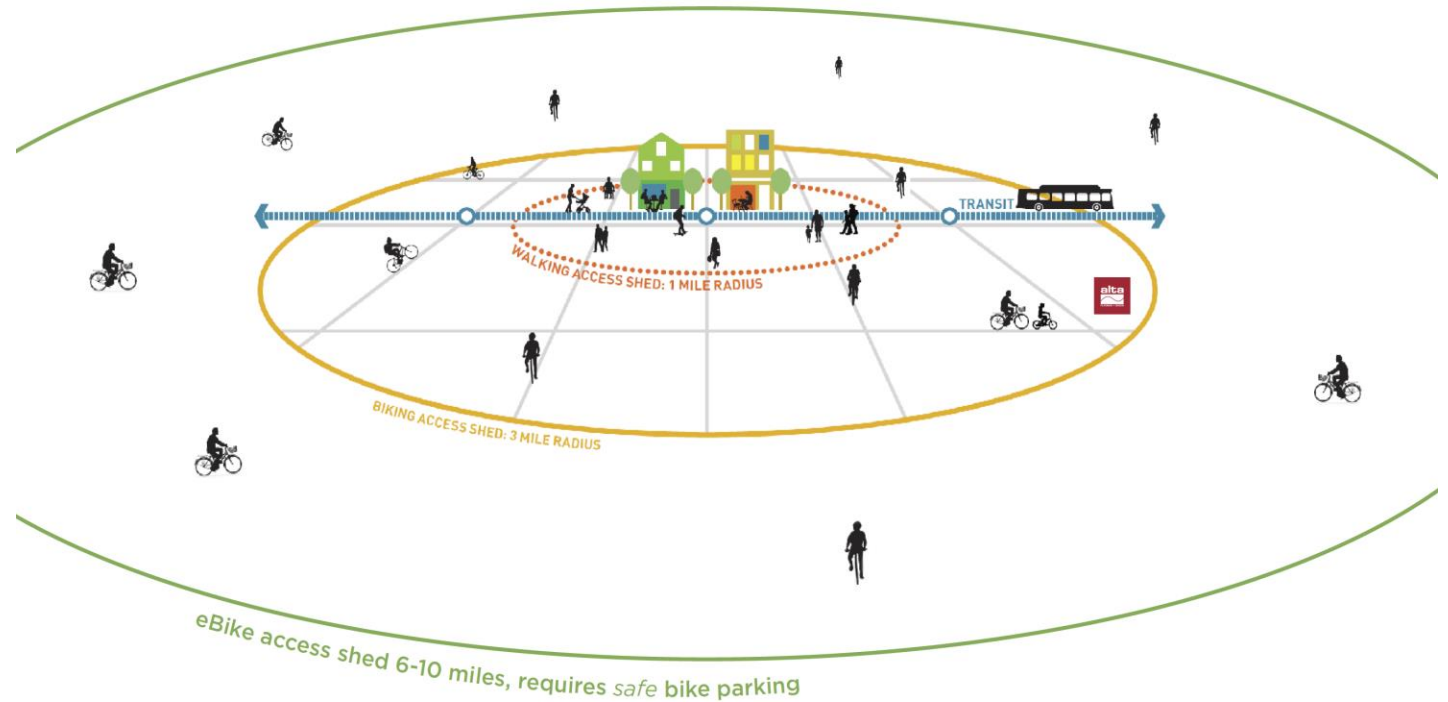
Hills don't matter

Heat doesn't matter

Distance doesn't matter

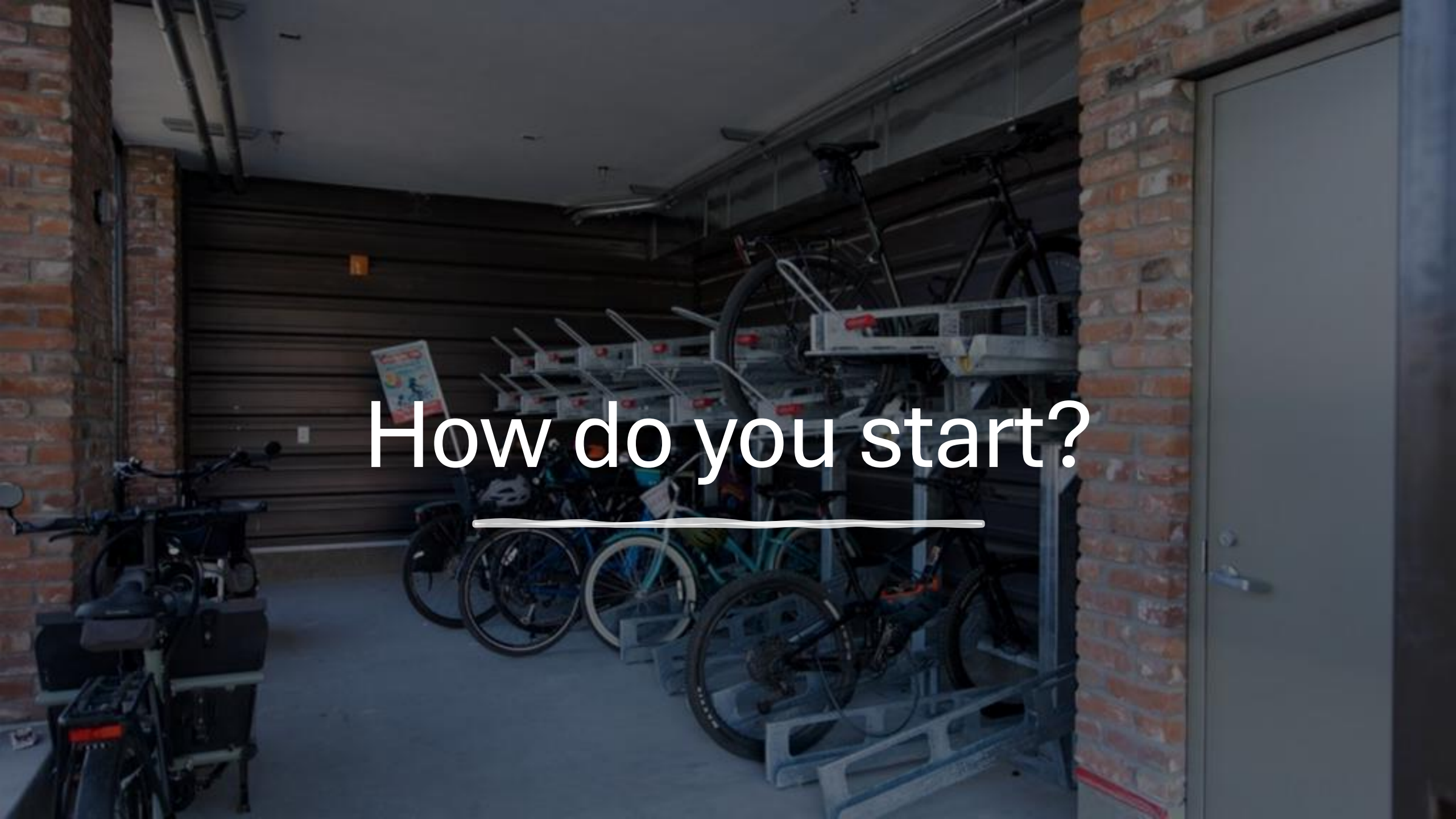
Don't have to be an athlete

Wear your party clothes



Pedelec bike trips can replace most trips in Shasta County

- Average length of an easy, comfortable ebike trip is → 9 miles
- Most car trips in Shasta County are → less than 5 miles

A photograph of a bicycle repair shop. In the foreground, a black bicycle is partially visible on the left. In the background, several bicycles are parked on metal