Park Smart Spokane

A Student-Led Strategy for Secure Bike Parking

April 2026

GONZAGA UNIVERSITY

Acknowledgements

Gonzaga University

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- ➔ **Scott Starbuck: Gonzaga Religion department professor**

Project Partners

- ➔ **Tyler Kimbrell: City of Spokane Senior Planner**
- ➔ **Jered Sweeney-Demezas: Spokane Bicycle Advisory Board member**

Spokane Bicycle Advisory Board (BAB)

- ➔ **Lauren Pangborn: BAB Chair**

Spokane Community Members

- ➔ **Erik Lowe: Founder and Co-Executive Director of Spokane Reimagined**
- ➔ **Seth Norman: Lead Security Support Specialist for both Providence Sacred Heart Medical Center and Holy Family Hospital**
- ➔ **Drew Redman and Chad Johnson from Spokane Transit Authority**
- ➔ **Kim Stolz: Commute Trip Reduction Coordinator for Spokane County**

Table of Contents

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Zoe (she/her/hers) is a senior majoring in Environmental Studies with minors in Sustainable Business and Sociology. She grew up in Denver, Colorado where her time exploring the outdoors led to her passion in environmental protection. She is interested in public policy, environmental health, and urban planning. In her free time she enjoys spending time by the water, hiking, camping, cycling, and concert-going.

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Claire (she/her/hers) is a senior majoring in Environmental Studies with minors in Sustainable Business and Leadership. She grew up in Portland, Oregon and in her free time enjoys trail running, backpacking in the Cascades, and spending time at the Oregon Coast. Through Claire's work on an AmeriCorps trail crew and as part of the Climate Institute team at Gonzaga, she has become passionate about conservation work and environmental justice.

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Joe (he/him/his) is a senior majoring in Environmental Studies with a minor in Journalism. Born and raised in Chicago, Illinois, he developed a passion for the outdoors during his time as a Boy Scout. At Gonzaga, he pursues interests in conservation, climate education, public land management, trail building and wildland firefighting. In his free time he enjoys mountain biking, rock climbing, and hacky-sacking.

Strategy Purpose

This report outlines a comprehensive bicycle parking strategy for the City of Spokane and was developed by Zoe Hartman, Joe Baranowski, and Claire Cooney in their Environmental Studies capstone course at Gonzaga University. This strategy was guided by strong collaboration with local planning partners, and through it we aim to address a critical yet often overlooked gap in urban transportation planning: the strategic placement and design of bicycle parking facilities.

Bicycle infrastructure is a critical component in designing sustainable urban environments. Although often overlooked by city planners and residents, its many elements play a crucial role in encouraging cycling as a viable means of transportation. On average, bicycles are parked for at least 23 hours a day, according to German and US national household travel surveys (Heinen, 2019), highlighting the necessity to provide secure, weather-protected parking that prevents theft and damage. Without reliable, convenient parking options, even well-developed cycling networks risk being underused. As Spokane works toward increasing cycling ridership to lower carbon emissions and improve public health outcomes, bicycle parking infrastructure must be heavily considered to ensure effective results.

Implementing bicycle infrastructure into an urban landscape can be accomplished in many ways, so having a strategic plan is essential. A strategic plan for bicycle parking outlines whether recommendations prioritize short or long-term storage, as each comes with distinct design considerations around location, security, quantity, and proximity to destinations. For instance, when bicycle parking is thoughtfully integrated with public transportation, a positive feedback loop emerges. This is because bike parking increases accessibility to transit, and increased transit use drives demand for more bike parking (Heinen, 2019). Guided by these principles, our recommendations reflect careful consideration of the tradeoffs between physical security, public visibility, and equitable access across Spokane's diverse neighborhoods.

Ensuring that all community members have equitable access and are included in planning is a serious consideration. Cycling is an affordable, low-carbon mode of transportation that should be accessible to everyone. It has the potential to improve health and social well-being, foster inclusiveness, and increase access to opportunities in cities (Tran, 2021). Yet, equity is consistently overlooked in bicycle planning, leading to an inequitable distribution of bicycle-related investments (Cunha & Silva, 2022). Historically, communities of color and lower-income neighborhoods in Spokane have faced decades of disinvestment in infrastructure and transportation options, so our recommendations are designed with that in mind. By centering equity in our analysis, we aim to ensure improved bicycle parking serves all Spokane residents, not just those in already well-resourced areas.

Research Question

Ultimately, this strategy aims to amplify the importance of thoughtful placement and choice of bicycle parking in Spokane. By examining best practices from other regions, analyzing human behavior around short- and long-term parking, and applying an equity-informed lens to Spokane's specific geographic and demographic context, we offer a set of actionable recommendations for where and how the city should prioritize bicycle parking. This paper is organized around the following central research question: What is the most optimal strategy that identifies appropriate locations for bicycle parking based on equity, economic, and transportation data that will best serve the Spokane community?

Goals

- ➔ **Make Spokane a more bicycle friendly city**
- ➔ **Understand comprehensive needs to recommend optimal bicycle parking locations**
- ➔ **Ensure equitable access to bicycle parking infrastructure**

Intended Audience

- ➔ **City of Spokane**
- ➔ **Spokane Bicycle Advisory Board**
- ➔ **Business owners**
- ➔ **Spokane residents (Park Smart Spokane is a catalog of ideas to spur community demands for bike parking)**

Alignment with City, County, and State Plans

City Level			
Spokane Sustainability Action Plan	Comprehensive Plan (PlanSpokane 2046)	Spokane City Bicycle Master Plan	Connect Spokane
Transportation and Land Use section Strategies 1,4,6	Tentative transportation policy 1-6*	Policy BMP 3	Flexible Services Policy 2.2 System Infrastructure Policy 3.4 Sustainability Policy 1.4

*Climate element policies were approved by Spokane's Climate Resilience Sustainability Board and will now go to Plan Commission for further review.

County Level			State Level	
Spokane County Comprehensive Plan Update	Spokane County Active Transportation Plan	Horizon 2050: Spokane Metropolitan Transportation Plan	Washington Transportation Plan Vision 2050	Washington State Climate Resilience Strategy
CE 1.3 CE 1.4 CE 1.5	Goal 2 Connectivity	Implementation strategies 2, 4, 5, 6	State Policy Goal: Mobility	Strategy 7

Background on Need for Bike Parking

Bicycle infrastructure is a critical component in designing sustainable urban environments. Many studies show that proper bicycle parking has tangible economic benefits within communities. For example, when curb space is converted from a single car parking spot to bike parking, commercial spending in surrounding areas increases by 52% (National Association of City Transportation Officials, 2016).

In Spokane, strategies for bicycle parking have been historically limited, with the 1976 Bikeways Plan and the 2017 Bicycle Master Plan being the main guides for infrastructure and planning. These strategies were developed in collaboration with the City of Spokane's senior

urban planners and the BAB. These planners have been working hard to turn their vast visions into reality, and center the city's sustainability goals on bicycle infrastructure.

Despite the significance of bicycle parking infrastructure, it is often kept as an afterthought of urban planning, partially due to the lack of "suitable indicators for measuring equity progress in transportation…which ultimately induces an inequitable distribution of bicycle-related investments," (Cunha, I., & Silva, C. 2022). Additionally, when studies do address bicycle parking and try to predict the demand for infrastructure, they "have not considered facility type and location…which is critical to meeting user needs, especially in scenarios with multiple parking options, such as on university campuses…" (Kohlrautz, D., & Kuhnimhof, T. 2024).

With that being said, it is required to balance many complex factors when designing an effective parking strategy. The foundation is determining the need for short-term versus long-term facilities. Short-term parking is ideal for areas with retail, restaurants, or errands, prioritizing proximity to the destination, accessibility, and efficiency. Example areas in our surveys include Garfield District, Brownes Addition, and Liberty Park. On the other hand, long-term parking would be more suitable for employers or commuters and would require a greater emphasis on theft prevention and weather protection. Typically, enclosed storage boxes with a lock system and space for bicycle accessories are widely accepted. There are already long-term bike boxes in front of City Hall, but a higher abundance of the units throughout Riverfront Park and at the Plaza would be necessary.

