

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

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City of Sacramento Bicycle Parking Program 2026 Update

File ID: 2026-01476

Location: Citywide

Recommendation: Review and comment.

Contact: Virginia Morgan, Associate Planner, (916) 808-8520, vmorgan@cityofsacramento.org;
Jennifer Donlon Wyant, Mobility and Sustainability Division Manager, (916) 808-5913,
jdonlonwyant@cityofsacramento.org; Department of Public Works

Virginia Morgan, Associate Planner, (916) 808-8520, vmorgan@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Opportunity Area Map
- 3-Presentation To be Added

Description/Analysis

Issue Detail:

Bicycle Parking Program Update

The purpose of the City of Sacramento Bicycle Parking Program is to expand bicycle parking throughout the city to support bicycling as a viable mode of transportation and advance the City's mobility, safety, and climate goals. The program improves access to destinations by providing convenient, secure, and equitable bicycle parking while supporting first- and last-mile connections to transit and other transportation options. Funding for the program is provided through the citywide Measure A sales tax, with approximately \$60,000 allocated annually.

The Bicycle Parking Program supports several adopted City policies and initiatives, including the City's Bicycle Master Plan, Complete Streets Policy, Vision Zero Action Plan, and Climate Action and Adaptation Plan by encouraging active transportation, reducing greenhouse gas emissions, and improving transportation choices for residents and visitors.

This report provides an update on three initiatives within the Bicycle Parking Program:

1. Community and business requests for bicycle parking.
2. The private property bicycle parking installation pilot.
3. The secure bicycle parking pilot.

Community Requests for Bicycle Parking

Businesses and community members may request free bicycle parking for eligible locations through the City's website at SacramentoBikes.org. Transportation Planning staff review requests based on the following criteria:

- The location must be publicly accessible.
- There should be a demonstrated demand for bicycle parking.
- The site must provide an appropriate installation surface and sufficient space to install bicycle parking while maintaining a minimum six-foot pedestrian path of travel.

Bicycle parking is typically installed on existing concrete sidewalks. Where sidewalk space is constrained, bicycle parking may instead be provided through an on-street bicycle corral. These corrals utilize standard bicycle racks mounted to a steel platform for installation within asphalt and may be located either in an existing no-parking area or by converting a single on-street vehicle parking space.

On-street bicycle corrals require a sponsoring business or organization that agrees to maintain the installation area by removing leaves, debris, and other obstructions to ensure the facility remains clean, accessible, and inviting for users.

Staff continues to evaluate requests citywide and prioritize installations where they will provide the greatest benefit to residents, businesses, and visitors while improving access to commercial districts, schools, parks, transit, and other community destinations.

Private Property Installation Pilot

Historically, bicycle parking has primarily been installed within the public right-of-way. However, Transportation Planning staff identified an opportunity to expand the program into areas outside the central city where public right-of-way constraints-including narrow sidewalks, limited parkways, and existing utility conflicts-often prevent installation.

To address this gap, the City launched the Private Property Installation Pilot in 2023. The program provides bicycle parking at eligible neighborhood-serving destinations located on private property, including grocery stores, restaurants, community centers, libraries, and other community-serving businesses.

Under this pilot, the City coordinates installation of the bicycle rack, after which ownership and long-

term maintenance are transferred to the property owner. The program is intended to encourage bicycle trips to neighborhood destinations while reducing barriers for property owners interested in providing bicycle parking.

Eligible sites must be located within a designated Opportunity Area or a State-designated Disadvantaged Community (DAC).

Opportunity Areas are neighborhoods identified through Sacramento's shared-rideable program where micromobility operators are required to deploy at least 20 percent of their fleet each day to improve equitable access to transportation options. Disadvantaged Communities are identified pursuant to Senate Bill 535 based on environmental, health, and socioeconomic indicators.

Although the program offers bicycle parking at no cost, staff has received relatively few eligible requests. Discussions with business owners have identified several common concerns, including future maintenance responsibilities, potential misuse of bicycle racks, and perceived liability.

