Public Opinion Research Report
Zoning Bylaw Bike Parking

Prepared by Corporate Research

July 2026

CRIC
CANADIAN RESEARCH INSIGHTS COUNCIL
LE CONSEIL DE RECHERCHE ET D'INTELLIGENCE MARKETING CANADIEN
Client-Side Member

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Edmonton

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Executive Summary

- **Bike Parking Demand & Shortages:** The top locations visited by bike are parks (78%), residential locations other than home (65%), shopping centres (44%), and commercial main streets (43%).
    - **Infrastructure Gaps:** Dedicated parking is most noticeably absent at residential locations other than home (62%), shopping centres (28%), and parks (25%).
    - **Capacity Constraints:** 52% of those who used a bike in the past year find bike parking on commercial main streets heavily used or full.
- **Bike Parking Preferences:** Horizontal bike parking is the preferred design layout (75%).
- **Multi-Family Housing Barriers:**
    - **Availability and Demand:** A majority of multi-family housing residents (52%) have access to on-site bike parking, with most of these amenities situated indoors (64%). Conversely, 43% of participants lack bike facilities altogether. Where infrastructure exists, 55% of respondents report that their building's bike parking is full or heavily used.
    - **Barrier to Adoption:** Despite this availability, 58% of residents do not use their building's facilities. This underutilization is driven primarily by security concerns, with nearly half of all participants (49%) citing fears of theft or damage as their primary deterrent.
- **Commercial Bylaw & Industry Challenges:** Currently, 22% of industry participants do not provide bike parking. More than half of industry participants (59%) report that mandatory parking quantities under Zoning Bylaw 20001 are too high for their business needs, and 57% find compliance costs unmanageable. Design requirements also pose operational challenges, led by mandatory minimums for inclusive spaces being too high or difficult to achieve (46%).

Edmonton

Background & Objectives

Background

The City of Edmonton conducted an online survey on bike parking across Edmonton to assess whether current facilities and regulations meet community and operational needs. The survey gathered feedback from active cyclists, individuals who do not bike but are interested in the topic, and commercial property owners, operators, or authorized representatives subject to bike parking requirements. Results will inform potential updates to bike parking regulations.

Research Objectives

- Understand bike parking usage, availability, and preferred bike parking design types.
- Evaluate the availability, usage, and types of bike parking in residential buildings.
- Understand commercial property representatives' experiences with and opinions about Zoning Bylaw 20001.

Methodology and Rationale

The survey was administered online from June 22 to July 20, 2026. A total of 3903 participants completed the survey, including Edmonton residents and individuals who own properties or businesses in Edmonton. This total includes respondents who have used a bike in the past year (n=2766) and those who have not used a bike but are interested in the topic (n=1137). Within this sample, 112 respondents identified as owners, operators, or authorized representatives of a commercial property or development subject to bike parking requirements.

The invitation to participate was distributed through two primary channels to ensure broad reach: direct email invitations to Edmonton Insight Community (EIC) members and an open link made publicly available.

The findings* in this report summarize the responses from all 3903 participants (3290 from the EIC and 613 from the open link). In addition to the overall results, this report also includes a sub-group analysis to identify differing perspectives among various respondents (e.g., by age, gender, identity, income, region, years lived in Edmonton, or residential building type). It is important to note that the respondent pool is a voluntary sample and is not statistically weighted to be representative of the entire population. Therefore, while the insights are valuable, the results reflect the views of the respondents only and should be interpreted with caution when making inferences about the general population as a whole.

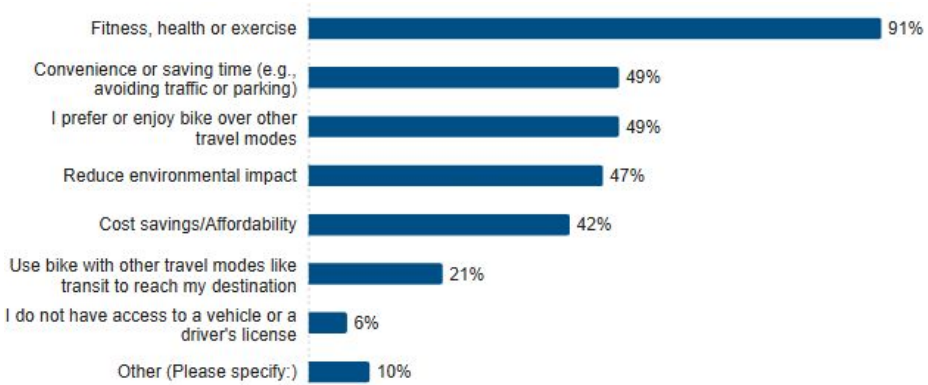
When differences between sub-groups are mentioned in this report, it indicates a noteworthy variation. Specifically, instances where a group's response differs from the average or from other groups by 10% or more are highlighted.

***The findings summarize responses from closed-ended questions only. The complete set of open-ended responses were provided to project team members to review in detail and are not included in this report.*

Detailed Results
Use and Preference of Bike Parking

Reasons for Using a Bike

For those who have used a bike in the past year, the top reason is fitness, health or exercise (91%). This is followed by convenience (49%), preference for biking (49%), and reducing environmental impact (47%).



Subgroups with ▲ **HIGHEST** **%** citing convenience and reducing environmental impact as reasons:

- ➔ Live in Edmonton less than 5 years
- ➔ Under 35 years of age
- ➔ 2SLGBTQIA+
- ➔ Central region residents
- ➔ Live in Multi-family/Apartment

Subgroups with ▲ **HIGHEST** **%** citing affordability as a reason:

- ➔ Live in Edmonton less than 5 years
- ➔ Under 35 years of age
- ➔ Household income under 60,000
- ➔ 2SLGBTQIA+
- ➔ Central region residents
- ➔ Live in Multi-family/Apartment