The strategic placement of storage facilities must consider visibility within destinations, security, and proximity to entrances of locations. An ideal location would be near an entrance, safe from cars and other obstructions, and mostly visible when locked. This strategy would be more feasible with short-term parking, as it is more unsafe than long-term. Related to this, planners must keep in mind the design of parking spaces. It is important to consider parking density and which types of facilities are able to fit more bikes in limited spaces, while accommodating for a variety of bicycle types with accessories. Additionally, implementing parking near public transportation creates a 'positive feedback loop' which encourages multimodal users and drives the demand for more types of parking.

Finally, the two most critical factors to implement are equity & social inclusion and economic impacts. Equitable distribution of facilities must include areas of historical disinvestment and communities of color to ensure fair access to opportunities, health benefits of cycling, and the ultimate goal of low-carbon transportation for all. Economically, bicycle parking in general significantly increases commercial spending in surrounding areas, as mentioned previously.

Methods

Our approach to Park Smart Spokane started in September when we started our Environmental Studies and Science capstone course and were assigned this project. Upon meeting our project partners Tyler Kimbrell, a senior planner for the City of Spokane, and Jered Sweeney-Demezas, a Bicycle Advisory Board member, we were given a scope of work document which outlined a timeline of tasks and deliverables involved in our final bicycle parking strategy. After reviewing this document and tailoring it to our capstone course requirements, we had an organized path forward for completing our project in the allotted timeframe (September 2025-April 2026).

Below is the list of actions we took to fulfill our scope of work:

Task #	Action	Date
1	Initial research and data collection	September 2025 - December 2025
2	Best practices review	September 2025 - December 2025
3	Consulting community members	September 2025 - March 2026
4	Equity analysis	January 2026
5	Field surveys to target areas and selecting recommended locations	January 2026
6	Strategy development	February 2026 - April 2026
7	Presenting strategy to BAB	April 2026

To accomplish our goal of identifying appropriate locations in Spokane for bicycle parking, we started by reviewing existing City of Spokane planning documents, transportation plans, and bicycle master plans. Although no current comprehensive data set or map exists of Spokane's bike racks and long-term storage facilities, reviewing existing data on where ridership is highest in the city was helpful in our researching phase. Some of these data sets include:

- WheelShare interactive map
- Spokane Regional Transportation Council Data Hub
- Data from the City of Spokane Racially Disparate Impacts Analysis
- City of Spokane Bicycle and Pedestrian Data Explorer

- Data set we received from Kim Stolz of Commute Smart NW that shows ridership of Spokane's biggest employers as well as CO2 and GHG emissions avoided, money saved, and a few more data points
- City of Spokane Bicycle Level of Traffic Stress (LTS) interactive storymap
- City of Spokane Displacement Risk Map (2025)
- Highest and Lowest Income Areas in Spokane, WA maps by Best Neighborhood

Data sets are certainly useful in understanding the current state of bicycle infrastructure availability, but they only tell part of the story. Engaging with the Spokane community was essential to understanding where long-time Spokane residents have identified gaps in bicycle infrastructure, particularly bicycle parking. We learned from community members by attending monthly BAB meetings and meeting with community members directly. These included Lauren Pangborn (chair of the BAB), Erik Lowe (founder of Spokane Reimagined), Drew Redman and Chad Johnson (STA staff), Seth Norman (Lead Security Support Specialist for both Providence Sacred Heart Medical Center and Holy Family Hospital), and Dr. Scott Starbuck (professor at Gonzaga University). Meeting with these community leaders helped us to identify gaps in existing Spokane bicycle parking infrastructure and guide our field surveys in which we visited our target areas to inventory current bicycle parking infrastructure. Our initial research also included a best practices review where we researched national and international best practices in bicycle parking, identified facility types that provide security, convenience, and weather protection, and evaluated costs of these facility types.

Another aspect that informed the target areas we visited to make recommendations for bike storage was equity and ensuring fair distribution of bicycle parking facilities. To include equity in our selection process, we made a goal for half of our recommendations to be in historically underserved communities. We recognize that not all historically underserved areas are in need of more bicycle parking due to many factors, but prioritizing underserved areas for consideration increases equity. We used the City of Spokane Displacement Risk Map (2025) to determine which of our recommendations are within high or low risk areas because living in an area with high displacement risk is also associated with significant social, health, and economic hardships (*Understanding Housing Displacement Risk*). We also reviewed income level data through Best Neighborhood and the lowest income areas overlapped greatly with the highest displacement risk areas. After reviewing data sets and conducting field work, we determined that 6/7 of our recommendations are located in areas designated with the two darkest blue, indicating high displacement risk and 5/7 of our recommendations are located in low income areas.

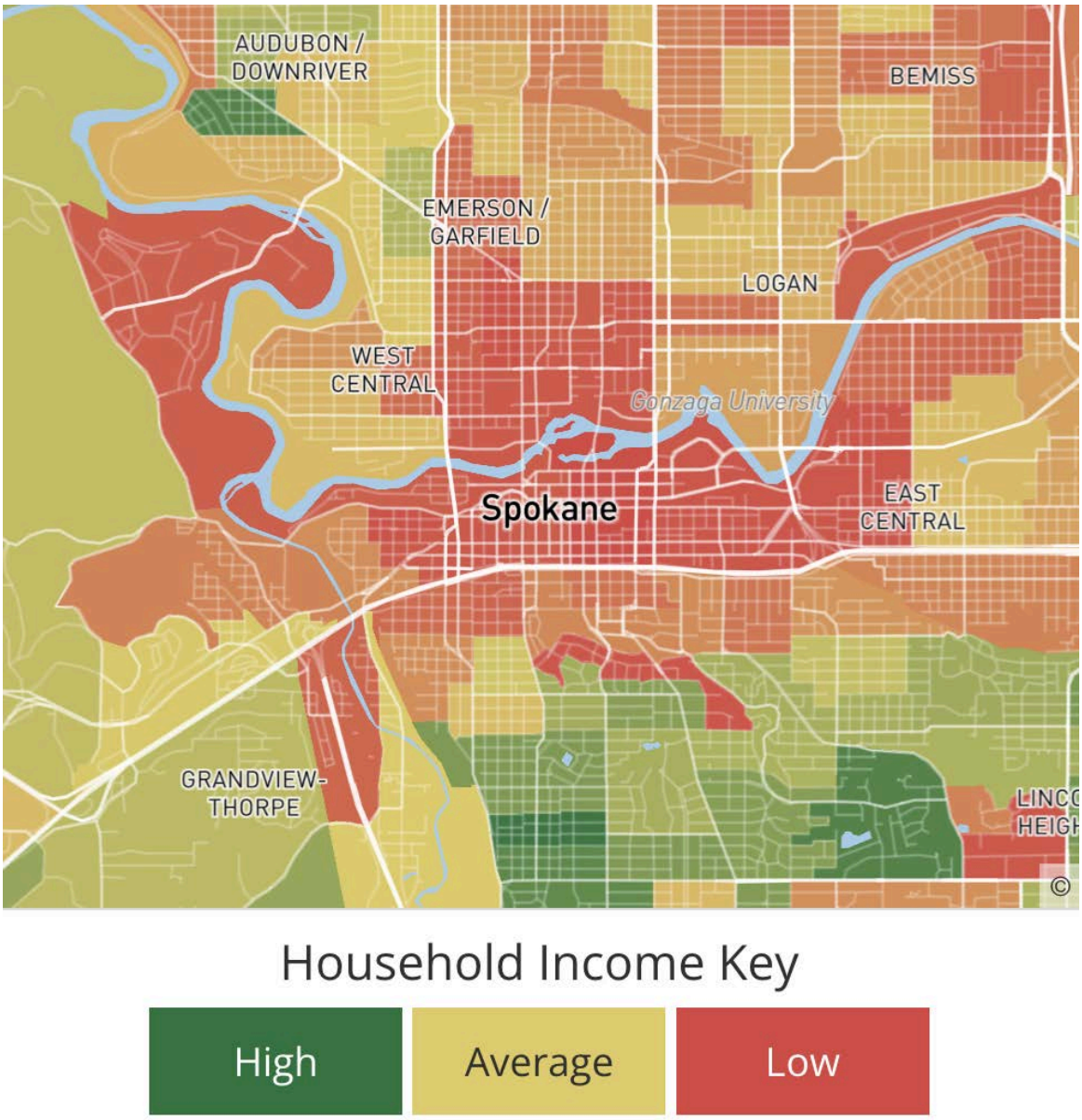

Figure 1: Screenshot of the [Best Neighbor] Spokane household income map.

