

Setting the Standard:

A National Best Practices Guide to Bicycle & Transit Integration

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Setting the Standard – Developing A Guide

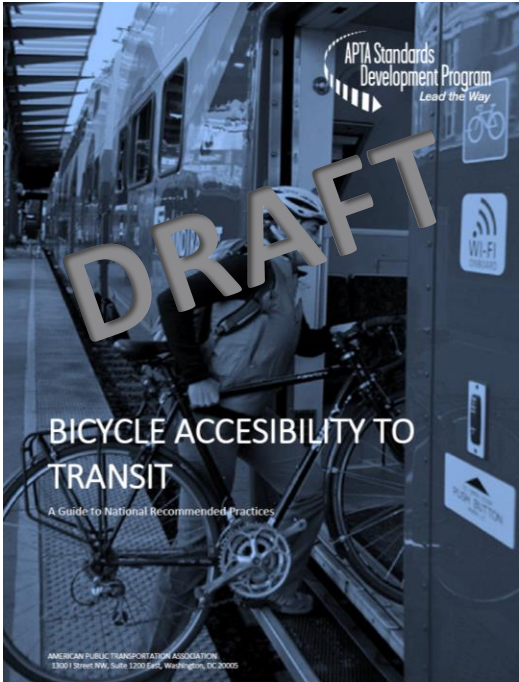


Establish a series of recommended practices for Bicycle & Transit Accessibility:

- Established a cross-sector, Interdisciplinary Work Group
- 30+ Transit Agencies, Advocacy Groups & Consultants

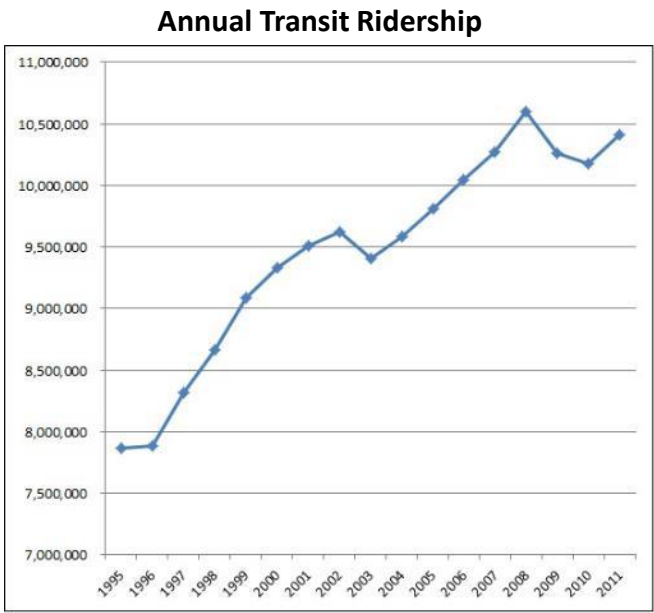


- Synthesis of Best Practices, Case Studies and Decision-Making Frameworks
- Publication slated for December 2017