racks. A sign with a colorful illustration is visible on the wall. The text "How do you start?" is overlaid in white, with a white underline. The background is a brick wall and a grey door.

How do you start?

APBP Bike Parking Guidelines

A quick update...

alta

Lock it. Tag it. Leave it.



About APBP

The **Association of Pedestrian and Bicycle Professionals (APBP)** is a community of practitioners working to create more walkable, bikeable places



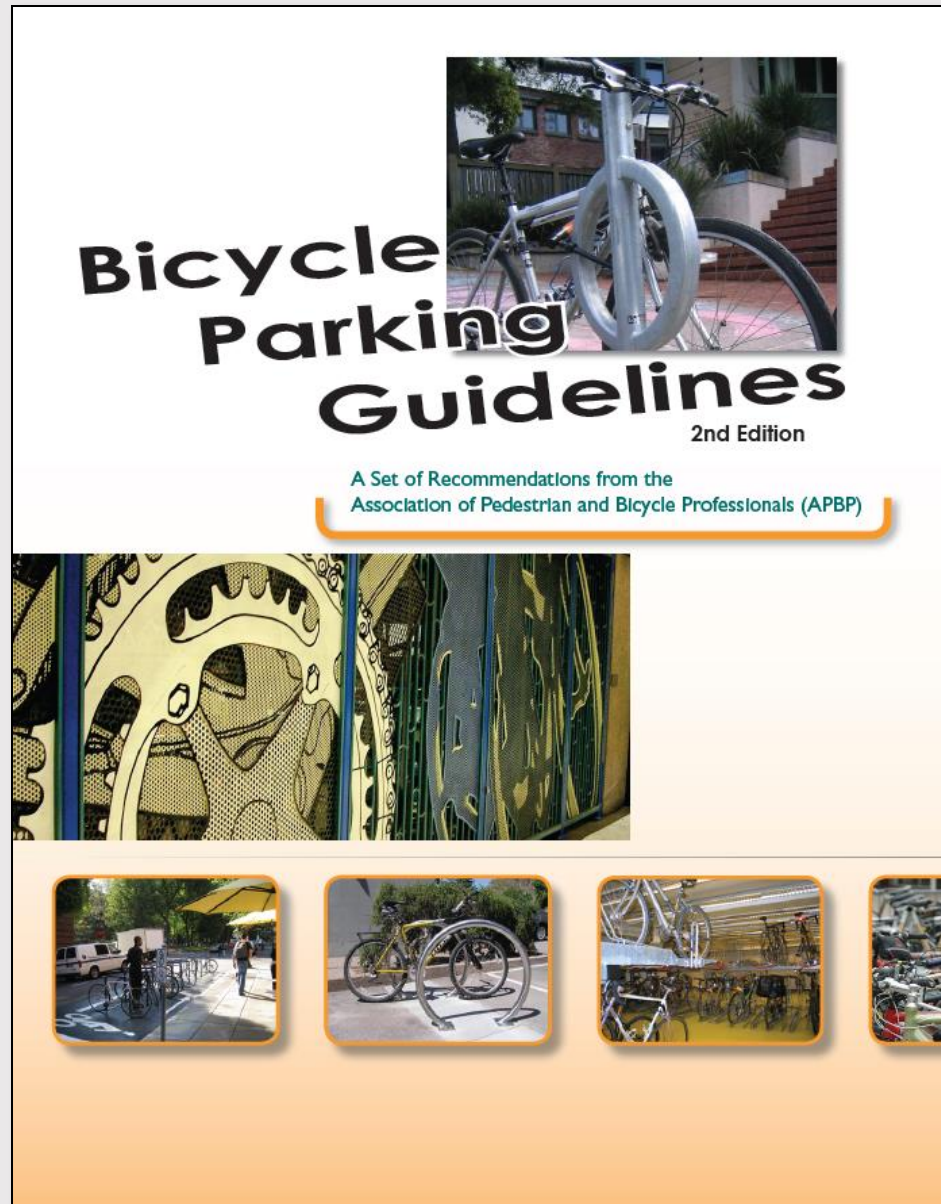
**ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS**