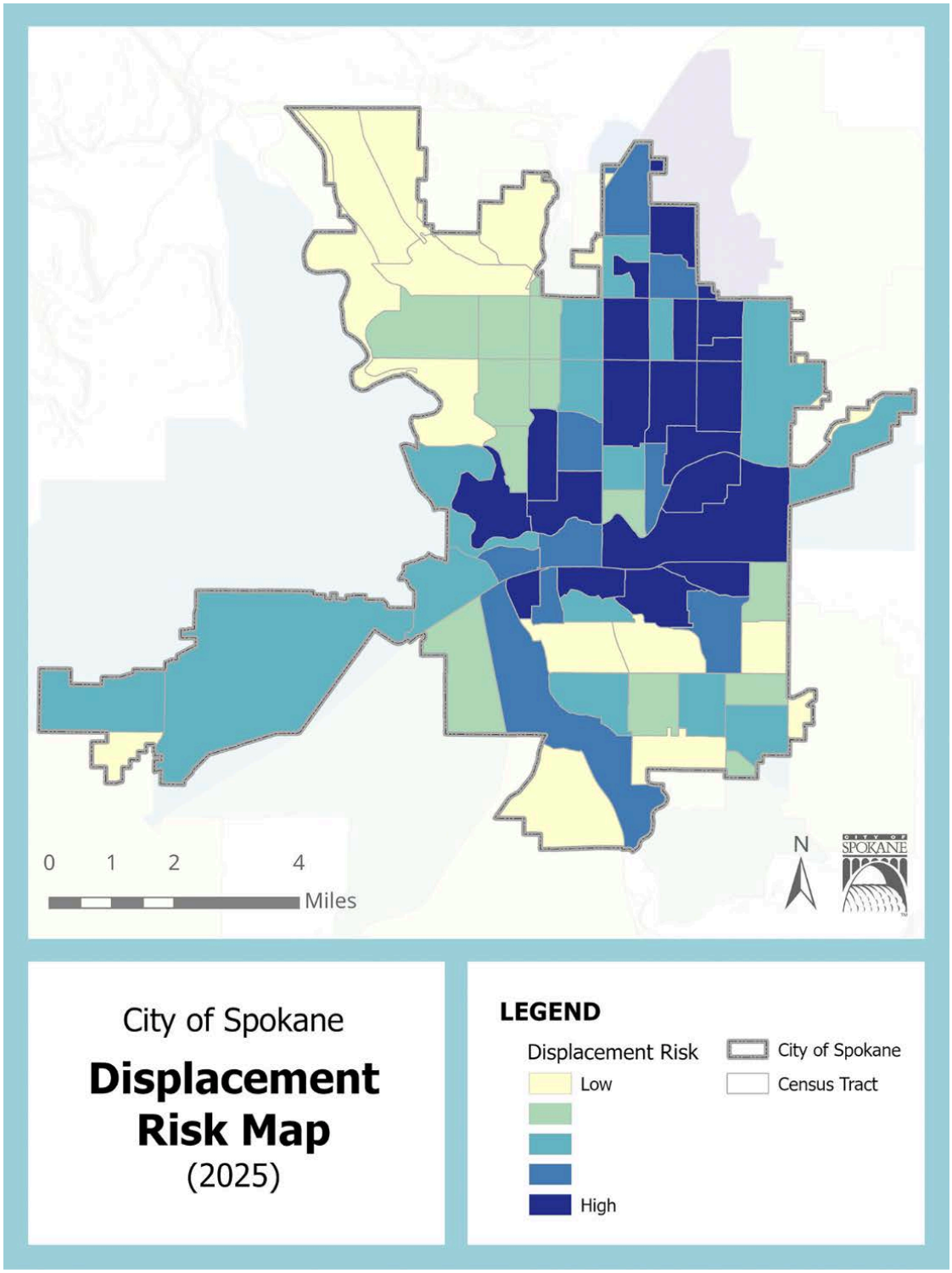

Figure 2: Screenshot of the [City of Spokane Displacement Risk Map (2025)].

Informed by our research and field surveys, we developed this final citywide bicycle parking strategy which summarizes our findings. We edited our strategy with the feedback from our project partners and presented our strategy to the BAB at their April 21st meeting. Throughout this project we also managed assignments for our associated Gonzaga Environmental Capstone course such as creating a client contract, work plan, literature review, white paper, and a poster summarizing our strategy.

Recommended Locations

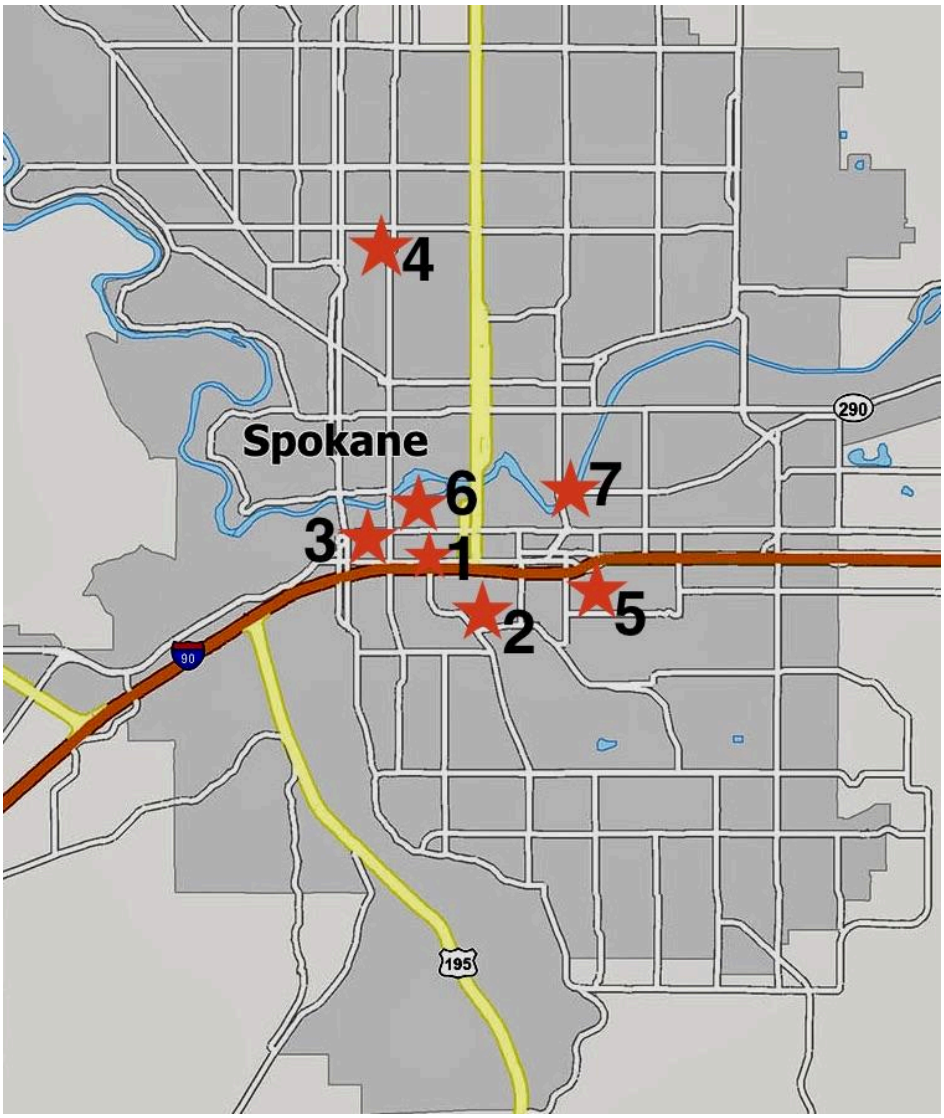

Figure 3: Recommended Bike Rack Facilities (Base map provided by GIS Geography)

1. The Plaza

Overview of existing infrastructure:

The Plaza is the main public transportation hub in Spokane. More than half of STA bus routes connect here. Annual bus ridership tops over 10M trips. The STA is one of the main sources of transit for many students, employers/employees in the city, and tourists. Existing short-term racks surround the entire facility, but more parking would be needed to accommodate multi-modal users.