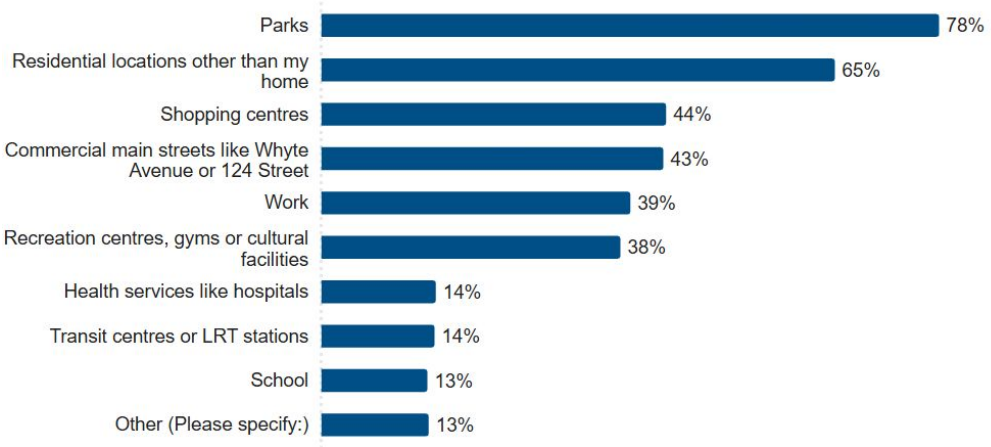
Subgroups with ▲ **HIGHEST** **%** citing not having access to a vehicle or a driver's license as a reason:

- ➔ Under 35 years of age
- ➔ Household income under 60,000
- ➔ 2SLGBTQIA+
- ➔ Persons with disabilities

Q1: *What are the main reasons you have used a bike in Edmonton in the past year? Select all that apply.* ***Base****: Those who have used a bike in the past year (n=2766).*

Locations Visited by Bike

For those who have used a bike in the past year, the top locations visited are parks (78%), residential locations other than home (65%), shopping centres (44%), and commercial main streets (43%).



Subgroups with ▲ **HIGHEST** % visiting shopping centres by bike:

- ➔ Live in Edmonton less than 5 years
- ➔ Under 35 years of age
- ➔ 2SLGBTQIA+
- ➔ Born outside of Canada
- ➔ Persons with disabilities

Subgroups with ▲ **HIGHEST** % visiting commercial main streets by bike:

- ➔ Live in Edmonton less than 5 years
- ➔ Under 35 years of age
- ➔ 2SLGBTQIA+
- ➔ Central region residents
- ➔ Live in Multi-family/Apartment

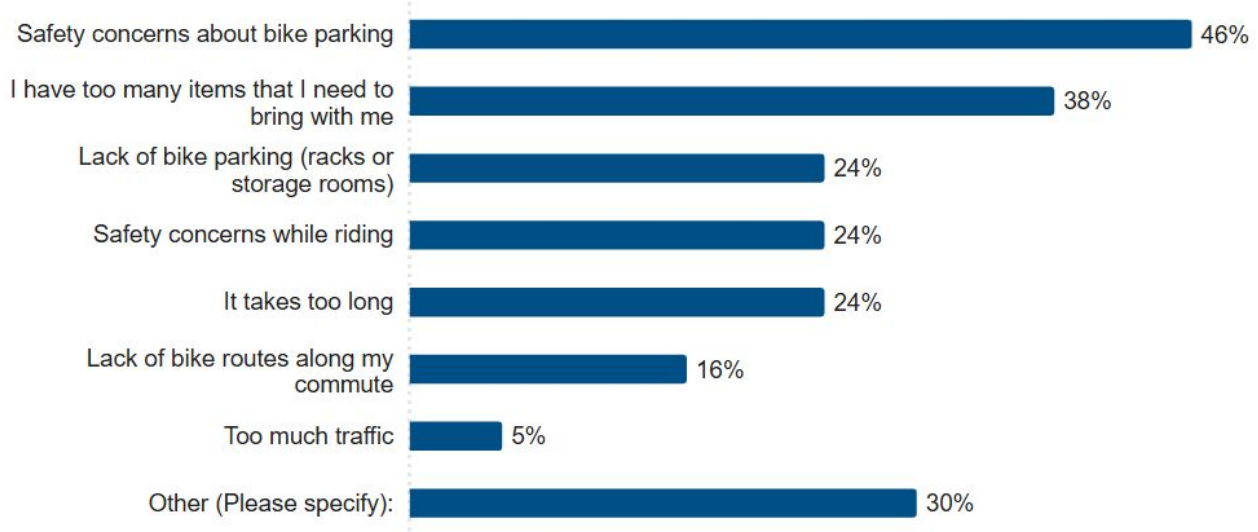
Subgroups with ▲ **HIGHEST** % visiting work by bike:

- ➔ Live in Edmonton less than 10 years
- ➔ Under 35 years of age
- ➔ 2SLGBTQIA+
- ➔ Central region residents
- ➔ Live in Multi-family/Apartment

Q2: *Which of the following locations in Edmonton have you visited by bike in the past year? Select all that apply.* ***Base****: Those who have used a bike in the past year (n=2766).*

Reasons for Not Biking to Other Locations

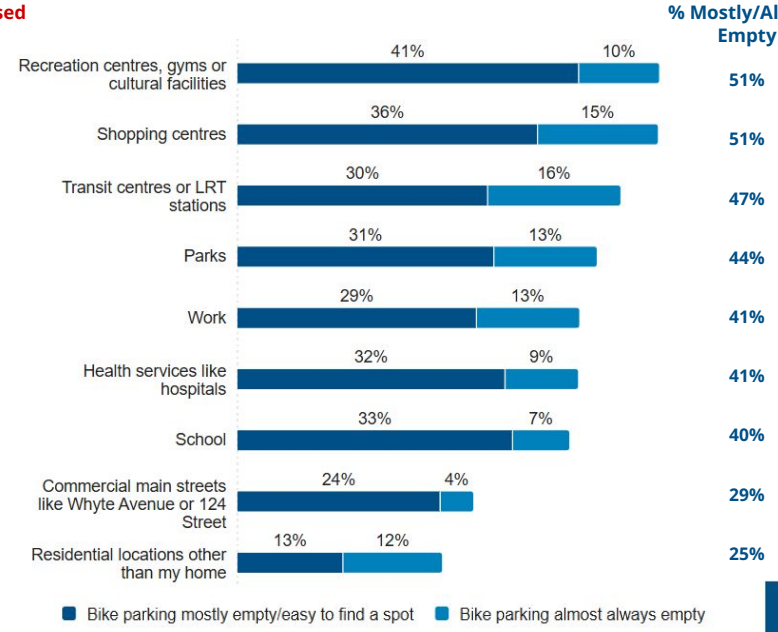
For those who used a bike for work or school trips in the past year and no other locations, the top reasons are safety concerns about bike parking (46%) and having too many items to bring (38%). 24% indicate a lack of bike parking, safety concerns while riding, or that the travel time is too long.