39% Increase in transit ridership since 1995

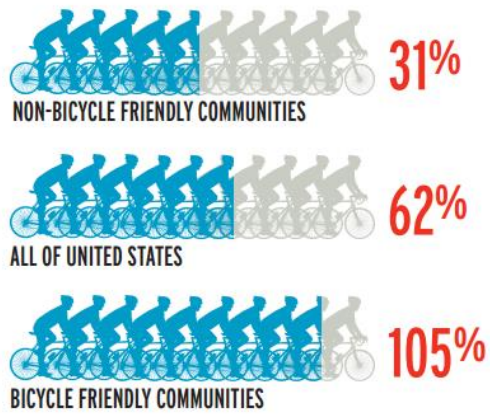
 Faster than population growth!*



<http://www.ssti.us/2012/03/transit-ridership-continues-upward-trend-in-2011/>

Cycling on the rise in cities across the USA

 Bike ridership in the USA increased 62% between 2000 and 2013**



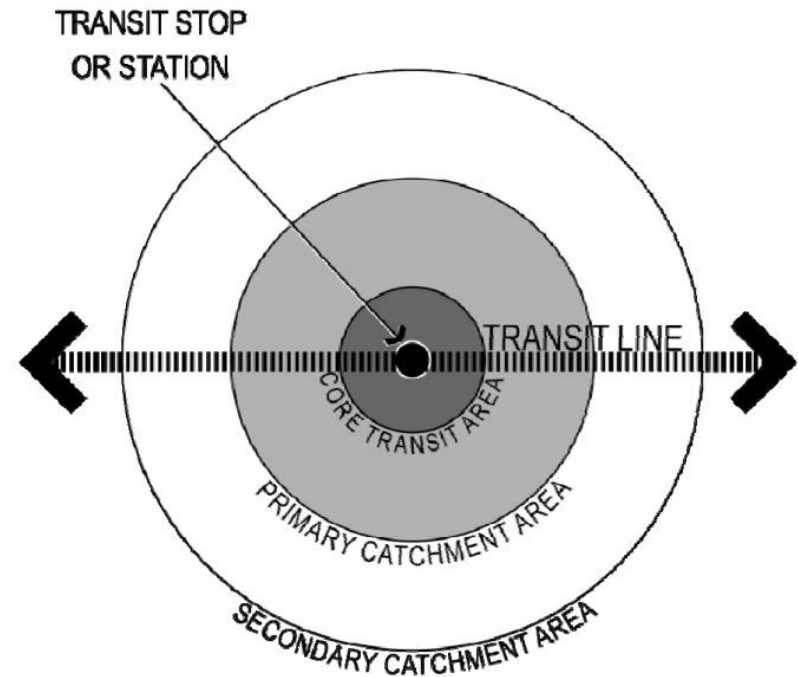
BFC and non-BFC numbers based on sample of 70 largest cities

http://www.bikeleague.org/sites/default/files/Bike_Commuting_Growth_2015_final.pdf

* APTA Factsheet, 2015
** *Growth of Bike Commuting*, League of American Bicyclists, 2013

Implications For Transit – Dissecting the First & Last Mile

Diagram of Typical Areas of Influence



<http://www.apta.com/resources/standards/Documents/APTA%20SUDS-UD-RP-001-09.pdf>

Catchment Areas

- 🚲 Core – Immediate Station Area
- 🚲 Primary – Mostly Ped trips
- 🚲 Secondary – 1-3 Miles from Transit; highest bike use

Rail/Transit operators are becoming more responsive to bike accessibility

Transit's Mission = Equitable Mobility:

- 🚲 How to accommodate additional bikes with limited spaces without impacting current transit riders
- 🚲 Be proactive about biking

Defining the Core Issues



Bikes ON Transit



Safe Routes TO Transit



Bikes AT Transit



Bikes WITH Transit



Demand Management

Bikes AT Transit – Making Space For Bikes

WHERE?

- 🚲 Immediate proximity to station facility
- 🚲 Easy access for customers who bike
- 🚲 Line-of-site with station personnel if possible

HOW MUCH CAPACITY?

- 🚲 Need to be flexible & responsive to demand
- 🚲 Recommend 2% of peak ridership plus 2% for growth

WHAT ABOUT SPACE?

- 🚲 How much real-estate should be allocated for bike parking?
- 🚲 Different configurations can save space



Bikes at Transit – Bike Parking Types



Open Vertical Racks



Open Stackable Racks



Open Racks



keyed lockers



on-demand lockers



Smart Racks



Cages



Bikes ON Transit – General Best Practices

CAPACITY CONSTRAINTS

- Onboard storage = supplement to fixed bike parking
- Users should never be in conflict
- ADA spaces should be separate from bike spaces

OVER-REGULATION

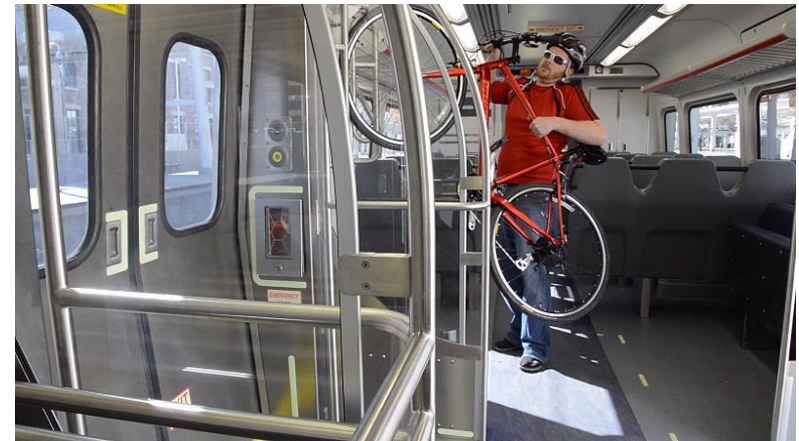
- Agencies with more restrictive regulations tend to ease them over time
- Cyclists have a tendency to self regulate based on good judgement
- Are policies enforceable?