Figure 4: Existing short-term racks next to one of The Plaza's entrances.

Our recommendation:

- On the east side of The Plaza, on Wall St, is a decommissioned designated smoking zone, which would be ideal for short-term racks.
- Inside of The Plaza are some vacant storefronts and other spaces that could be used for long-term storage units.

Who will benefit:

- Commuters
- STA employees
- Businesses inside The Plaza

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2. Sacred Heart Medical Center

Overview of existing infrastructure:

The medical district on Spokane's south hill is one of the biggest employers in Spokane, thus increasing ridership here will have many benefits. Long-term, highly secure cages would be best here because many employees are using e-bike's, especially considering the medical district being situated around hills. The hospital's campus currently has three existing cages, with the goal of getting one in all five of their parking lots. This helps their commute trip reduction program, which is required for all businesses over 100 employees.

*Figure 5: Existing short term bike parking intended for visitors.**

*Figure 6: Existing long- term bike cage for employees.**

*Figure 7: Existing long- term bike cage for employees.**

*Racks not compliant with the current [2024 Bicycle Parking Guidelines]

Figure 8: Red star locates the long-term bike rack recommendation at Sacred Heart Medical Center.

Our recommendation:

Recommendation includes a new long-term, secure bike cage. Other biking infrastructure would go a long way here as well such as e-bike charging, tire pumps, wall mounting for increased space efficiency, and more. There are already 3 of these cages on the hospital's campus, so implementing a similar one would come out to approximately $10,000 for a new bike cage.

Who will benefit:

- There is a monetary bonus for employees who bike because of its lower climate impact. So giving them access to better developed cycling infrastructure would further encourage this behavior.
- The City of Spokane's commute smart NW program (See figure 9).
- Employees with nicer bikes.

Area	Worksite Name	Mode	Mode Participants	Days Used	One Way Miles Not Driven	CO	CO2	GHG	Trips Saved	$ Saved
South/Medical	Inland Imaging Business Associates	Bike	5	69	190	6.27	182.3	191.8	69	$108.24
South/Medical	MultiCare	Bike	13	402	1023	33.77	982.27	1,033.43	402	$583.22
South/Medical	Northwest Orthopaedic Specialists	Bike	5	90	445	14.67	426.82	449.05	90	$253.42
South/Medical	Providence Sacred Heart Medical Center	Bike	66	2,118	15095	498.13	14,490.91	15,245.65	2,118.00	$8,603.98
South/Medical	Providence St. Lukes Rehab Medical Center	Bike	7	270	788	25.99	756	795.38	270	$448.88
South/Medical	Shriners Hospital	Bike	7	325	1064	35.12	1,021.63	1,074.84	325	$606.59

Figure 9: Data showing bike participants by area 2025-2026.

3. Browne's Addition

Overview of existing infrastructure:

Browne's Addition is a vibrant and historic neighborhood with restaurants, parks, and views of Hangman Creek and the Spokane River. Residents of the neighborhood have quick access to the Centennial Trail, Fish Lake Trail, and Downtown, making the area especially appealing to cyclists. The heart of Browne's Addition is Cannon St & Pacific Ave, where there are an abundance of businesses and restaurants.

Figure 10: Current infrastructure outside of The Elk.

Figure 11: Movable bike rack outside of The Elk.

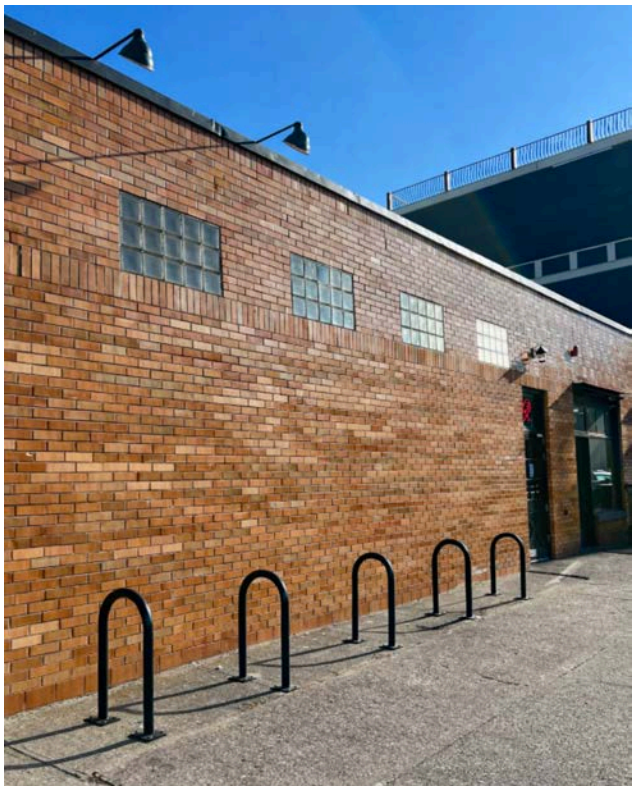

Figure 12: ChatGPT generated image of the west side of Elk House with our recommended short-term racks.

Figure 13: Bicycle unsafely parked outside of Pacific Pizza.

Our recommendations:

1. Renovating the racks in front of The Elk (The black racks in Figure 10 are sufficient, but surrounding racks are easily removable and unsafe).
2. Adding racks on the west side of The Elk.

Who will benefit:

- Business/restaurant owners & employees
- Customers
- Local residents

4. Garland District

Overview of existing infrastructure:

The Garland District is a community-driven neighborhood on the northside of town. With various small businesses, restaurants, bars, and local landmarks such as the Garland Theater. More bicycle infrastructure is necessary in this area to increase the amount of people who will choose to commute here via cycling. Its proximity to residential areas and dense clusters of local destinations makes it ideal for abundant bicycle infrastructure. This could include business employees, but is mostly geared towards consumers who would be dining at a local restaurant, thrifting, or seeing a movie. Furthermore, Garland Avenue is near a section of the 27 by 2027 Spokane Urban Mobility Network project, a plan to interconnect 27-miles of city streets to cyclists and pedestrians, so increasing cycling infrastructure here makes sense.

Figure 14: Existing bike rack outside of The Garland Theater.*

Figure 15: Existing covered bike rack on the corner of N Lincoln St and W Garland Ave.