Q3: *You mentioned that you only used your bike to go to work/school and not to other locations. What are the main reasons you do not use your bike to travel to these other locations? Select all that apply.* ***Base****: Those who only used a bike to work or school in the past year (n=37).*

Usage of Parking

For those who have used a bike in the past year, commercial main streets (52%) and schools (48%) have the highest percentage of bike parking reported as full or heavily used. Recreation centres, gyms or cultural facilities (51%), shopping centres (51%), and transit centres or LRT stations (47%) have the highest percentage of bike parking reported as mostly or always empty.



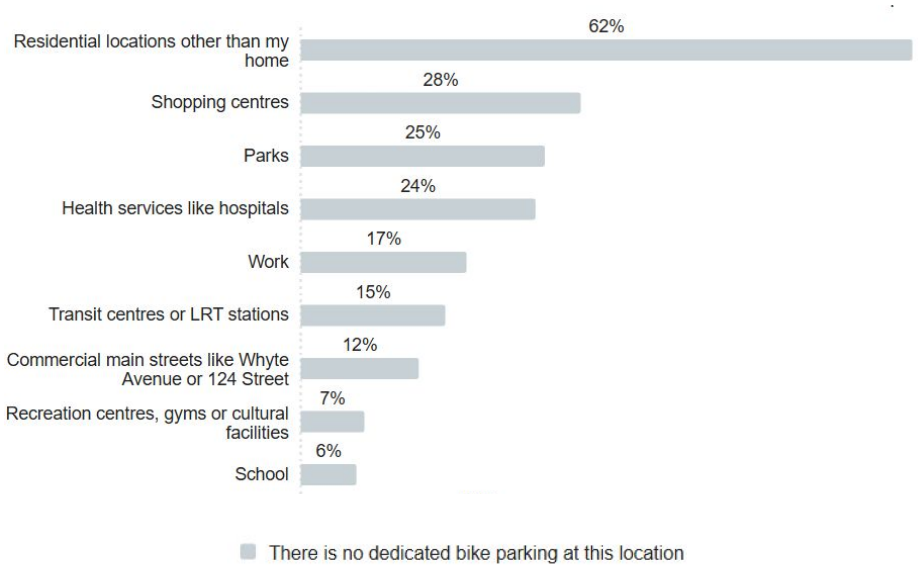
Subgroups with ▲ **HIGHEST** % finding recreation centres, gyms or cultural facilities heavily used/ full:
➔ South East region residents

Subgroups with ▼ **LOWEST** % finding recreation centres, gyms or cultural facilities heavily used/ full:
➔ North East region residents

Q4: *Thinking about the locations you visited by bike in the past year, what is your experience when looking for a place to park?* ***Base****: Those who have used a bike in the past year (n=2766).*

Availability of Bike Parking

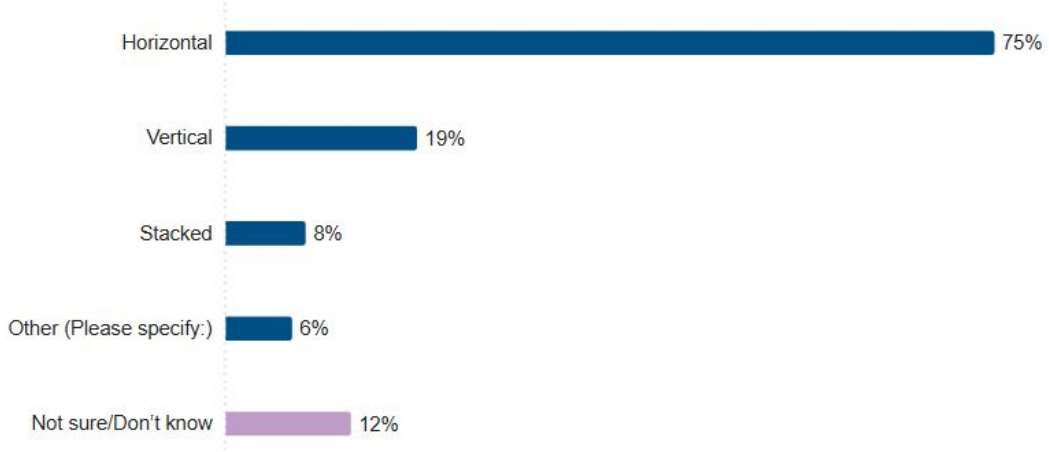
For those who have used a bike in the past year, residential locations other than home (62%) have the highest percentage of respondents reporting no dedicated bike parking available, followed by shopping centres (28%), parks (25%), and health services like hospitals (24%).



Q4: *Thinking about the locations you visited by bike in the past year, what is your experience when looking for a place to park?* ***Base****: Those who have used a bike in the past year (n=2766).*

Preferred Bike Parking

The most preferred type of bike parking is horizontal (75%). 19% of respondents prefer vertical bike parking, and 8% prefer stacked.



Subgroups with ▲ **HIGHEST** % preference for vertical parking:
➔ Under 35 years of age

Subgroups with ▲ **HIGHEST** % preference for stacked parking:
➔ Under 35 years of age

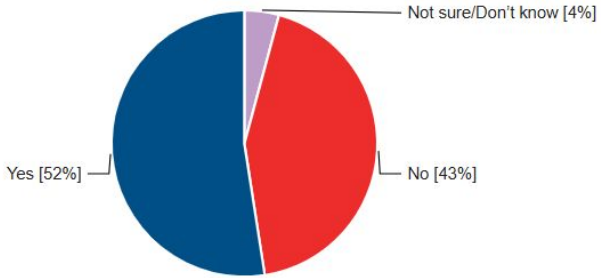
Q6: *What type of bike parking space do you prefer? Select all that apply.* ***Base****: All Respondents (n=3903).*

