Integrating Bikes & Transit
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Rail~Volution
Overview

• Benefits of integrating cycling with transit
• Strategies:
  ▫ Bikes on Transit
  ▫ Bike Parking
  ▫ Bike Sharing
• Final thoughts

Photo credit: Jim Wilcox
Benefits from integrating cycling with transit

- Increases convenience
- Makes both biking and transit more competitive with driving
- Reduces need for feeder service
- Help people to access transit when routes are cut

Photo credit: DDOT
Bike to transit

- Transit stations should be considered as key destinations when developing bike route network.
Bikes on transit - Buses

- Typically:
  - 2 to 3 bikes on rack in front of bus

Photo credit: DDOT
Bikes on transit – Light Rail and BRT

- Typically:
  - 3 to 4 bikes inside light rail and BRT vehicles

Photo credit: Lane Transit District
Bikes on transit – Folding Bikes

Photo credits: Bike Friday
Bikes on transit – Tradeoffs

- Limitations in peak hour when the bike capacity is most needed.
- Bicyclists don’t know if vehicle will have room
- Makes the most sense when destinations are in suburban areas with few options for accessing housing or employment by foot or transit.
- Also, a good option for people who get on at regular bus stops where it is more challenging to provide secure bike parking.
Hierarchy of bike parking at transit stations

- Bike racks outside of station
- Bike racks inside station, including where only transit riders can access
- Bike lockers
  - Reserved
  - Dynamic
- Secure, sheltered parking with keycard access
- Bike Station

Photo credits: DDOT
Bike parking in The Netherlands

Photo credits: Hugh Prichard
Bike Racks

- Bike racks outside of station
- Bike racks inside station, including where only transit riders can access
Bike Lockers

• Reserved
• Dynamic

Photo credit: M.V. Jantzen

Photo credit: Luton
Secure sheltered parking with keycard access

- Ranges from separate building to gated-off area

Photo credit: Bike Station
Keycard areas versus bike lockers

- Lockers take up more space per bike and can cost more
- Easier to provide climate controlled atmosphere for keycard access space in keycard areas
- Easier to clean keycard areas
- Bike lockers enable you to store more than just bike such as clothing and helmet and there is little chance that any accessories will be stolen
- When one person signs out each bike locker, utilization can be lower and it is more difficult to monitor usage.
Bike Stations

• Union Station Bike Station provides:
  • Parking for 140 bikes
  • Bicycle Repair
  • Bicycle Rentals
  • Bicycle Accessories
  • Lockers and Changing Room

• Bike Stations have either self serve or valet parking

Photo credits: DDOT
Bike Sharing

• Type of transit
• Relieves pressure on transit during peak hour. It’s usually much less expensive to add bike sharing for short trips than expand peak hour capacity
• Helps solve last mile problem

Photo credit: DDOT
Final thoughts

- Providing high quality bike parking at transit stations may be somewhat expensive but it is much less expensive on a per space basis than providing park and ride facilities.
- Bike parking facilities at transit stations can potentially provide more off-peak trips than park and ride facilities.
- Need more options for people who access transit at regular bus stops because of limited transit vehicle capacity for bikes.
- *Complete Streets* to *Complete Stations*
- Market the bicycle-transit connection
Final thoughts

• Model bike parking on technologies used for car sharing, bike sharing, and transit:
  • Universal key card that can not only be used for different bike parking facilities, but also bike share, car share, transit and even car parking
  • Ability to reserve a bike parking space in advance
  • Enables agency to easily track usage over time and can inform where facilities should be expanded

Photo credit: Tom Brandt