*Rack not compliant with the current 2024 Bicycle Parking Guidelines

Our recommendation:

1. Updating the bike parking outside of Garland Theater
    a. Outdated, does not comply with [2024 Bicycle Parking Guidelines]
2. A secure short-term rack outside of Mary Lou's Milk Bottle where the car lane merges and is sectioned off with bollards

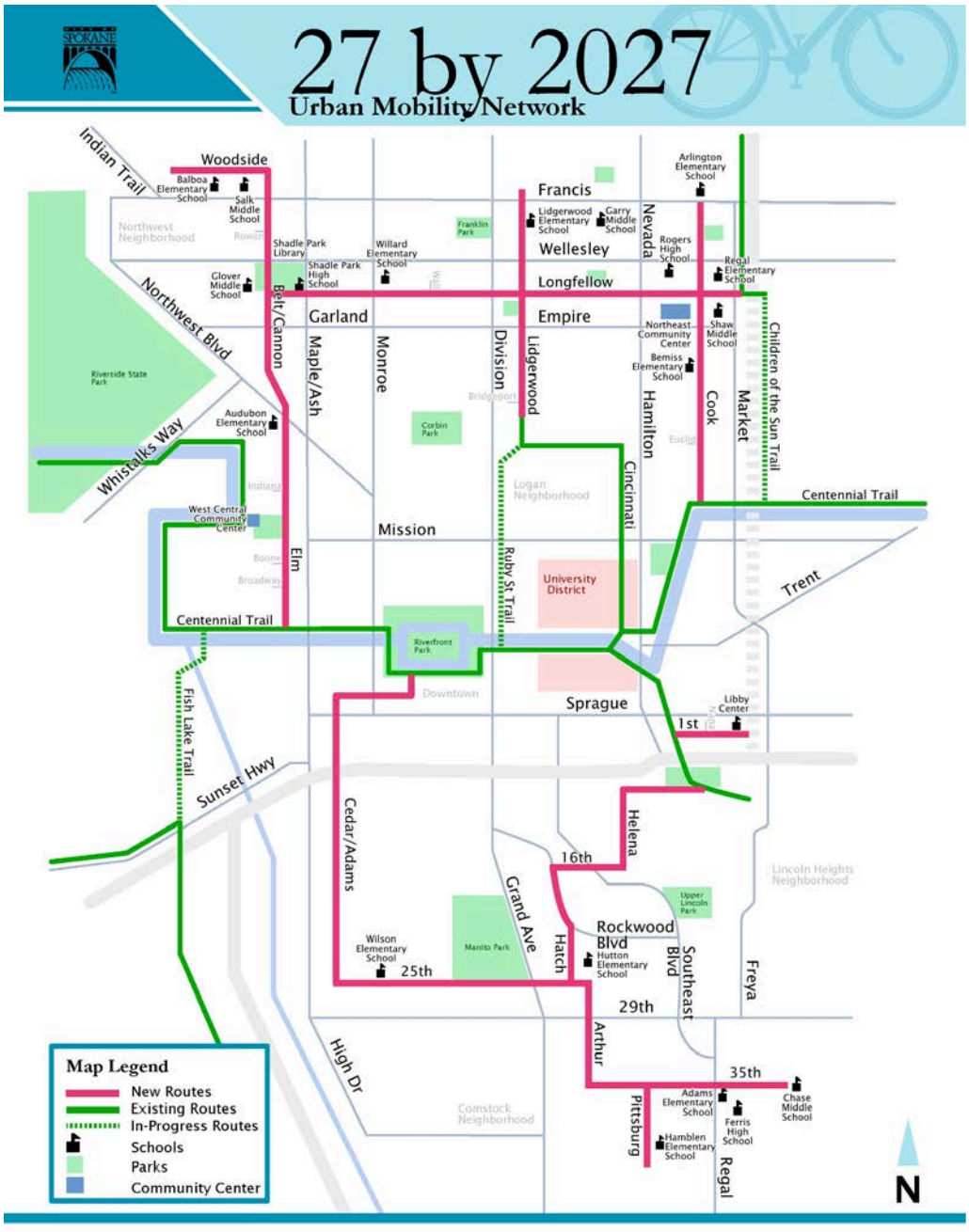

Figure 16: [27 by 2027] map.

Figure 17: Red star locates the Garland District short-term bike rack recommendations.

Who will benefit:

- Customers who prefer to bike
- Residents
- Local businesses (see economic considerations)

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5. Liberty Park

Overview of existing infrastructure:

Liberty Park is a well-used neighborhood park in Spokane that serves as both a recreational destination and an important connection point for active transportation. The park provides direct access to regional trails, including the Centennial Trail and the Ben Burr Trail, making it a convenient corridor for cyclists and pedestrians traveling through the area. In addition to its connectivity, Liberty Park hosts a variety of community amenities, such as the Liberty Park Library, Liberty Aquatic Center, a disc golf course, and a playground located near the library, all of which contribute to consistent daily use by families, students, and recreational visitors. While there are conveniently located short-term bike parking options near the library, aquatic center, and disc golf course, there is no bike parking available at the playground. This presents an opportunity to improve functionality and user experience by installing visible, short-term bike racks near the playground, allowing parents and guardians to easily monitor their bicycles while supervising children. Enhancing bike parking in this way would support safe, convenient, and family-friendly active transportation within the park.

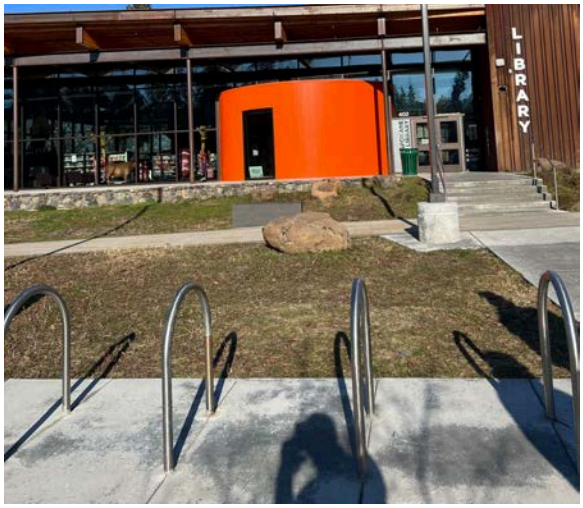

Figure 18: Existing bike racks in front of the Liberty Park Library.

Figure 19: Existing bike racks next to the parking lot of the Liberty Park Disc Golf Course.*

Figure 20: Existing bike racks in front of the Liberty Park Aquatic Center.*

*Racks not compliant with the current [2024 Bicycle Parking Guidelines]

Our recommendation:

Short-term bike parking at the playground which is just west of the library.

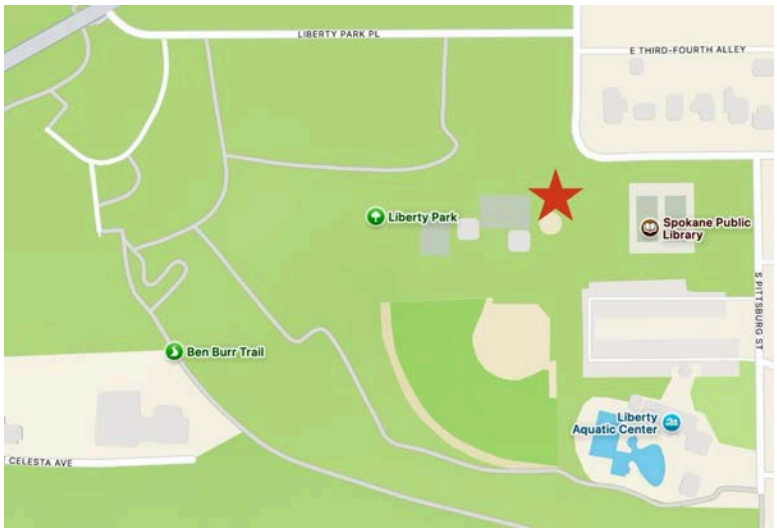

Figure 21: Red star locates the Liberty Park bike rack recommendation.

Figure 22: Current photo of Liberty Park playground before recommendation.

Figure 23: ChatGPT generated image of Liberty Park playground with our implemented recommendation.

Who will benefit:

- Primarily parents, guardians, and children utilizing the playground.
- Anyone using Liberty Park amenities.
- Users of the STA bus route 94.

6. Riverfront Park

Overview of existing infrastructure:

Riverfront Park is a central public urban park located in the heart of Spokane, serving as a key recreational and transportation hub for residents and visitors alike. The park offers extensive walkable and bikeable pathways that connect to major attractions, downtown destinations, and nearby commercial areas, making it a highly accessible and heavily used space. While Riverfront Park currently provides short-term bike parking options compliant with the 2024 Bicycle Parking Guidelines, it lacks dedicated long-term bike storage facilities. Additionally, existing infrastructure does not consistently provide the level of security needed for extended parking durations, making it less suitable for commuters or visitors who need to leave their bicycles for longer periods. This gap presents an opportunity to enhance the park's role in supporting active transportation through the implementation of secure, long-term bike parking.