Detailed Results
Bike Parking in Multi-family Housing

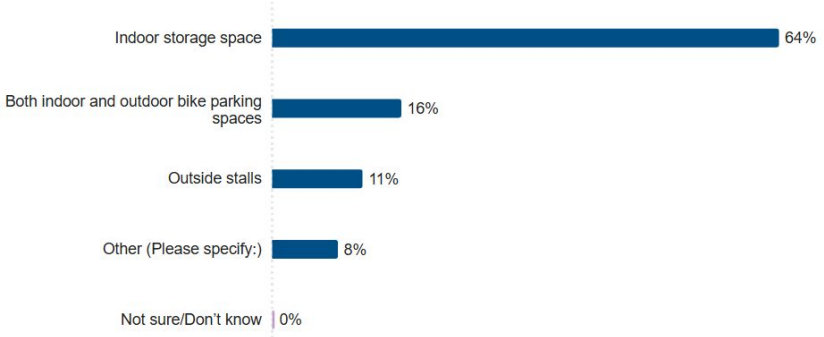
Bike Parking Availability in Multi-family Housing

For those who live in multi-family housing or apartment buildings, 52% report having bike parking in their building, while 43% report not having it. Among those with bike parking in their building, indoor storage space is the most common type provided (64%), followed by both indoor and outdoor spaces (16%), and outside stalls (11%).

Bike Parking Availability



Bike Parking Type



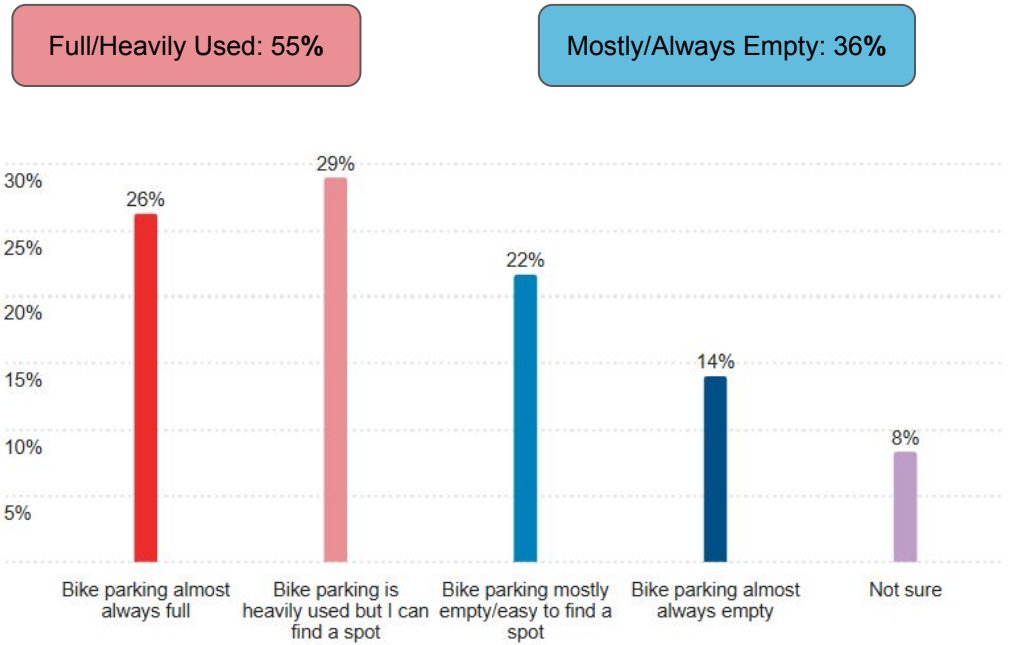
Subgroups with ▲ **HIGHEST** % having bike parking in the building:
➔ South West residents

Subgroups with ▼ **LOWEST** % having bike parking in the building:
➔ North West residents

Q5a: *Does the building you live in have bike parking?* ***Base****: Those who live in multi-family housing or apartment buildings (n=572).*
Q5b: *What type of bike parking does your building provide?* ***Base****: Those who live in multi-family housing or apartment buildings with bike parking (n=300).*

Bike Parking Usage in Multi-family Housing (1/2)

For those who live in multi-family housing or apartment buildings with bike parking, 55% report bike parking is full or heavily used, while 36% report it is mostly or always empty.

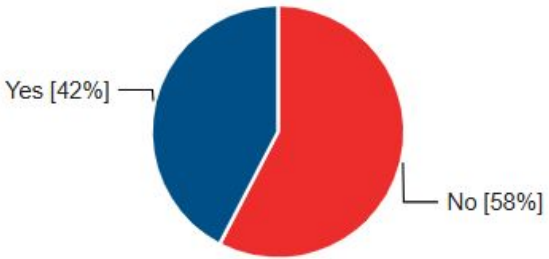


Q5c: *What is your experience with the bike parking facilities in your building?* ***Base****: Those who live in multi-family housing or apartment buildings with bike parking (n=300).*

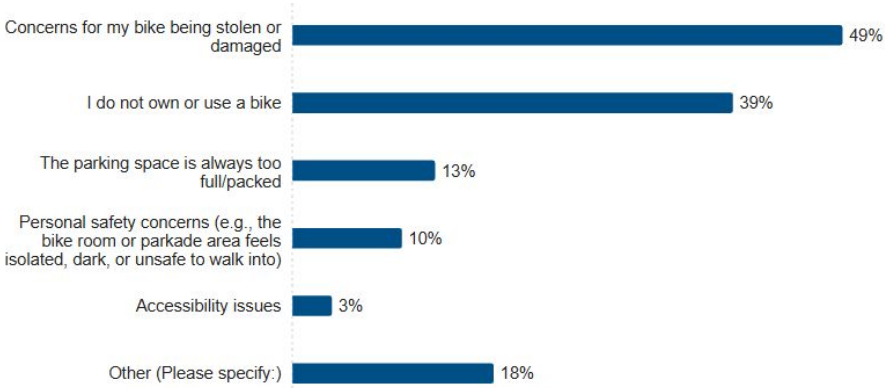
Bike Parking Usage in Multi-family Housing (2/2)

For those who live in multi-family housing or apartment buildings with bike parking, 42% use the bike parking, while 58% do not. Among those who do not use the bike parking, concerns about theft or damage (49%) and not owning or using a bike (39%) are the top reasons.