Expertise for Active Transportation

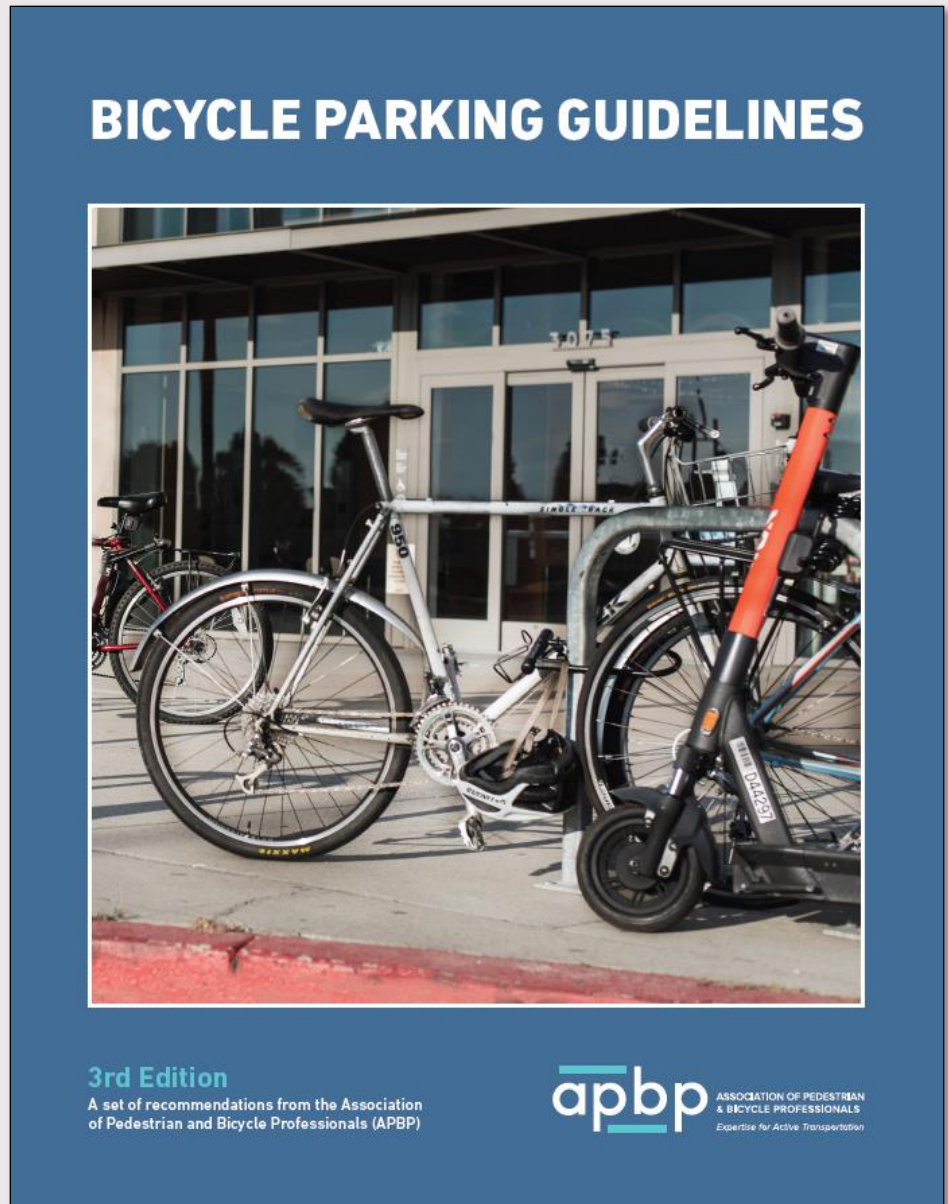
Time
for an
update

alta

2010



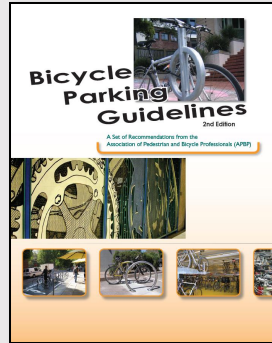
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What's Included

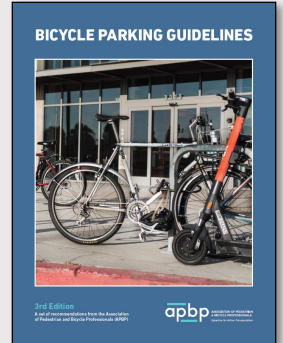
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1. Introduction
2. Facilities
3. Policies, Requirements and Codes
4. Appendix



