Bike-Transit Centers and Biketopia

Rail~Volution Session
BOD: The New TOD?

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Overview

- Plan, develop and operate sustainable “First/Last Mile” transit solutions
- Work with municipalities, transit agencies, developers, and corporate and university campuses
- High value add bicyclist services (up to 65% previously driving)
- Secure, 24/7 access bike parking
“Bikestation helped us understand and create a bike-transit center at Union Station that will be a huge boost to cycling in DC. Because they plan and operate many such facilities, they were able to offer us first-hand recommendations throughout the process that helped move this project along in a highly complex environment.”

James R. Sebastian
District Department of Transportation

Selected Clients

- City of Long Beach, CA
- Washington DC Department of Transportation (DDOT)
- Salt Lake City
- Guangzhou, China
- City of Santa Monica
- Mexico City
- Los Angeles County Metro
- City of Santa Barbara
- Puget Sound Regional Council
- King County Metro
- City of Fort Collins
- City of Cambridge
- City of Louisville
- City of Pittsburgh
- Bay Area Rapid Transit
- City of Palo Alto
- City of Covina
- City of Claremont
- City of Dayton
- City of Denver
- Utah Transit Authority
Why Bike-Transit Centers as part of BOD?

Why Developers and Cities are Interested

• Generate higher ROI (neg. reductions in car parking, more leasable space, competitive advantage, etc.)

• Fits in with city’s Long Range Plan (active lifestyles, healthier population, transportation options, increasing density, air quality requirements)

• Attract and retain more customers, employees, tenants

• Mitigate traffic and parking congestion

• Reduce bicycle theft and promote convenience

• Get the most out of transportation investments

• Create economic benefit to local businesses by displacing long trips
Case Study: Marine Gateway, Vancouver

by PCI Developments

- Marine Drive SkyTrain Station (new Canada line, built for 2010 Winter Olympics)
- 400 dwelling units
- 273,200 sq. ft of office space
- 202,000 sq. ft of commercial retail space
- 20,100 sq. ft. for restaurants
- 46,500 sq. ft theatre
- Medical space of 20,400
- 3,900 sq. ft mobility centre (bike parking)
Case Study: PCI Developments, Vancouver BC

Initiated Spring 2010

Services:

- 232 Bike Parking Spaces (24/7 membership based and valet)
- Exterior short-term bike parking
- Retail/Repair/Rentals
- Change Rooms
- W/C
- 48 Lockers
- Office
- Bike/Transit Information
Case Study: Marine Gateway, Vancouver BC
by PCI Developments

- Est. 26,000 person trips (4,500 to 6,000 transit trips) daily
- Code requirements driving some bike parking
- Above and beyond to:
  - provide amenity for public and customers/tenants/employees
  - negotiate additional leasable space
  - be a sustainability leader in the development world
Case Study: PCI Developments, Vancouver BC

Initiated Spring 2010

- CapEx funding: PCI
- OpEx funding: PCI and service fees
- Deeded to the City after x years with endowment
- Land: TransLink ROW (under raised guideway)
City of Covina, CA

Goal: Attract transit riders, attract developers, connect downtown core

- 3rd busiest Metrolink station
- Serves 15 cities with 204,000 weekday commuters annually
- Modular, expandable and portable
- 1 car parking space = 30 bicycles
- Expanding network or interim solution
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Demographics
Santa Barbara, California Facility
Demographics

Long Beach, California Facility

AGE

- 18-24; 4%
- 60-up; 15%
- 51-60; 19%
- 25-30; 22%
- 31-40; 11%
- 41-50; 30%

Modes of Transportation

- Bike; 48%
- Car; 30%
- Bus; 14%
- Walk; 6%
- Train; 2%

Male / Female of Usership

- Women; 30%
- Men; 70%

Frequency of Use

- 6 a week+; 3%
- 5 a week; 19%
- 4 a week; 14%
- 3 a week; 27%
- 2 a week; 21%
- 1 a week; 16%

Distance Traveled to Station

- Under 1 mile; 23%
- 1-2 miles; 17%
- 1-4 miles; 48%
- 4 miles +; 12%

Destination from Station

- Work; 38%
- Recreational; 62%