Use of Bike Parking



Reasons for not Using

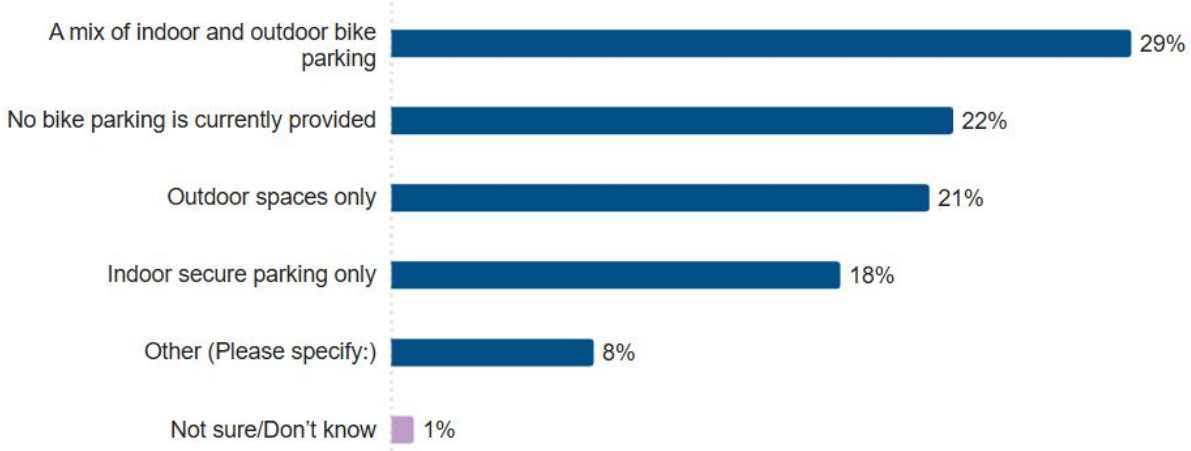


Q5d: *Do you use the bike parking provided in your building?* ***Base****: Those who live in multi-family housing or apartment buildings with bike parking (n=300).*
Q5e*: What are the reasons you do not use the bike parking provided in your building? Select all that apply.* ***Base****: Those who do not use bike parking in the multi-family housing or apartment buildings (n=173).*

Detailed Results
Commercial Bike Parking Requirements & Industry Feedback

Commercial Bike Parking Provided

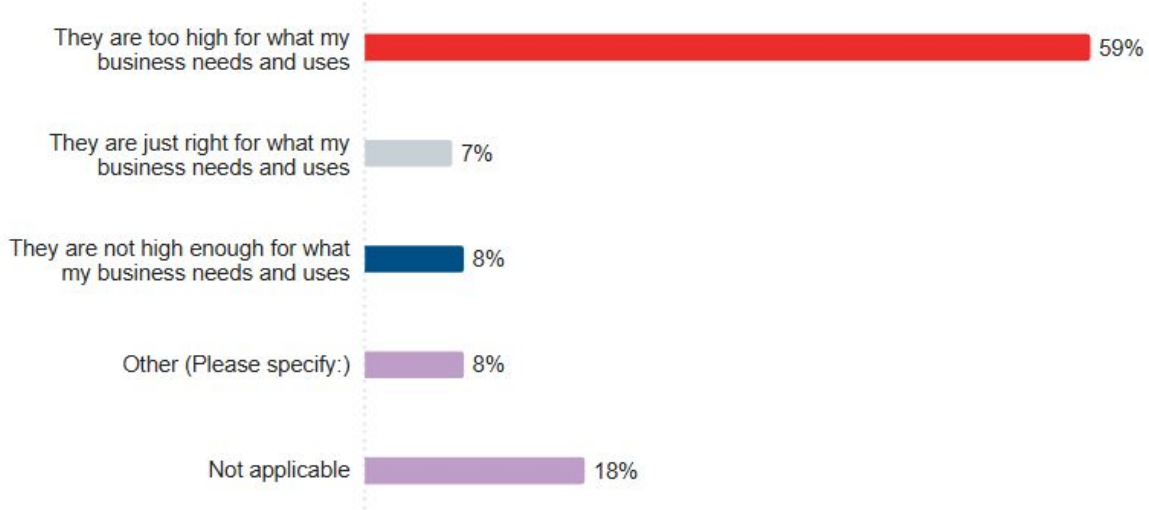
For those who own, operate, or represent a commercial property or development, a mix of indoor and outdoor bike parking is the most common type provided (29%). This is followed by no bike parking currently provided (22%), outdoor spaces (21%), and indoor secure parking (18%).



Q7: *What type of bike parking is currently provided at the property or development you own, operate or represent?* ***Base****: Those who own, operate, or are an authorized representative of a commercial property or development that is required to provide bike parking facilities (n=112).*

Experience with Zoning Bylaw Quantities

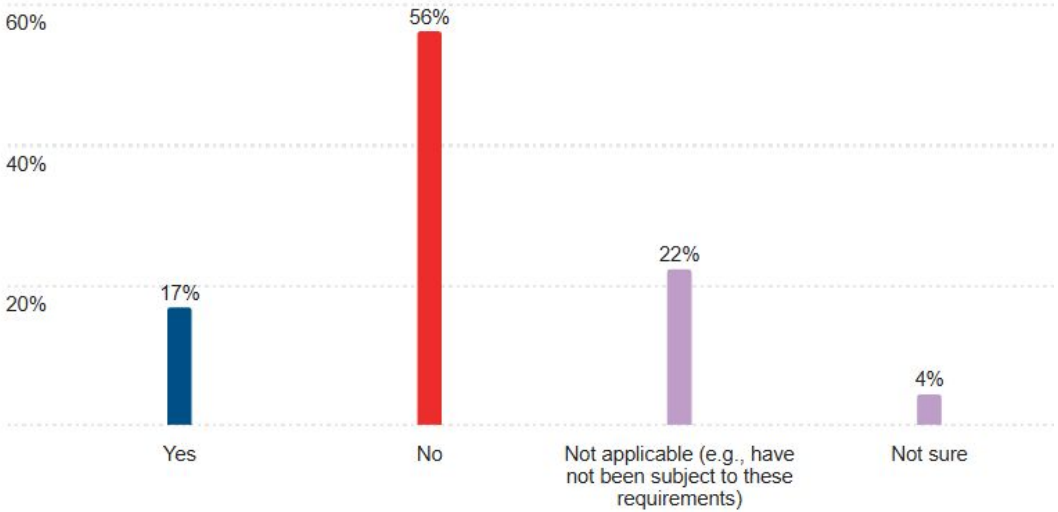
For those who own, operate, or represent a commercial property or development, 59% indicate that commercial bike parking quantities under Zoning Bylaw 20001 are too high for their business needs and uses, while 8% indicate they are not high enough, and 7% indicate they are just right.