2025

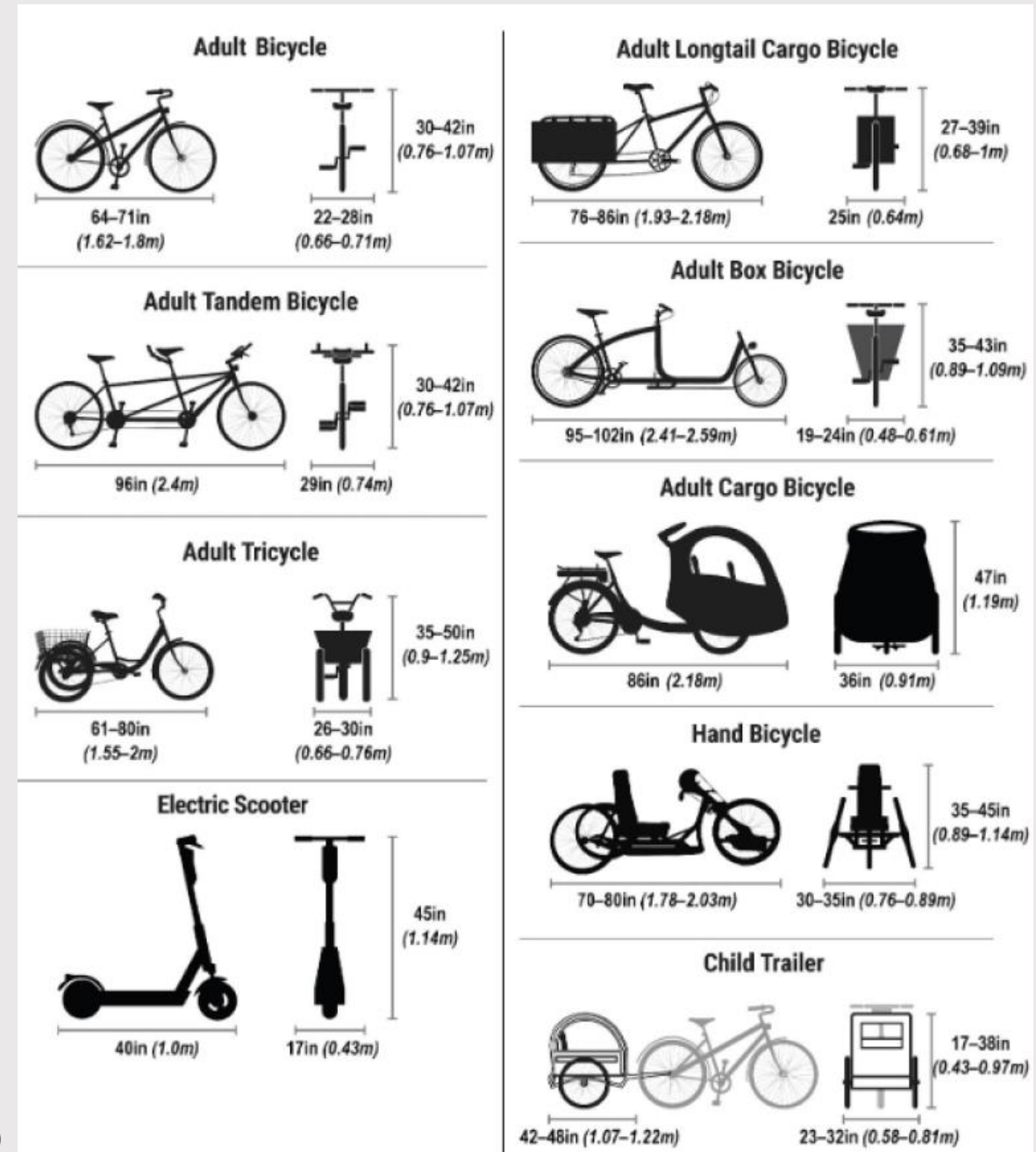
1. Introduction & Basics
2. Policies, Requirements, and Codes
3. Placement
4. Bicycle Rack & Locker Selection
5. Installation & Maintenance



Chapter 1

Introduction & Basics of Bicycle Parking

- Importance of Bicycle and Micromobility Parking
- Core Concepts
- Bicycle and Micromobility Sizes, Shapes and Needs
- Definitions



Chapter 2

Policies, Requirements, and Codes

- Equity Considerations
- Associated Costs and Funding Considerations
- Units of Measure
- Sample Rates of Parking (policy)