To improve participation, staff is developing a targeted outreach strategy that includes direct engagement with businesses, neighborhood organizations, business improvement districts, community centers, and Council offices. Outreach efforts will emphasize the economic, mobility, and environmental benefits of bicycle parking, including increased customer access, support for active transportation, and improved neighborhood connectivity.

Secure Bicycle Parking Pilot

The Secure Bicycle Parking Pilot is intended to provide publicly accessible, long-term bicycle parking at locations where users are expected to park for extended periods, secure bicycle parking is limited, and bicycle theft has been documented or identified as a concern.

The pilot was first presented to the Active Transportation Commission in March 2025 in response to community concerns regarding bicycle theft. Following Commission input, the City issued a Request for Proposals in April 2025. After completing the competitive procurement process, the City executed a contract with eLock Technologies in October 2025 for the installation of up to five secure bicycle parking facilities, together with a two-year maintenance agreement.

The secure bicycle parking facilities, known as **ministations**, are enclosed, shared bicycle parking facilities that provide secure, long-term parking for up to six bicycles. Unlike a traditional bicycle locker, which stores a single bicycle, a ministration accommodates multiple users and is accessed electronically through the regional BikeLink system using either a BikeLink card or the BikeLink mobile application.

Each ministration measures approximately 73 inches in height with an 84-inch by 104-inch footprint and features a manually operated roll-top enclosure. The units are battery-powered with an estimated 10-year battery life and communicate through a 4G/LTE cellular connection, eliminating the need for

electrical service while enabling cloud-based system management and user access.

Potential installation locations are being evaluated using the following criteria:

- Demonstrated community demand based on micromobility trip data and stakeholder input.
- Proximity to long-term destinations where bicycle parking is typically needed for more than two hours.
- Connectivity to bicycle facilities, transit stops, and other multimodal transportation infrastructure.
- Documented bicycle theft activity.
- Site suitability, including a publicly accessible, level area measuring at least 10 feet by 12 feet.

Staff is currently developing a preliminary list of candidate locations and coordinating with community partners, property owners, and installation specialists to confirm final sites. Due to manufacturing delays, installation of the secure bicycle parking facilities is now anticipated to begin in spring 2027.

Following installation, staff will monitor facility utilization, maintenance requirements, operational performance, user feedback, and bicycle theft trends to evaluate the effectiveness of the pilot and determine whether expansion of secure bicycle parking should be considered.

Conclusion

The Bicycle Parking Program continues to expand access to safe, convenient, and secure bicycle parking throughout Sacramento by responding to community requests, partnering with private property owners, and implementing innovative secure bicycle parking solutions. Together, these initiatives support the City's mobility, safety, equity, and climate goals by encouraging active transportation, strengthening first- and last-mile connections, and creating a more bicycle-friendly community.

Staff will continue expanding bicycle parking opportunities citywide, implementing the secure bicycle parking pilot, evaluating program performance, and returning to the Active Transportation Commission with future updates and recommendations.

Policy Considerations:

These programs are consistent with specific goals and policies from the Sacramento 2040 General Plan which promote mobility, safety and enhancing livability, sustainability, and economic vitality:

Goal M-1. An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4 Designing to Move People. In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.10 Community Engagement. The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

M-1.11 Active Transportation. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

Additionally, this is in accordance with the following Council approved plans:

Climate Action & Adaptation Plan (CAAP): This plan will support the City's mode shift goals in the CAAP to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain it through 2045.

Economic Impacts: None.

Environmental Considerations: This report sharing the details of the Bicycle Parking Program is not a project pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15378 (b). The presentation is an administrative activity and not resulting in a direct or indirect physical effects on the environment and is not subject to CEQA pursuant to CEQA Guidelines Section 15060 (c)(3).

Sustainability: The Secure Bike Parking Pilot and Bike Parking Program will provide additional facilities for those biking and scooting around the city, which will help incentivize mode shift and reduce air pollution and greenhouse gas emissions as a result.

Commission/Committee Action: Review and comment.

Rationale for Recommendation: The action requested is for the Commission to review and provide feedback on the City's Bike Parking program.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

City of Sacramento Shared Rideables Opportunity Areas

