WHY INTEGRATE BIKES & TRANSIT?
The Usual Suspects...
National Transit Ridership (in thousands)

SOURCE: American Public Transportation Association
Extend the Reach of Transit
Reduced Demand for Parking
Cause Everybody’s Doin’ It!
LAYING THE GROUNDWORK
The Core Issues
Transit Agency Priorities vs Customer Choice

Transit Agency

Customer
Growing Industry Dataset

- **31%** Non-Bicycle Friendly Communities
- **62%** All of United States
- **105%** Bicycle Friendly Communities

BFC and non-BFC numbers based on sample of 70 largest cities.
Demographic Trends?

Bicycle Ridership & Modeshare

Travel Patterns to Transit?

What assets do you have?

Stakeholders & Needs?
Guide Highlights
### Getting Started

**Agency and Partner Roles**

Transit agencies often have limited jurisdiction outside their immediate property and right-of-way. The inter-agency nature of bicycle integration with transit requires an understanding of multiple core issues grounded in customer concerns, coupled with input from a diverse mix of stakeholders. In addition to the transit agency, stakeholder groups involved in bicycle and transit integration projects may include the following:

**Nontransit Public-Private Partners**

These partners may include metropolitan planning organizations (MPOs), municipal governments, and local departments of transportation (DOTs) or public works (DPW), county governments, and state governments (DOTs). Transit projects often require collaboration with a municipal DOT for projects that fall outside of an agency’s property. Other agencies such as MPOs may require input for broader transportation plans throughout an entire region. Additionally, partners may include schools and other higher-education institutions, the federal government, multistate organizations, and airport commissions.

**Bike/Transit Advisory Groups**

Local bike coalitions, advocacy organizations, and transit advisory groups can provide valuable insights into customer needs and can help gain access to populations at the grassroots level. These groups can also be an avenue for presenting bike/transit integration ideas directly to executives and management. This may also include transportation management teams (TMTs).

**Private-Sector Partners**

Private entities can include small businesses, developers, and employers. These stakeholders can serve as valuable partners, providing funding, access to resources, and more. In some cases, particularly with developers, bike integration can be leveraged as an amenity tool to facilitate projects that benefit the public.

### Customer Concerns

- **“How do I get to transit via bicycle?”**
- **“What do I need to know?”**
- **“Where can I find information about biking to transit?”**
- **“Is there a safe place to store my bicycle?”**
- **“Can I extend my transit ride with a bike?”**
- **“How do I complete my trip by bike at both ends?”**
- **“Can I get to transit without using my own bike?”**

### Technical Issue

- **Safe routes to transit**
- **Customer communication and education**
- **Bike parking at or near transit facilities**
- **Bikes onboard transit vehicles**
- **Bike-share connectivity**

### Partners and Roles

<table>
<thead>
<tr>
<th>TRANSIT AGENCY</th>
<th>PUBLIC SECTOR</th>
<th>PRIVATE SECTOR</th>
<th>ADVOCATES</th>
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</thead>
<tbody>
<tr>
<td><strong>Influencer role:</strong> communicate customer demand to municipal authority, act as forking partner, provide policy support where possible.</td>
<td>Lead role: responsible for planning, implementation and maintenance of facilities, data sharing. <strong>Lead role:</strong> provide central repository with clear information on using bikes with agency services, facilities and incentives.</td>
<td><strong>Lead role:</strong> provide accessible information on the bike network as it relates to transit facilities, includes wayfinding and route maps. <strong>Lead role:</strong> provide demand data for bike parking, needs construction, ensure interoperability with bicycle parking if possible, establishes bike parking standards in land use code.</td>
<td><strong>Influencer role:</strong> advocate for better bike facilities and connectivity throughout the bike network; help identify demand, transform with other modes advocacy.</td>
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<tr>
<td><strong>Influencer role:</strong> provide information and incentives for using bike parking, can build own bike parking facilities if near transit.</td>
<td><strong>Support role:</strong> provide incentives for biking to work and use existing educational materials to illustrate resources.</td>
<td><strong>Support role:</strong> provide incentives for biking to work.</td>
<td><strong>Lead role:</strong> provide grassroots organizing to undeserved populations; incorporate transit facilities into pedestrian and bike facilities. <strong>Support role:</strong> provide education and support; provide amenities such as parking and showers. <strong>Support role:</strong> provide information and incentives for using bike parking.</td>
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Decision-Making Framework
CASE STUDY