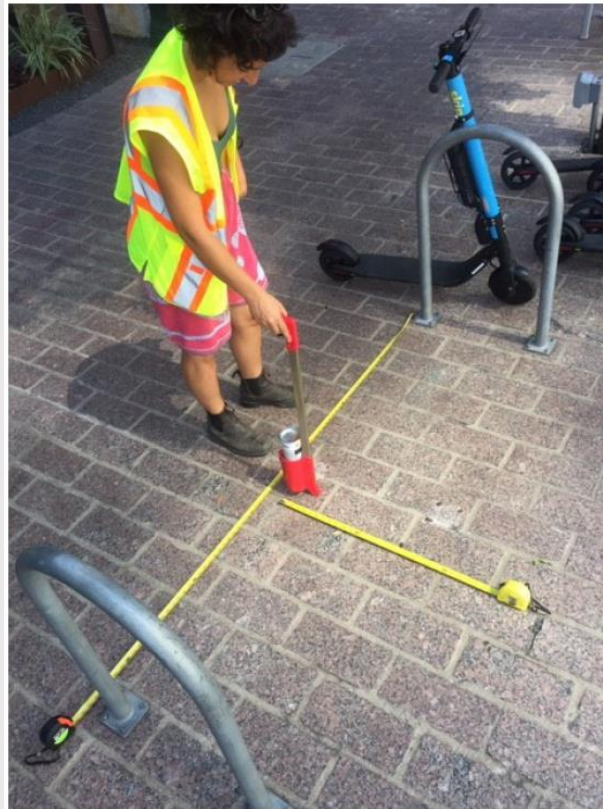


Source: APBP Bike Parking Guide DRAFT

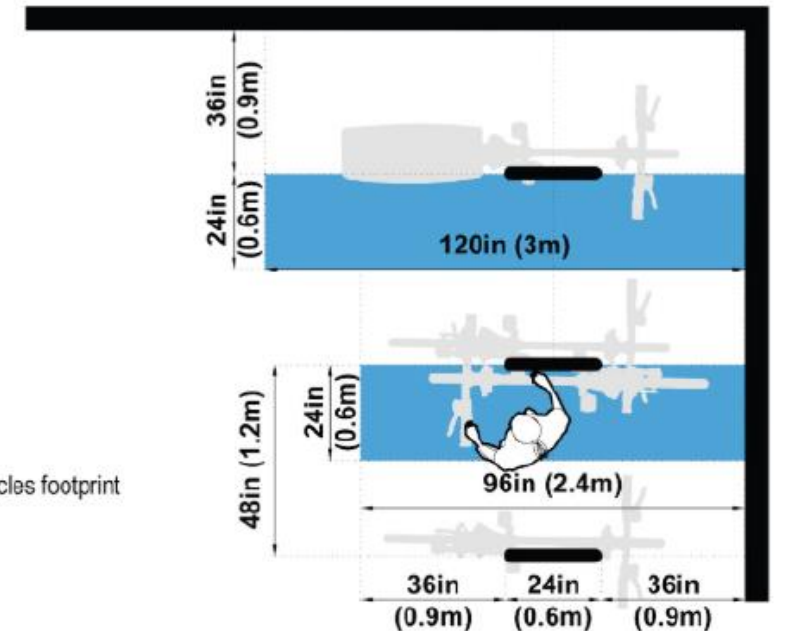
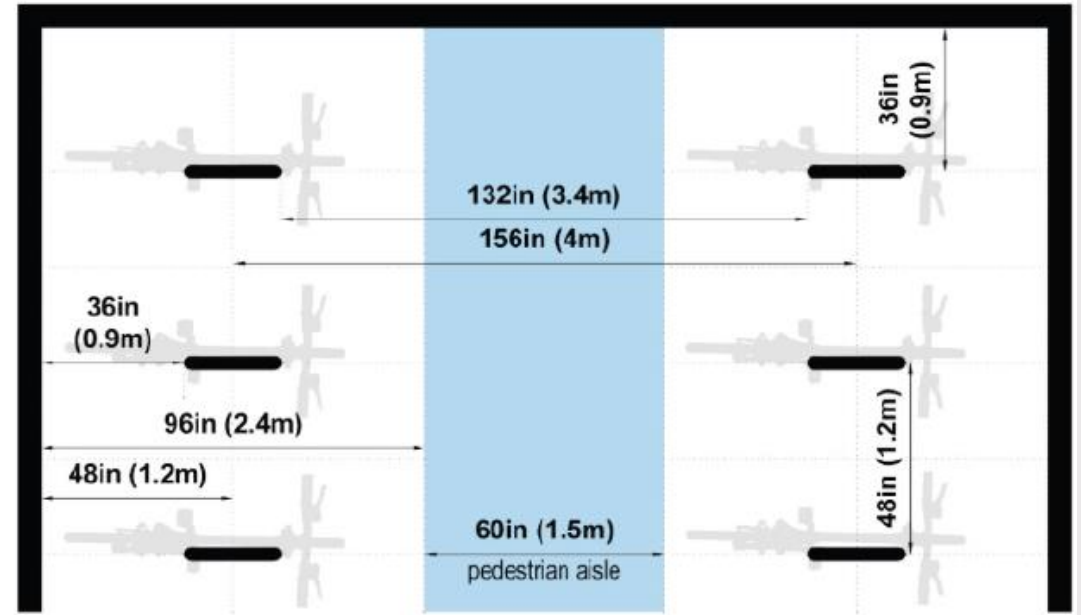
Chapter 3

Placement

Short- and Long-Term Parking
Site Layout
Special Cases



Site Layout and Clearances for Bike Room Parking
(Source: APBP Bike Parking Guide - DRAFT)



Chapter 3

Placement

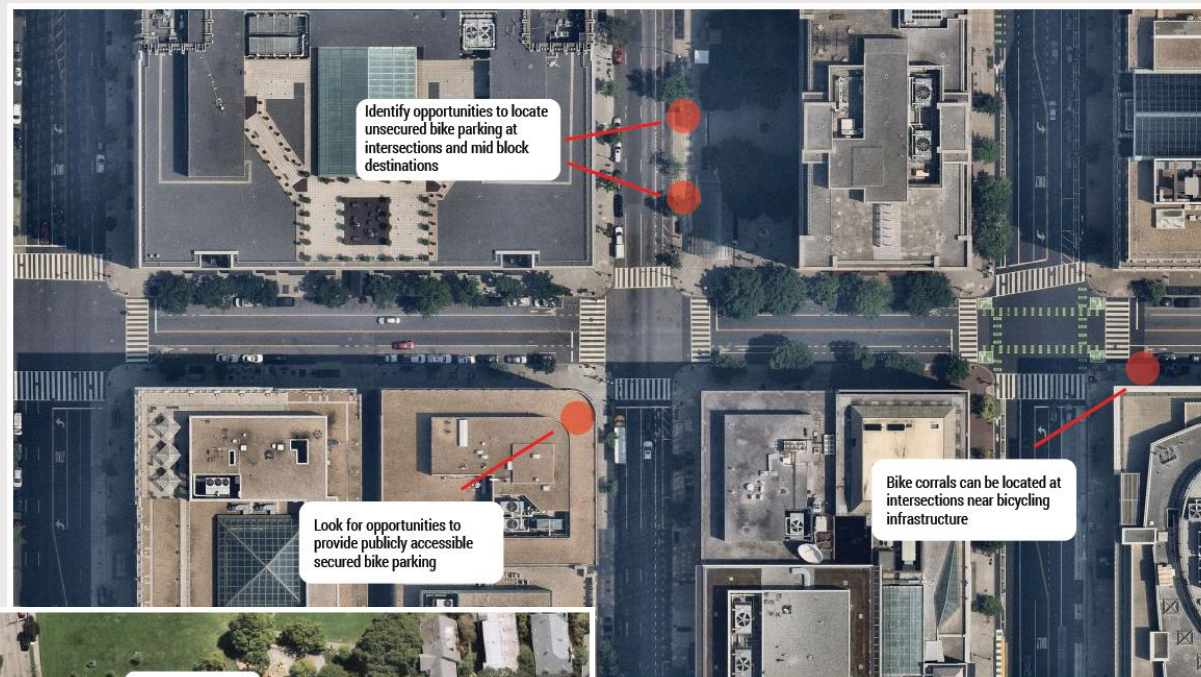
Short- and Long-Term Parking

Site Layout

Special Cases

*Example Mixed-Use/Residential Area
Bike Parking Locations*

(Source: APBP Bike Parking Guide - DRAFT)