Q8: *What is your experience with Zoning Bylaw 20001's commercial bike parking quantities since January 1, 2024?* ***Base****: Those who own, operate, or are an authorized representative of a commercial property or development that is required to provide bike parking facilities (n=112).*

Variance Applications for Commercial Bike Parking

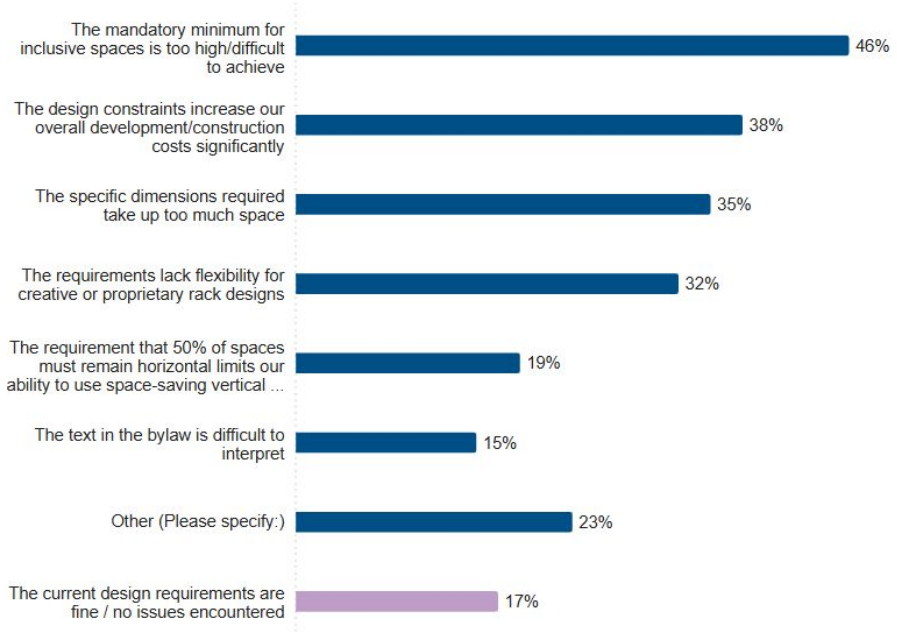
For those who own, operate, or represent a commercial property or development, 17% have applied for a variance, reduction, or exemption to the required commercial bike parking requirements since January 1, 2024, while 56% have not.



Q9: *Have you ever applied for a variance, reduction, or exemption to the required commercial bike parking requirements since January 1, 2024?* ***Base****: Those who own, operate, or are an authorized representative of a commercial property or development that is required to provide bike parking facilities (n=112).*

Experience with Commercial Bike Parking Rack Requirements

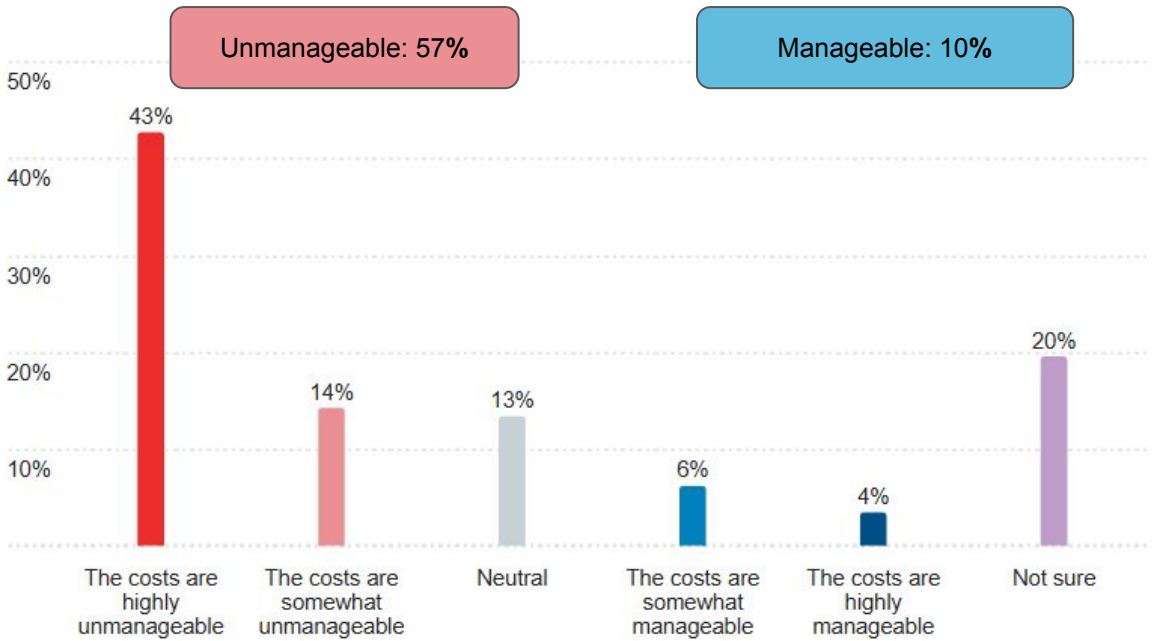
For those who own, operate, or represent a commercial property or development, the top concern with current design requirements is that the mandatory minimum for inclusive spaces is too high or difficult to achieve (46%). This is followed by design constraints increasing overall development or construction costs (38%), specific dimensions taking up too much space (35%), and requirements lacking flexibility for creative or proprietary rack designs (32%). Meanwhile, 17% report that current design requirements are fine or encountered no issues.