LA METRO BIKE HUB

Metro Bike Hub is the name of LA Metro’s program offering high-capacity bike parking in a centralized location, secure facility to support bike trips to and from key transit stations. Metro also manages over 800 bike lockers throughout the system. Where bike ridership demand is high, the Metro Bike Hub technology and solution including access control, registration, user monitoring and interdependency will accommodate for renter’s self-service kiosk design.

Metro opened its first location in 2017 at the El Monte Station at a station, which provides the flexibility to operate as a self-service bike parking and offer staffed services. Staffed hours are limited to the business hours of bike company retail stores. The Hollywood/Vine Metro Bike Hub opened in the spring of 2017 with similar operations. Both locations are designed within a storefront retail space of approximately 1,900 square feet each. A third Metro Bike Hub location opened in the fall of 2017 at Union Station, which is designated as a “Walled City” location opening out of the LA Metro’s transportation hub. A fourth location at Culver City is scheduled to open later in 2018, which will accommodate 44 bikes. Both Union Station and Culver City are designed as free-standing facilities, with separate areas for bike rental/repair services.

<table>
<thead>
<tr>
<th>Bike Hub</th>
<th>Bike Capacity</th>
<th>Staffed Hours</th>
<th>Approximate Tenant/ Construction Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Monte</td>
<td>56</td>
<td>7 to 11 a.m., 7 p.m. weekdays</td>
<td>$650,000</td>
</tr>
<tr>
<td>Hollywood/Vine</td>
<td>64</td>
<td>7 to 11 a.m., 9 p.m. weekdays</td>
<td>$560,000</td>
</tr>
<tr>
<td>Union Station</td>
<td>192</td>
<td>8 a.m. to 10 p.m., weekends</td>
<td>$2.5 million</td>
</tr>
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</table>

Metro selected a vendor that provides access control, secure bike parking management and rental services for the El Monte, Hollywood/Vine and Culver City locations. The same access control and secure parking management is used at Union Station to allow interdependency. No bike rental and acquire shops at Union Station are negotiated through a lease with a separate company. As Metro tests these operating models, it will allow for flexibility to support ongoing operations and provide staff at key locations. With additional locations planned and opening, Metro Bike Hubs will offer more than just secure bike parking; they will also act as venues for access to mobility resources.

Customer registration for secure parking involves a self-service kiosk application process that includes photos of the applicant, state-issued license(s) and/or identification, and credit card (if desired). Memberships can be purchased annually, monthly (31 day), and daily ($25). A membership is required for qualified individuals (students, medical, Medicare recipients, etc.). Memberships provide access to all Metro Bike Hub locations. Free bike clinics are also offered to the public to educate the community about bike commuting, riding skills and repair tips.

NEW JERSEY TRANSIT WESMONT STATION

In May 2016, NJ Transit opened Wesmont Station, a new commuter rail station in Wood-Ridge, New Jersey situated on the Bergen County Line. The new station is located adjacent to a significant, residential development built on an environmentally remediated 39-acre former industrial site. Prior to the station’s opening, NJ Transit’s Capital Planning Department was asked to evaluate and select the most appropriate location of the station to install bicycle racks to accommodate anticipated demand while the adjacent commuter parking lot was under construction and to serve future needs. Capital Planning fulfilled the request by conducting a site visit to evaluate the site and perform a condition assessment. The proposed bike rack locations were identified based on priority to platform access points, pedestrian pathways and other considerations, including weather protection, lighting and camera security. After Capital Planning determined the preferred location for the bike racks, a sketch was proposed showing the site location. Site recommendations were included to facilitate fall usage of all racks. The sketch was circulated to NJ Transit’s Stations and Maintenance teams to confirm that the placement would not conflict with station maintenance needs, and subsequently to the construction management team for installation.
Build a dataset
Know What Tools you have
Work together!
Context is Key
Think like a transit customer
Educate Internally & Externally
Be a change agent...