Example Urban Core Area Bike Parking Locations
(Source: APBP Bike Parking Guide - DRAFT)



Chapter 4

Bicycle Rack & Locker Selection

Selection Criteria

Rack Styles

Rack Materials and Coatings

Bicycle Lockers

and Materials



Chapter 4

Bicycle Rack & Locker Selection

Selection Criteria

Rack Styles

Rack Materials and Coatings

Bicycle Lockers and Materials

*Recommended Bicycle Rack Finishes (right);
Common Bicycle Locker Construction
Materials (below).
Source: APBP Bike Parking Guide - DRAFT*

Finish	Notes
All metal	Typically have flat tops, suitable for double stacking. On sunny days, can become very hot, especially if dark colored.
Molded plastic	May have flat or round tops.
Plastic panel on metal frame	Panels can separate from frame, increasing vulnerability to prying attacks.
Fiberglass panel on metal frame	Stiffness of fiberglass panels prevents prying vulnerability of plastic panels.

Finish	Appearance	Notes
Hot-dip Galvanized (Zinc)	Dull silver, slightly rough.	High resistance to rust. Least expensive, highly durable, and virtually maintenance free. For bike parking, hot-dip galvanization is far superior to thinner and less durable electro-galvanization.
Stainless Steel	Bright silver and smooth, various levels of polish can be specified.	Highest resistance to rust and harder to cut than mild steel. Most expensive option.
Powder Coat	Typically smooth, available in a wide variety of colors and finishes.	Powder coating is a metal finishing process employing any of a variety of materials (polyester, epoxy, thermoplastic) that are heat-cured onto the metal. More durable than conventional paint, but racks should be galvanized first so that the inevitable nicks, scratches, and chips in the finish do not lead to rusting.
Plastic or Rubber Dipped Coatings (PVC/Vinyl/Plastisol)	Black or colored, typically smooth with a rubberized feel.	Surface is softer and less prone to chipping than powder coat but more susceptible to vandalism. Provides some cushioning to prevent scratches or dents to bike. Racks should be galvanized first.

Chapter 5

Installation and Maintenance

Installation

Surfaces

Techniques

Fasteners

Maintenance

Weather Considerations



*Installation of bike corral in Austin, TX
(Source: APBP Bike Parking Guide - DRAFT)*

Chapter 5

Installation and Maintenance

Installation

Surfaces

Techniques

Fasteners

Maintenance

Weather Considerations



*Welded steel flat bar rail-mounted racks anchored to concrete pavers (left); Bolt-on aluminum channel rail-mounted racks anchored to terrazzo floor (right)
(Source: APBP Bike Parking Guide – DRAFT)*

SHASTA BIKE DEPOT

Our Story

Providing Amenities • Creating Community • Empowering People

Secure Bike Parking Garage

Short Term Bike Parking

Downtown Pedalec Bikeshare

Tourism services

Encouragement events

Education for safety and access

Grassroots, Deeply Local

In Downtown at Transit Center

Devoted Equity Focus

Partner with Gov't Agencies

On 5 mile Connected Bikeway



Giving People:

Resources, Skills, Confidence they need
to get around safely & conveniently walking & biking