Figure 24: Existing bike racks outside of the Numerica Skate Ribbon.

Figure 25: Existing bike racks on N Post St.

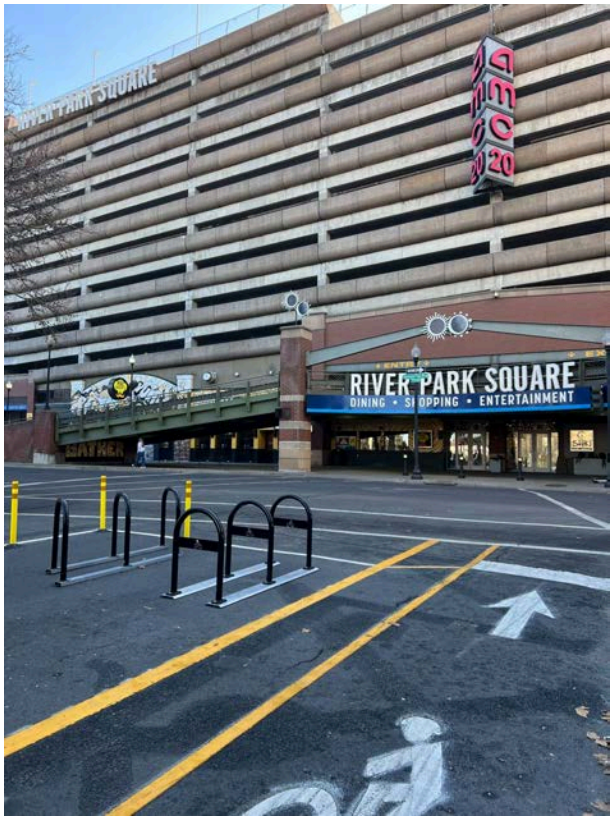

Figure 26: Existing bike racks on N Post St that support traffic calming.

Figure 27: Rarely used existing bike rack outside of City Hall.

Figure 28: Existing bike lockers outside of City Hall for City employees.

Our recommendation:

1. Long term parking facility adjacent to the Numerica SkyRide.

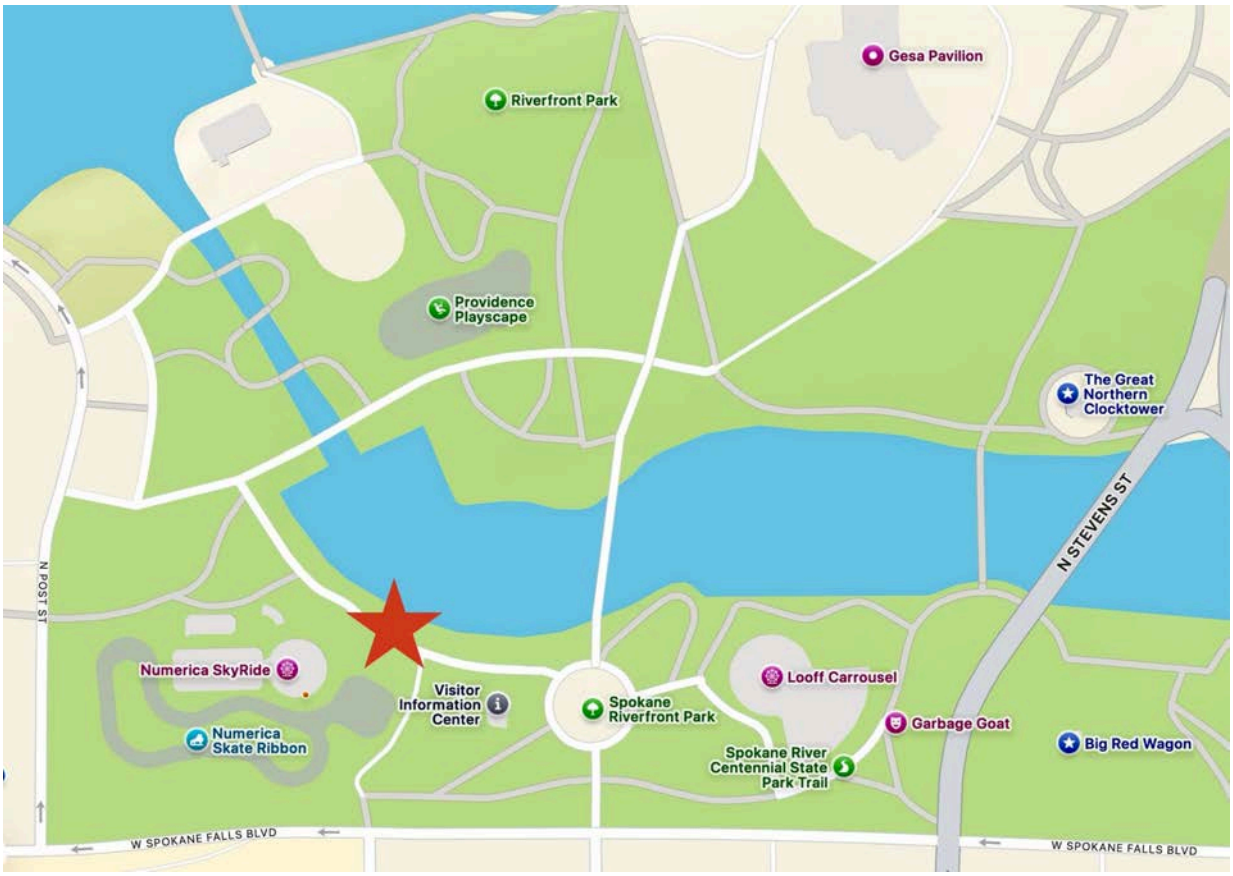

Figure 29: Red star locates the Riverfront Park long-term bike rack recommendation.

Figure 30: Current photo of Riverfront Park before recommendation.

Figure 31: ChatGPT generated image of Riverfront Park with our implemented recommendation featuring helmet lockers, a repair station, and covered racks for up to 30 bikes.

2. Short term parking outside of the Providence Playscape where parents will likely be close by their bikes, eliminating the need for long term storage.

Figure 32: Red star locates the Riverfront Park short-term bike rack recommendation.

Figure 33: Current photo of Providence Playscape before recommendation.

Figure 34: ChatGPT generated image of Providence Playscape with our implemented recommendation.

Who will benefit:

Long term facility:

- Workers commuting to the downtown area.
- Visitors and tourists.
- Residents with nicer bikes not wanting to risk security with.

Short term facility:

- Parents, guardians, and children who bike to the Providence Playscape.

7. Global Neighborhood Thrift Area

Overview of existing infrastructure:

The global neighborhood area is a hustling area near the campus of Gonzaga University made up of various small businesses, restaurants, and bars including NoLi Brewhouse, Evergreen Gear Exchange, Global Thrift, PureBarre, and more. This area is also right next to the Centennial and Ben Burr trails, where many people are riding their bikes. Where there is other bicycle infrastructure, there must also be bike parking. This area currently has none, with people often locking their bikes to the fence. Placing bicycle infrastructure is necessary in this area to increase the amount of people who will choose to commute here via cycling and support the high amount of people who already do. This could include business employees, but is mostly geared towards consumers who would be dining at a local restaurant, thrifting, or going to a workout class.

Figure 35: Picture emphasizing lack of infrastructure outside of NoLi Brewhouse.

Figure 36: Picture showing large empty platform outside of Global Thrift.

Our recommendation:

- A secure short-term rack outside of NoLi
- A secure short-term rack on the platform outside of Global Thrift
    - There is a lot of unused space on the platforms where a bike rack could go, but carrying a bike up the stairs might be a barrier for people- especially with heavier bikes. An additional consideration might include adding a bicycle stairway or ramp to improve accessibility.