GETTING TO THE VEHICLE

- Agencies need to have efficient & accessible routes through transit facilities
- Should not impede high-volume pedestrian flow

FAST & INTUITIVE

- Racks must be user friendly



Setting the Standard – Bikes Onboard Vehicles

RACK OPERATION IS A BARRIER FOR USERS

- Involve customers in procurement

MORE DATA IS CRITICAL

- Not a lot of info across industry
- Minimize burden on operators
- Look to technological solutions for consistency



CUSTOMER PROXIMITY

- Helps minimize forgetfulness
- Deters theft
- Enables customers to be responsive to changing conditions



Setting the Standard – Bikes with Transit: Bike Share

BIKE SHARE IS COMPLIMENTARY

- 🚲 Augments transit routes
- 🚲 Bike share is increasing
- 🚲 More than 50% of bike share users in cities with high transit usage frequently link bike share with transit trips

STATION PLACEMENT

- 🚲 Should not impede peak pedestrian flow
- 🚲 Dockless systems need designated parking space

OPERATIONS

- 🚲 Encourage inclusion on transit property where possible

INTEROPERABILITY!



Setting the Standard – Safe Routes to Transit



WAYFINDING

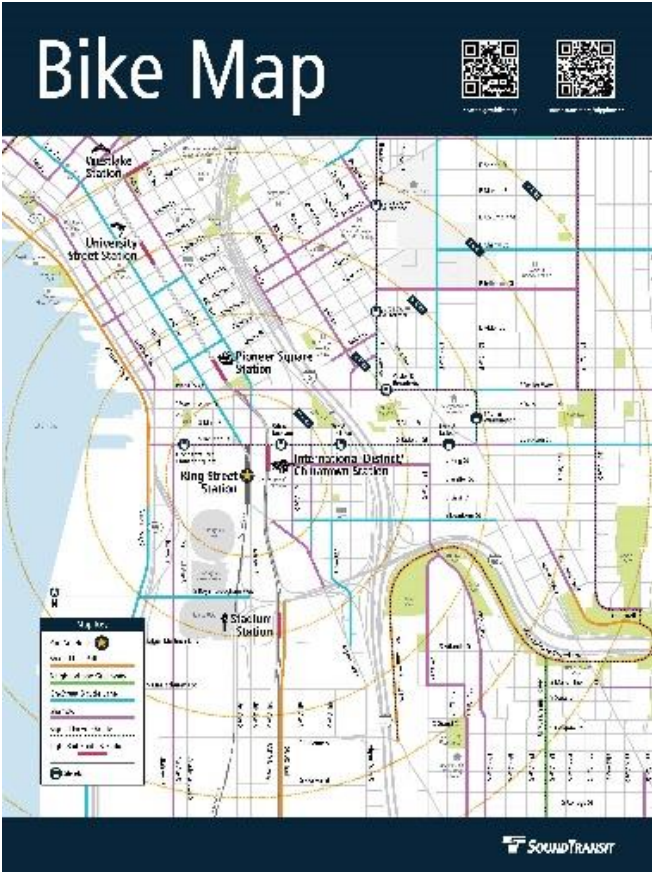
- 🚲 Easy route to parking
- 🚲 Contextualized with station/local system

MUNICIPAL PARTNERS

- 🚲 Identify routes
- 🚲 Cooperate on agency property

ROW MIXED-USE & REACTIVATION

- 🚲 Preservation of future use?



Setting the Standard – Demand Management

ADVOCACY GROUPS

- Can get in touch with grassroots networks
- Can be more effective than internal advocacy

COMMUNICATING WITH RIDERS

- Information needs to be accessible
- Cross-agency cooperation

INCENTIVIZE BIKING

- Discounted bike share memberships with transit passes
- Bike messaging at transit events



Let's ensure mobility for the future with active connections to transit!