Q10: *What is your experience with the current commercial bike parking rack design requirements? Select all that apply.* ***Base****: Those who own, operate, or are an authorized representative of a commercial property or development that is required to provide bike parking facilities (n=112).*

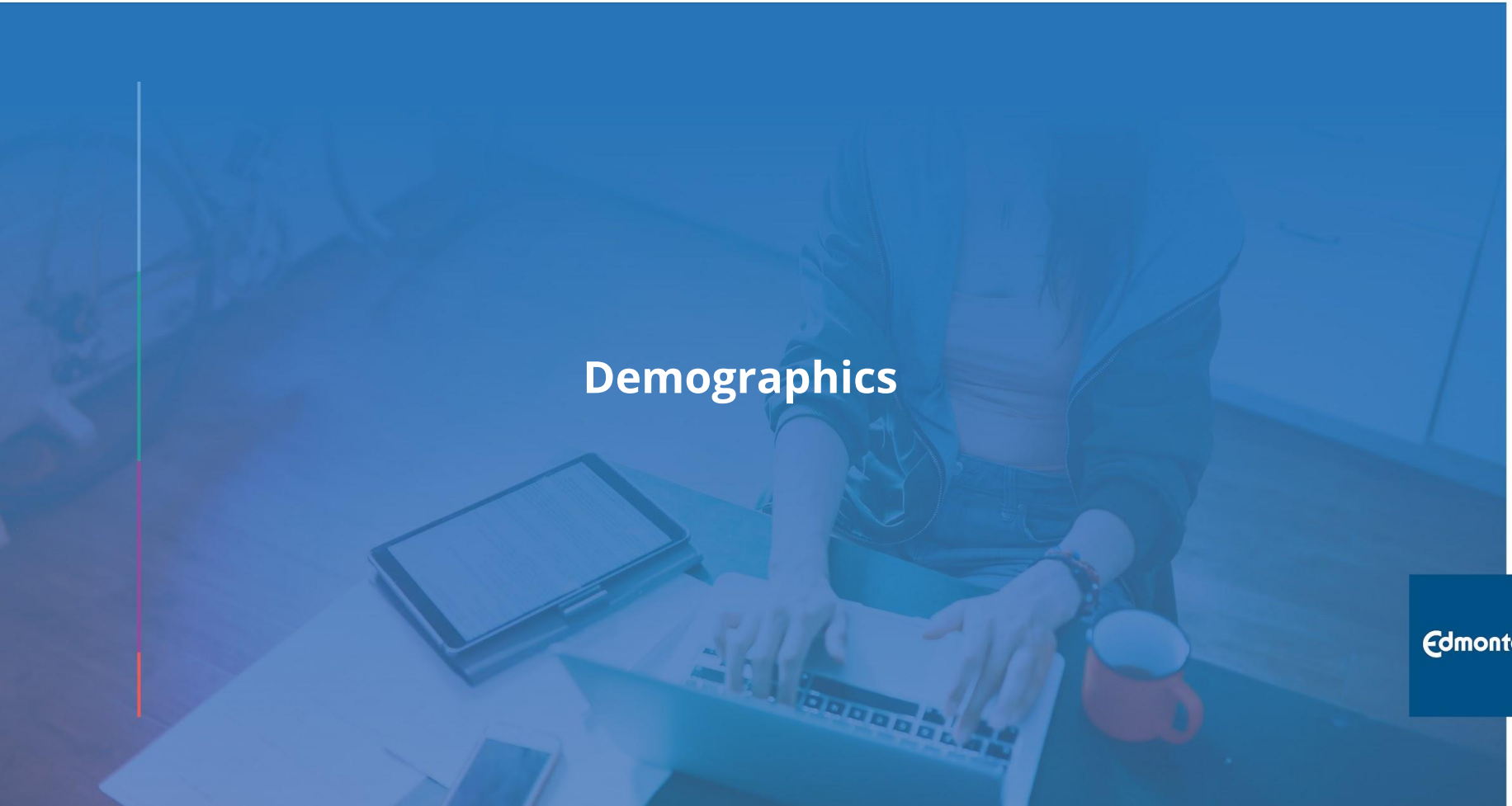
Experience with Commercial Bike Parking Rack Requirements Cost

For those who own, operate, or represent a commercial property or development, 57% indicate that costs associated with meeting requirements are somewhat to highly unmanageable, while 10% indicate costs are manageable.



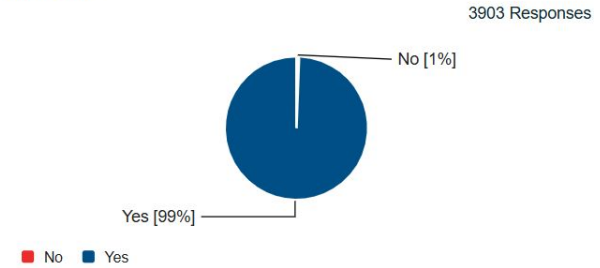
Q11: *What is your experience with costs associated with meeting commercial bike parking requirements?* ***Base****: Those who own, operate, or are an authorized representative of a commercial property or development that is required to provide bike parking facilities (n=112).*