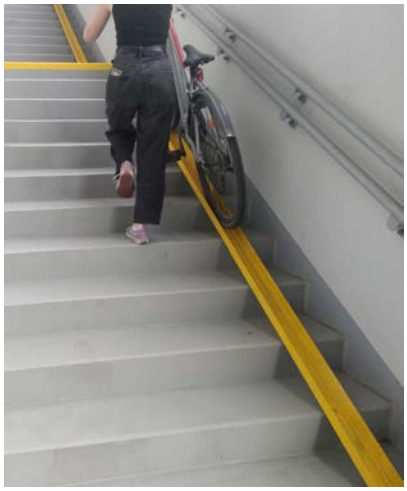

Figure 37: Bike-friendly stairway example.

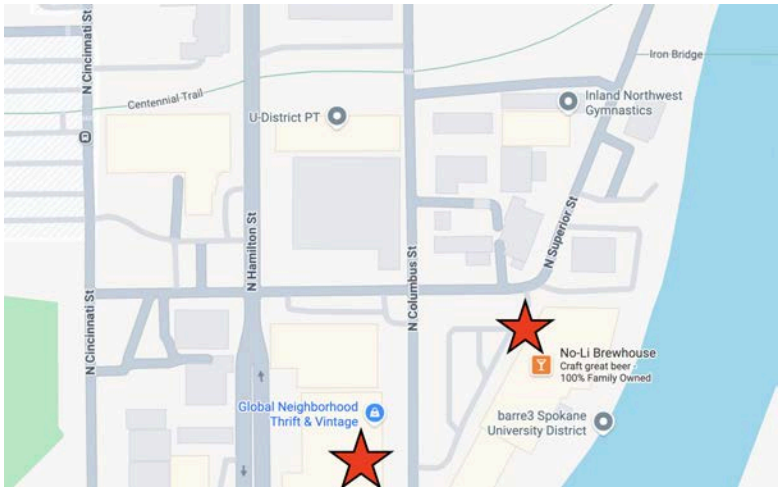

Figure 38: Red star locates the short-term bike rack recommendations in the Global Thrift Neighborhood.

Who will benefit:

- Customers who prefer to bike
- Residents
- Local businesses (see economic considerations)

Economic Considerations

Our project aimed to find what the most optimal strategy for identifying bicycle parking was based on various considerations, one including economic data. Proper bicycle parking delivers tangible, far-reaching economic benefits for communities yet many cities still lack adequate facilities, discouraging people from incorporating cycling into their daily lives. Understanding economic considerations for bicycle infrastructure is **essential** for making smarter urban development decisions. The financial benefits are seen at many different levels. At the city level:

- Investing in bike parking reduces the need for expensive car parking structures, lowers public safety costs by reducing traffic accidents, and cuts road maintenance expenses because heavy vehicles are a primary driver of pavement wear and pothole formation (Sportsworks).

Furthermore, at the individual level:

- Cyclists face lower travel costs, freeing up more disposable income to spend at local businesses (Sportsworks).

This can notably help local economies:

- When curb space is converted from a single car parking spot to bike parking, commercial spending in surrounding areas increases by 52% (National Association of City Transportation Officials, 2016). Research consistently shows that converting even a single car parking space, (which can be 180 sq ft not including drive aisles and other car considerations) into bicycle parking can increase surrounding retail revenue by up to 78% (Sportsworks). In the greater Portland area, cyclists were found to spend more per month at local businesses than drivers, a direct result of having more money freed up from lower transportation costs. Boulder, Colorado alone sees an estimated $52 million in annual economic activity tied to its local bicycle industry (Flusche).

Moreover, business owners have taken notice. National surveys show that business owners consistently advocate for more bicycle parking, citing its measurable positive impact. It is clear that communities that invest in walkable, bikeable infrastructure also see increases in residential property values, adding yet another layer of economic return. Also, people who ride bikes save their company money on healthcare costs (Flusche).

These economic benefits clearly demonstrate that bicycle parking is not just helpful for the individual cyclist, rather it is a **high-return infrastructure investment**. Sustainable infrastructure

like bicycle parking must be invested in for a healthier and more connected future. It is not only a smart business decision, but a necessary one in future urban development projects.

Potential Partnerships

City of Spokane and PlanSpokane 2046	Essential partner for permitting, maintenance, and installing bike racks within municipal code. PlanSpokane 2046 is leading the Comprehensive Plan update and can prioritize increased bike parking policies.
Spokane Transit Authority (STA)	Essential for expanding bike parking near transit hubs and park-and-ride lots.
Spokane Parks and Recreation	Many bike racks are located in and around parks so collaborating with parks for our recommendations is essential.
Spokane Regional Transportation Council (SRTC)	This organization can prioritize funding and planning for bicycle parking.
Spokane Bicycle Advisory Board	Provides advice and direction to the City Council and all departments and officers of the city on matters relating to bicycling and to raise public awareness of bicycling issues.
Commute Smart NW	Spokane County's commute trip reduction program. This organization offers incentives for residents that commute to work and their data about ridership for many Spokane employers is valuable for tracking CO2 and GHG emissions avoided, as well as gas money saved.
Spokane School Districts	In charge of Safe Routes to School (SRTS) initiatives which can involve bike parking.
Local Universities	Collaborating with local universities is a great way to get students excited about biking as a means of commuting, and if universities have quality bike parking options, a positive biking culture can be facilitated. Providing students with opportunities and agency to participate in decision making around proposed bike infrastructure empowers them to advocate for bikable cities wherever they live

	after college. Gonzaga University has a program called Green Fund which enables financial support for student-led sustainability efforts across campus. Currently, Gonzaga is in the process of implementing a student-led application for covered, secure bike parking.
Transportation and urban-planning focused non-profits such as Spokane Reimagined.	Non-profits can fill in the gaps of work that the City is unable to accomplish. For example, Spokane Reimagined is an initiative in Spokane proposing to repurpose existing rights of way to improve Spokane's connectivity. In relation to biking specifically, this organization advocates for free bike parking lockers throughout downtown.
Businesses	Spokane businesses have an opportunity to offer bike parking outside of their establishment through requesting bike racks via an online form.
Neighborhood councils	These local groups know where bike parking and infrastructure is needed in their community.

Potential Funding Sources

City of Spokane Bike Rack Program	This program allows Spokane residents and business owners to fill out an online form for requesting free bike rack installation near their business or commercial areas. The City of Spokane's shared mobility program for e-scooters and e-bikes, operated by Lime, funds these bike racks.
Washington Climate Commitment Act (CCA)	The CCA works to cap and reduce greenhouse gas emissions in Washington through various projects and programs. Ensuring secure and accessible bike parking is one way to reduce GHG emissions from vehicles.
Participatory budgeting (PB)	PB is a democratic process which gives community members the power to decide how to spend a portion of a city budget. Currently,

	Spokane has $650,000 to conduct a participatory budgeting process from March 2026 - June 30, 2027, and $1,600,500 to divide between selected projects. This program is administered through the Washington Department of Commerce and the projects must promote either decarbonization, resiliency, or both. Increasing the availability of secure bicycle parking meets this requirement because it decreases the need for driving.
Avista Foundation	Created in 2002 and has given more than $13 million to non-profit agencies throughout four western states. Their investments focus on a few different areas including economic and community vitality proposals and environmental proposals which bike parking could fall under.
City of Spokane	Currently the City of Spokane invests in bicycle-oriented projects such as the Bicycle Priority Network and with money from grants like the $9.6 Million Safe Streets Grant, but there is not a focus on bike parking. With more bike parking recommendations and advocacy, city employees may apply for more grants, and the Spokane City Council has the potential to approve funding for more bike parking.
Washington State Department of Transportation (WSDOT) grants and awards	WSDOT plays a key role in supporting community-based public transportation, and they have some specific programs specific to biking such as: ● Pedestrian & Bicycle Program ● Safe Routes to School Program
Federal funding through the U.S. Department of Transportation	The U.S. Department of Transportation has pedestrian and bicycle funding opportunities available on a published table last updated October 17, 2025.
The League of American Bicyclists Community Spark Grants	These grants were launched in 2022 and they “support the growing number of local grassroots changemakers and organizations nationwide working to improve their communities through better bicycling with $2,000 mini-grants”
Innovia Foundation	“The Innovia Foundation works closely with nonprofit organizations and others throughout the region to identify and respond to a wide

	range of community issues and opportunities." In order to be eligible, applicants must be registered 501(c)(3) organizations which could be an opportunity for nonprofits in the Spokane area to receive funding for bike parking at the location of their establishment or in their communities.