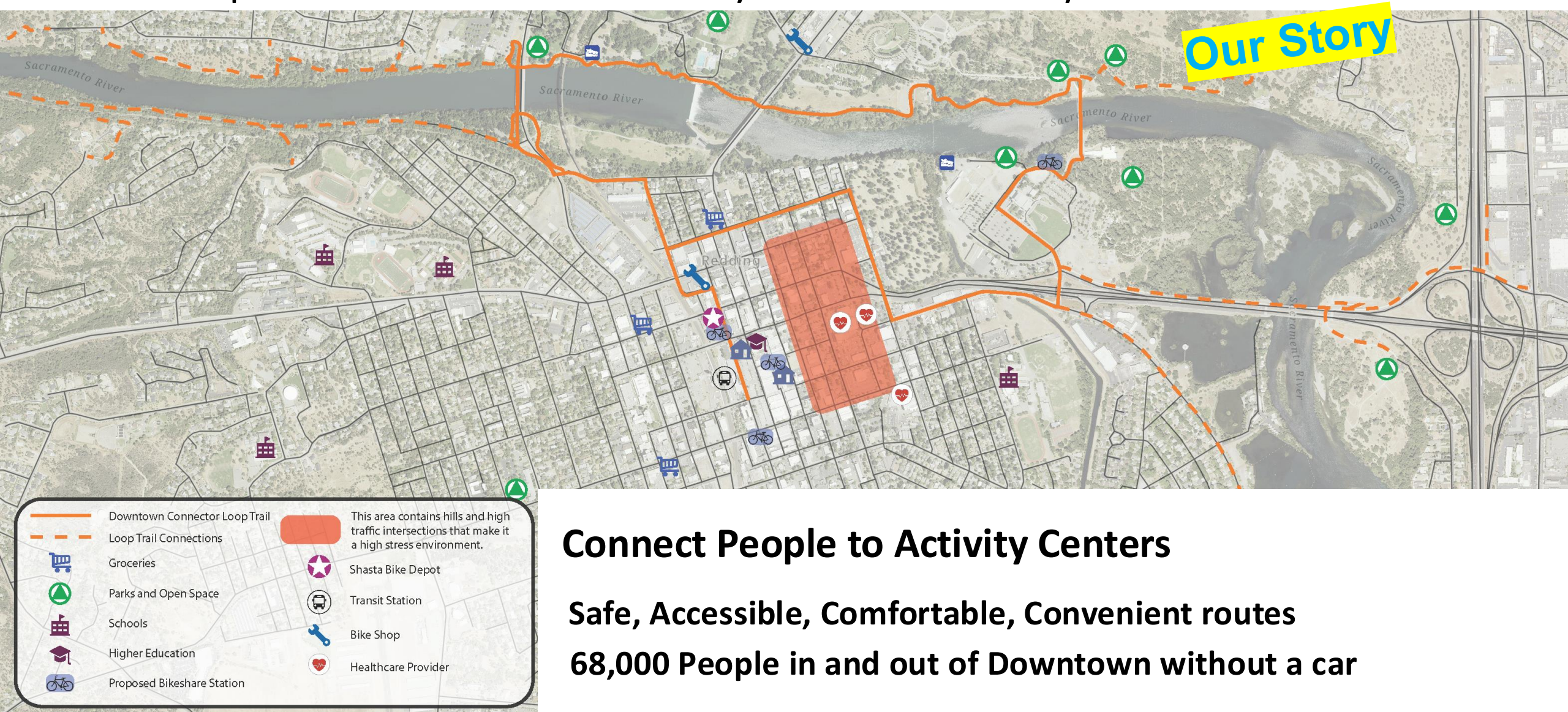
K2 DEVELOPMENT
COMPANIES

RABA

Clean
Mobility
Options

DOWNTOWN CONNECTOR LOOP TRAIL

Trail Like Experience • 5.1 Mile • 2-way Protected Bikeway + Sidewalk



Connect People to Activity Centers

Safe, Accessible, Comfortable, Convenient routes

68,000 People in and out of Downtown without a car

The background image shows a university campus scene. In the foreground, there is a large metal bicycle rack filled with many bicycles. Two women are walking through the rack. In the background, there are more people, a modern building with large windows, and a tree. The text is overlaid on the image in a large, white, sans-serif font.

What does implementation
look like? How have you
addressed challenges?

Bike Parking Program

The Department of Public Works Transportation Planning team manages the citywide Bike Parking Program. Bicycle parking is installed one of three ways

1. City installation as part of the Bicycle Parking Program
2. Installation on public or private property with new development projects
3. Installation at existing buildings with encroachment permit



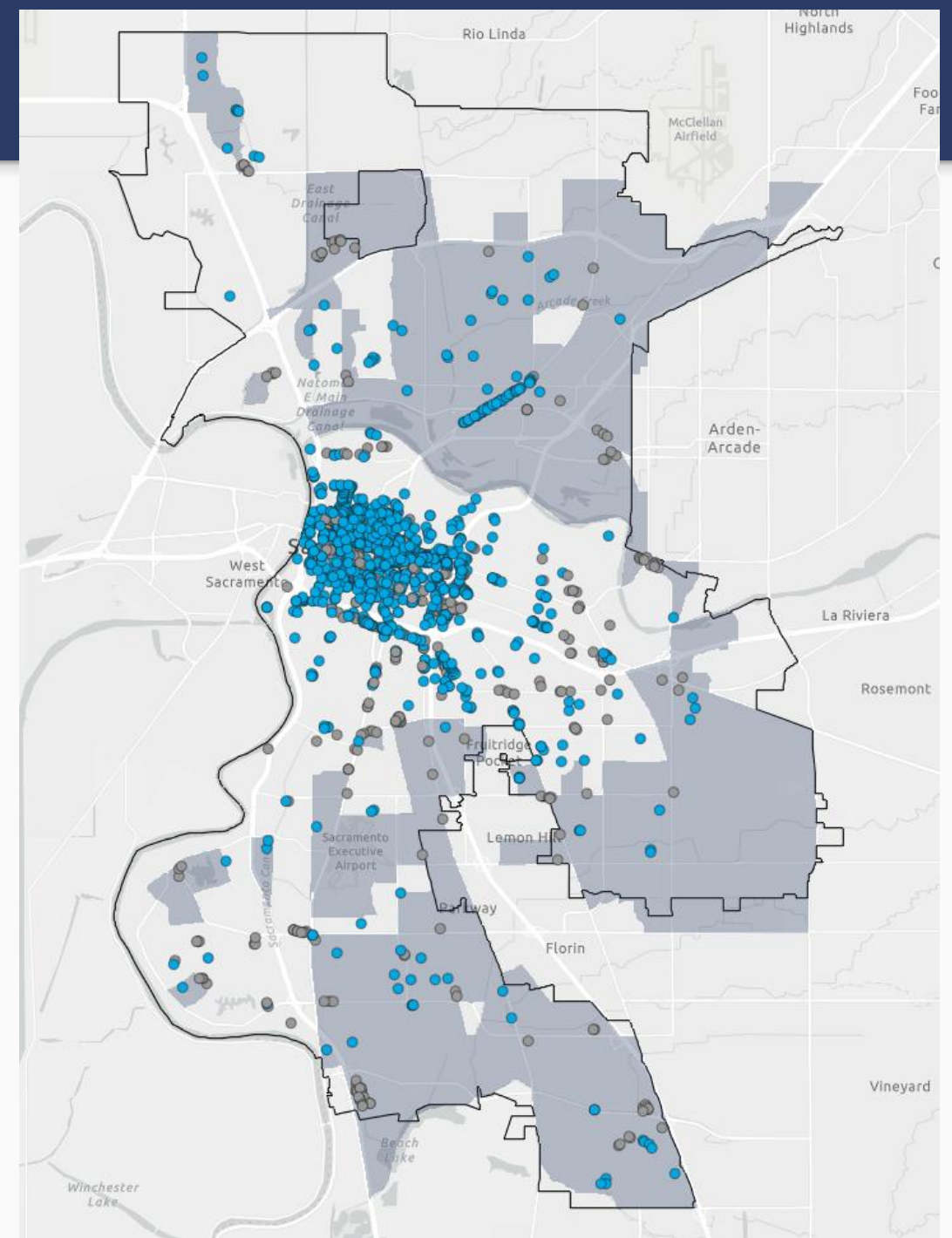
The City of Sacramento **Bike Rack Design and Placement Design Standards** were adopted by City Council in April 2017