Demographics

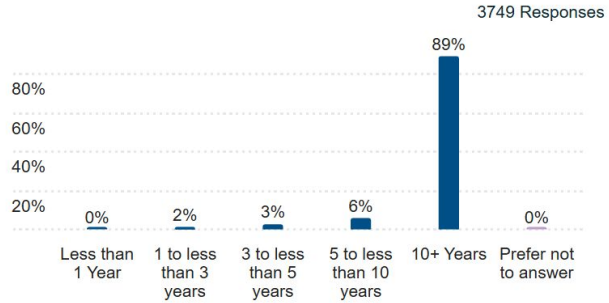


Demographics

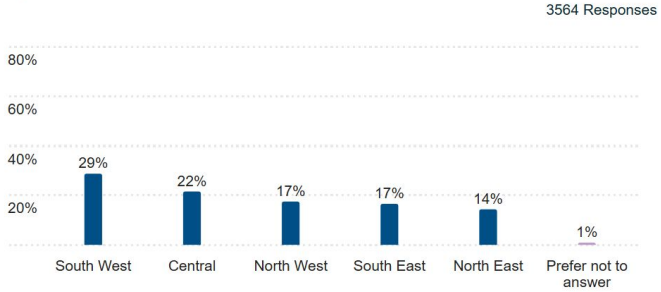
Residence



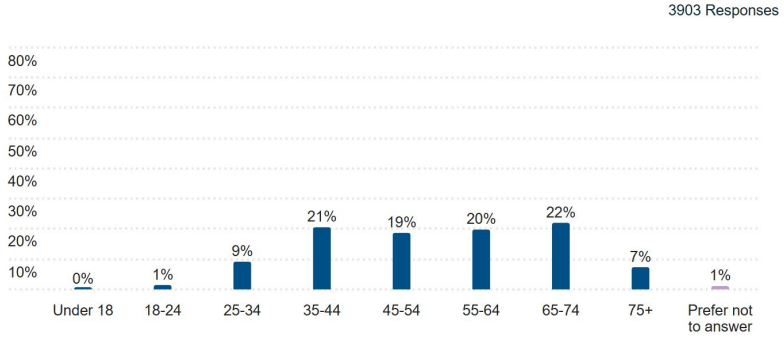
Years Lived in Edmonton



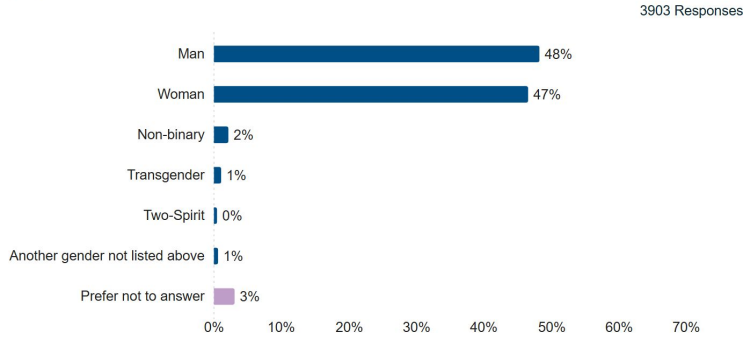
Region



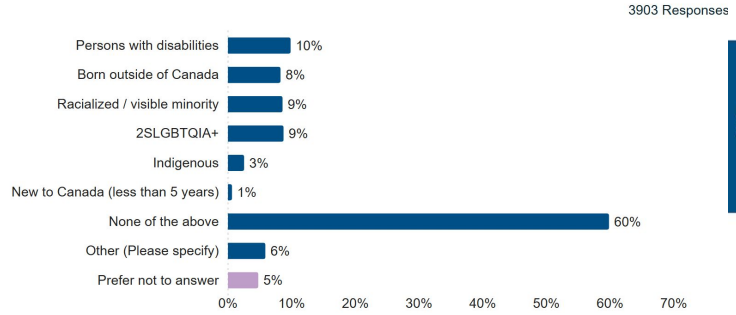
Age



Gender



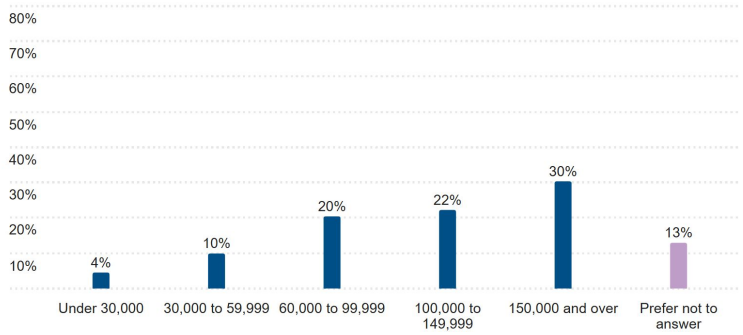
Identity



Demographics

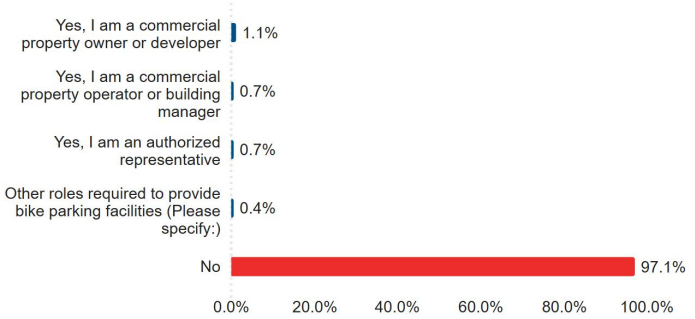
Income

3903 Responses



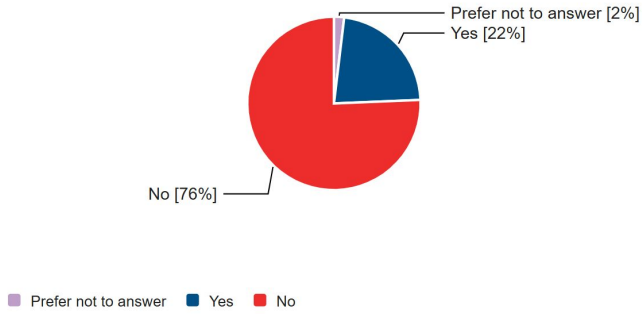
Are you an owner, operator, or authorized representative of a commercial property or development that is required to provide bike parking facilities?

3903 Responses



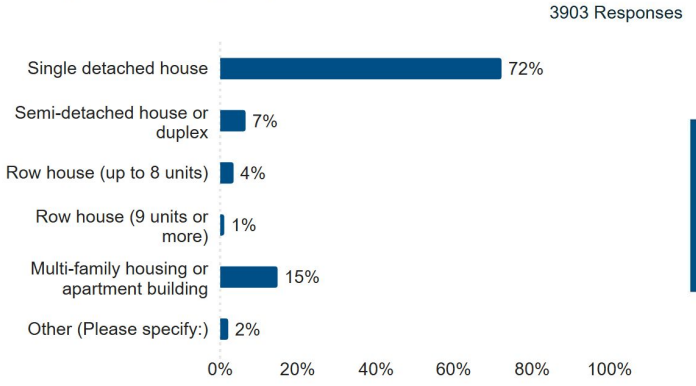
Having Children at Home

3903 Responses



What type of building do you live in?

3903 Responses



About Corporate Research

Corporate Research is a centralized team within Corporate Communications, Communication and Business Intelligence Branch, that supports all market research and public opinion research work for the entire organization.

Our team provides full service market research and public opinion research consultancy, manage corporate tools such as the Edmonton Insight Community which is City's online survey panel of 25,000 Edmontonians, provide education and training on research best practices, and advance corporate research standards. We utilize statistically relevant methodologies, providing robust insights, and support unbiased data driven decision making. Online/phone/mail-in/intercept surveys and focus group discussions are the most commonly used methods and techniques by the City.

Corporate Research is a corporate member of the Canadian Research Insights Council (CRIC), committing to ethical and high-quality research. Our practice is aligned with industry-leading standards such as the ICC/ESOMAR Code and the CRIC's Public Opinion Research Standards.

Have questions?
We're here to help.

Email: **research@edmonton.ca**

edmonton.ca/surveys

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