Challenges and Barriers

In conducting this strategy plan, we ran into many challenges. In this project, we worked with the city of Spokane, and aimed to act as a consulting agency for bicycle parking strategy. At first, our project started off vague and our group struggled with what direction we wanted to take it in. It was a challenge to determine the extent of our roles because we want to do the best we could so that this project and our recommendations could come into fruition.
As students, we had a lack of existing knowledge of urban transportation planning and local policy. However, we are also very passionate about this project and met with various stakeholders to be able to provide a more in depth understanding of the city of Spokane's needs. We took on the roles of being young advocates for the change we hope to see. Sometimes we struggled with wanting to know more information but ultimately realized our roles as students, not city employees.

Moreover, our group has a clear passion for cycling, and have spent hours of leisure time exploring Spokane's bike paths and biking around our local neighborhood, the Logan. So although we were starting with little to no background information on cycling infrastructure or what goes into determining bike parking, we had background knowledge on where we would like to see parking from a local cyclist and student perspective.

Additionally, in conducting our various site visits to our potential recommended locations, we noticed limited space in areas that would be otherwise ideal and had to contemplate which locations made the most sense. For example, one of our ideas for a location was at the One Spokane Stadium. However, after conducting a field visit at the stadium we noticed a lack of space for bike parking and noticed many other bike parking less than a five minute walk away, such as across the street at the Spokane Arena. We wanted to make sure that our project was feasible and that we did not go overboard and be too vague with the amount of recommendations we had, but rather provide very justifiable reasons for the ones we did choose.

Lastly, a challenge we ran into was that we were unable to determine the full economic considerations of our recommendations, such as understanding the city of Spokane's budget allotments for cycling infrastructure. But, we were able to research and determine cost estimators for our recommendations to make our project more achievable and turn our recommendations into actionable items.

Recommendations for the Future

After completing the scope of work, we reflected on our process and came up with these recommendations for the future. While they are out of this project's scope of work, we think it is important for Spokane to consider these ideas.

The creation of an interactive city map that has bike racks, lockers, and long-term storage facilities

- The Gonzaga University Bike Parking Map offers a smaller scale example of what a city-wide map would look like. A map of this kind with updated photos of storage facilities would provide clarity of available bike parking at the destination someone is wanting to commute to.

Advertising on restaurant websites about secure parking available

- Many of our recommended locations for bike parking are in areas with restaurants and breweries, and if people are on an establishment's website before visiting to look at a menu or hours of operation, seeing that secure bicycle parking is offered may encourage residents to bike instead of drive.

Increased advertisement of the Spokane "request a bike rack program"

- This is a great opportunity for Spokane residents and business owners to take ownership in increasing the availability of bike parking. Advertising this program more through neighborhood council meetings, community events, and directly at businesses can help citizens to realize the importance of bicycle parking and recognize gaps in existing infrastructure.

Bike rack fund for schools

- In addition to the current bike rack request form above, after surveying Spokane for our recommended locations we think it is important for every school, including middle and high schools, as well as universities to have secure bike parking. If students have secure bike parking, they may be incentivized to bike to school which can help to develop a long-term biking habit. Getting young people to value biking infrastructure can have long-term benefits as it will encourage them to advocate for bikable cities.

Adapt this plan to the three Growth Alternatives presented in the draft Environmental Impact Statement (EIS)

- "As part of the Comprehensive Plan periodic update, Spokane is performing an Environmental Impact Statement (EIS). This document allows the City to identify potential growth options for the next twenty years, the potential environmental and other impacts of those growth options, and what mitigation may be required to prevent any negative effects of those options." (PlanSpokane.) The current draft EIS presents three Growth Alternatives, and if plans such as this one can be adapted to the various growth options, it may reveal additional information supporting one growth option over another. Appropriate locations for bike parking may vary on how Spokane is planning to grow in the next 20 years, and making these options available to the public can influence the public comment period.

Update existing bicycle parking infrastructure

- During our field surveys, we noticed that some of the current bicycle parking infrastructure is not adequate or durable. Expanding accessibility to bicycle parking is not just about the quantity of bike racks or lockers, but it is vital for infrastructure to be secure as people are risking their bike being stolen if it is not. Updating existing infrastructure may require an initial city-wide bicycle parking inventory which is a big effort, but it is an important first step in improving the bikability of Spokane.

Passing bicycle infrastructure focused policies

- This is a crucial step in the process of implementing more quality bike parking across Spokane happens at the policy level which all voting residents can be involved in. Advocating for policies like the 27 x 2027 Urban Mobility Network and those that require or incentivize bike parking at new developments are long-term solutions worth voting for.

Use bike parking to make intersections safer for all users:

- "Cyclists and pedestrians are most at risk from drivers at intersections because intersection-adjacent car parking dramatically limits visibility of crosswalks and bicycle lanes. "Daylighting," or removing parking spaces at intersections, would allow drivers, pedestrians, and cyclists to see one another, while adding on-street multi-bicycle parking racks (known as bicycle corrals) to those spaces would maintain visibility and provide parking for ten cyclists in the space of one car" (The Power of Bicycle Parking).

Figure 39: Example of Daylighting.

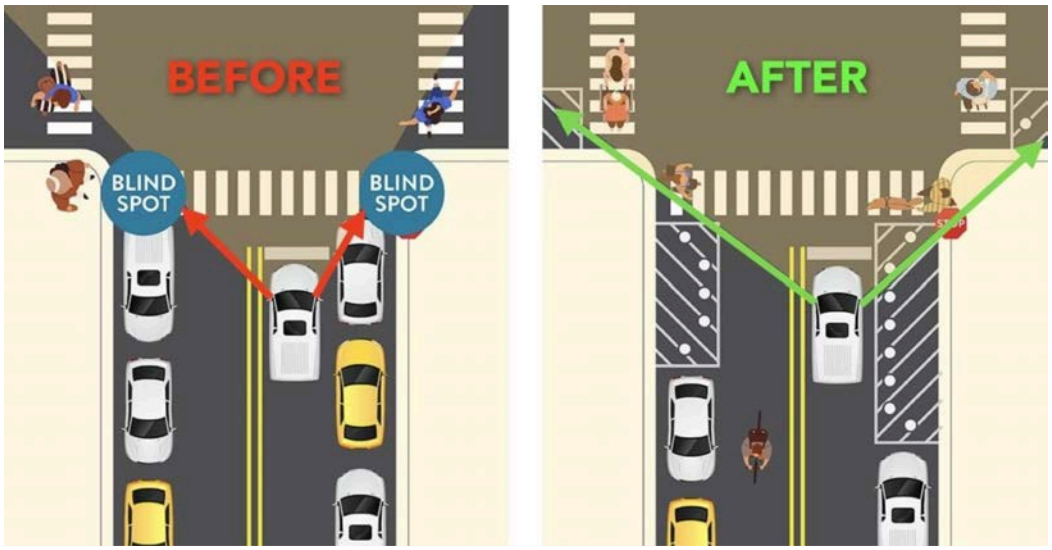

Figure 40: Bikescape Graphic depicting before and after removing car paking spots to eliminate blind spots, exemplifying daylighting.

Using sneckdowns as an opportunity for street calming and bike parking:

- A sneckdown (short for “snowy neckdown”) occurs when snow accumulates in parts of a roadway that vehicles do not use, naturally revealing excess pavement and how streets actually function. These temporary patterns act as a real-world demonstration of where space could be reallocated, such as for bike parking, ultimately helping urban planners identify opportunities for safer, more efficient street design.

Figure 41: Bike Newport example photo of the potential bike lane space a sneckdown offers.

Resources

Cover image: Want to bike from Spokane to Coeur d'Alene? Take the 2-state, 60-mile Centennial Trail | The Seattle Times

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