- Criteria for bike rack design was informed by the Association of Pedestrian and Bicycle Professional's (APBP) 2015 Essentials for Bike Parking
- 3 rack styles have been chosen for short-term bike parking options
- Placement of racks in the public right of way (ROW) should be placed near the destination they serve, in a visible and well-lit area, and in consideration of site conditions



Challenges for the Bike Parking Program

1. Limited City right of way outside central city
2. Lack of secure, publicly available bike parking



Solutions to Expand Bike Parking



Private Property Pilot

Coordinating with private property owners the city installs bike racks outside the central city where there is limited ROW.



Bike Corral Program

Bike corrals provide on-street bike racks by converting car parking spaces when there is insufficient sidewalk space.



Secure Bike Parking Pilot

Long-term secure bike parking to address bicycle theft and encourage biking.

Secure Bike Parking Pilot

The Secure Bike Parking Pilot will identify locations for long-term, publicly available bike parking.

Pictured: Bike Lockers at the
Capitol



Bike Corral Program

Bike corrals are on-street short-term bike parking. Business and private property owners can sponsor the installation of a bike corral by agreeing to maintain the bike parking spaces.

Pictured: Chocolate Fish Coffee Roasters



Private Property Pilot

The Private Property Pilot helps address the challenge of limited public right of way by working with private property owners to install bike parking in opportunity areas outside the central city.

Pictured: Tallac Village Bike Parking



EVERYWHERE PEOPLE GO

If you want people to ride – they have to get off the bike

EXAMPLES THAT WORK

Staffed, Secured Bike Check. Daily & Events

Events: Sports Stadiums, Farmers Markets

Daily: 19th St Oakland Bart, Caltrain Bike Hub

Secure Bike Parking Rooms – w Bikelink

350+ locations in western states

Eyes on bikes w cameras, yet still there is risk

Policies: Housing & Employment

Policies to require secure bike parking

Must include safety thresholds

Ex: CA Housing grant requirements,

SFMTA Bike Parking Guidelines

Secure Bike Parking + Bikeshare or Transit

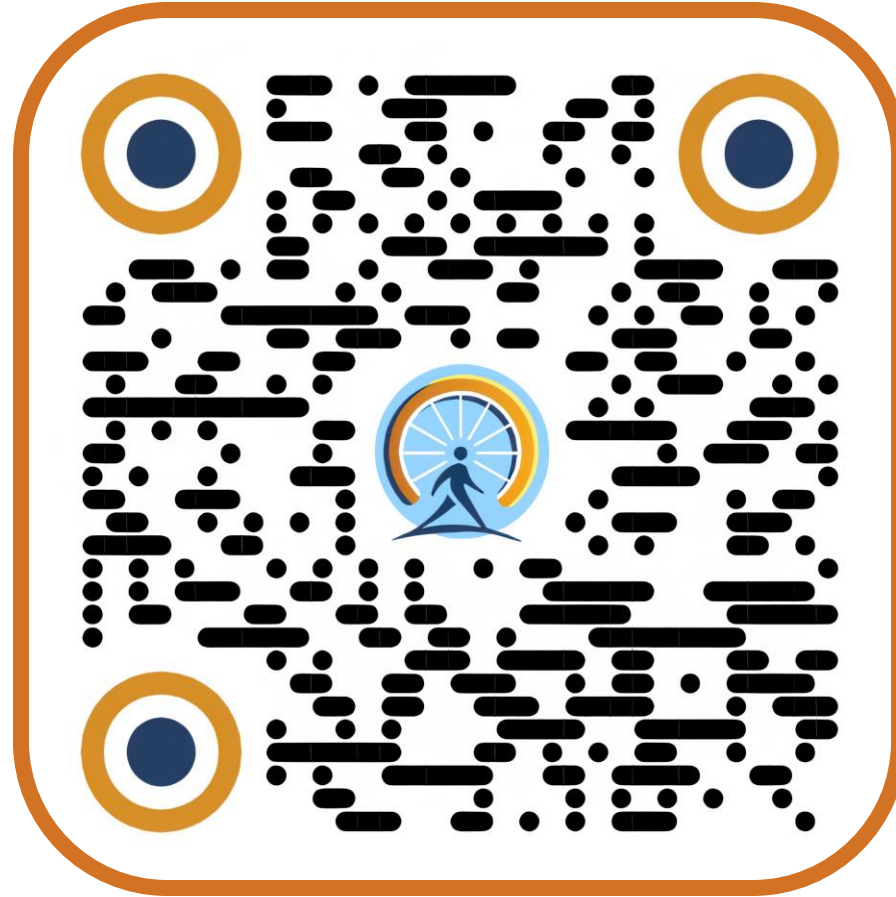
Ride your favorite bike to Secure Bike Parking Station. Then use bikeshare to hop around Downtown to places where it's not safe to park the bike. Return to station, your bike is safe, ride home.

Always Free of Charge

A Dutch principle for bike parking we should all aspire to achieve.

Bikelink is 5 cents per hour.

DAY 1 SESSION SURVEY



Please fill out this short survey to
provide feedback on a session.