BICYCLES & TRANSIT

A Partnership that Works

FEDERAL TRANSIT ADMINISTRATION

U.S. Department
of Transportation

Dear Colleague:

"Linking bicycles and transit together is a win-win proposition."

A transportation renaissance is underway today in the United States. Federal funding for bus purchases has recently been expanded. Our Nation is building more new transit systems than at any time during the past 80 years. The number of Americans traveling by bicycle continues to increase. These trends make it more important than ever to strengthen the connections between bicycles and transit. This FTA brochure, **Bicycles and Transit: A Partnership that Works**, describes how transit agencies around the country are building these connections, and how Federal transportation programs may be used to support more of these efforts.

Linking bicycles and transit together is a win-win proposition. Bicycle-friendly transit provides cyclists with increased options for travel, and it also expands transit ridership. Together, bicycles and public transportation can help establish more livable communities.

The Transportation Equity Act for the 21st Century (TEA-21) authorizes unprecedented levels of funding and flexibility to tie together travel by transit and bicycle. Under TEA-21, transit agencies can continue using Federal Transit Administration (FTA) resources to improve bicycle access to public transportation facilities. States and localities also have increased opportunities to flexibly fund bicycle and transit projects through Federal Highway Administration (FHWA) programs. In addition, TEA-21 establishes a new 'transit enhancements' category of funding which may be used for bicycle storage facilities, equipment, and other eligible activities.

Across the country, enhancing bicycle access to transit is a key ingredient for achieving goals for improved mobility and transit service. I encourage you to work with other stakeholders in your communities to continue this partnership that works so well. I hope this brochure will help you in these efforts.

Sincerely,

Gordon J. Linton

A Partnership that Works

In an era of increasing traffic congestion,

concern about air quality, and limited public resources, more and more of our cities and communities are discovering the benefits of serving people's travel needs with bicycling and public transportation. The Transportation Equity Act for the 21st Century (TEA-21) encourages states and metropolitan areas to develop innovative transportation plans and programs which better integrate public transit, bicycle facilities, and other modes of travel into the existing transportation system. The goal of this multimodal planning is to provide travelers with a real choice of travel options.

In many areas, increased investment in transit and bicycle facilities can help meet goals for cleaner, healthier air; less congested roadways; and more livable communities. Used individually, bicycling and transit provide low-cost mobility and place fewer demands on local roads and highways to carry everyday trips. Used in combination, bicycles and public transportation provide millions of Americans with enhanced access to work, shopping, services, and family and friends.

buses

bicycles

trains

The Federal Transit Administration (FTA), in partnership with the Federal Highway Administration (FHWA), supports the TEA-21 vision of a more coordinated, truly multimodal transportation system, and believes that public transportation and bicycles are logical partners in realizing this future. This booklet summarizes the benefits of integrating bicycle and transit facilities and explains how FTA capital and planning program funds can be used to plan and implement facilities and equipment which improve bicycle access to public transportation. It also provides examples of how communities are successfully linking bicycles and transit to provide more and better choices to meet people's daily travel needs.

Strategies and Benefits

There are several benefits to investing in and integrating transit and bicycle facilities:

for Bicyclists

Access to transit allows bicyclists the opportunity to make longer trips. Where physical conditions prevent a continuous bicycle trip, public transportation can provide a link to previously inaccessible destinations.

for Public Transportation Providers

Improving bicycle access attracts new transit riders. Bicycle access expands transit's catchment area. Distances to transit stops that may be too far to walk may be within range of a short bicycle trip. Bicyclists represent an important weekend or off-peak market, when transit ridership is typically lower and capacity is underutilized. Providing secure parking for bicycles at transit stops and stations is less expensive than providing parking for automobiles.

for Livable Communities

Bicycles and transit provide more mobility options to everyone, particularly those who because of age, disability, or income are unable to drive. Less automobile traffic through neighborhoods contributes to a safer, quieter, and more pleasant environment.

for Everyone

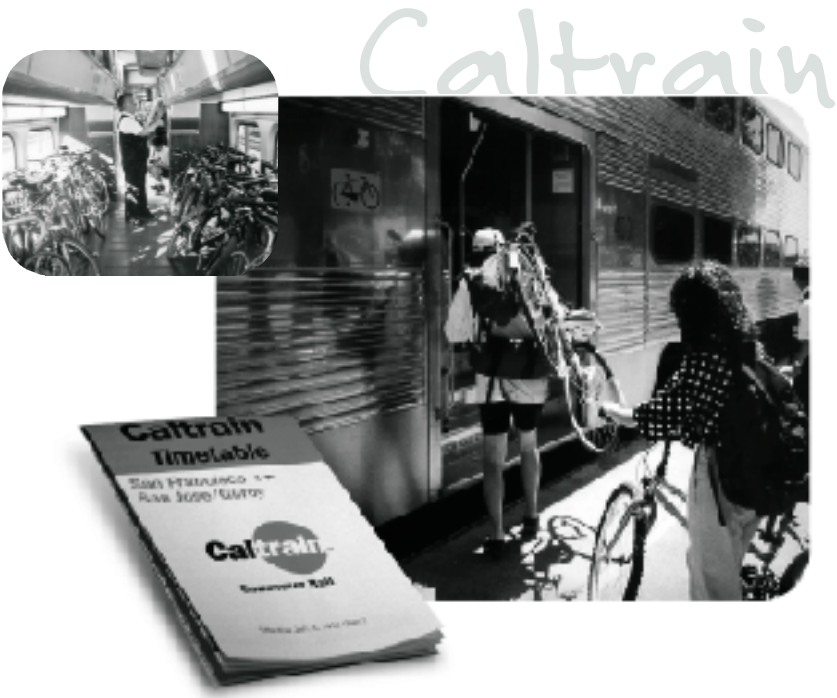
Safe and convenient transit service and bicycle facilities attracts more passengers and increases the viability of transit service. Fewer trips by automobile reduces polluting emissions. Increased use of transit and bicycle facilities can decrease traffic congestion.

Caltrain Boosts Ridership

Almost 2,000 bicyclists a day climb aboard the 110-km (70-mile) Caltrain passenger rail line between San Francisco and the Silicon Valley, and bring their bikes on board with them. Each train has space for 24 bikes (some trains may have two bike cars, for a capacity of 48 bikes) up from just four spaces when the program began in 1992. More than half of a recent ridership jump of seven percent was attributable to bicyclists and the initial $30,000 investment by San Francisco County, plus another $30,000 from Caltrain to expand capacity, was repaid in farebox revenue within six months.

Demand for bicycle spaces is now so fierce that Caltrain recently started offering two rented bicycle lockers for the price of one in an effort to persuade bicyclists to keep bikes at both ends of their trip rather than bring their bike on board!

Contact: Janet McGovern, Caltrain Public Information Office, (650) 508-6356 or visit the www.caltrain.com web site.



Federal Resources to Link Bicycles and Transit

FTA Funding Sources in TEA-21

Projects that improve bicycle access to public transportation services, facilities and vehicles are eligible for funding from programs administered by both FTA and FHWA. FTA's principal capital funding programs *the Capital Program, the Urbanized Area Formula Program* and *the Formula Program for Non-Urbanized Areas* are eligible for bicycle transit linkages. TEA-21 defines capital projects as including:

> "a mass transportation improvement that enhances economic development or incorporates private investment including…pedestrian and bicycle access to a mass transportation facility…because the improvement enhances the effectiveness of a mass transportation project and is related physically or functionally to that mass transportation project, or establishes new or enhanced coordination between mass transportation and other transportation, and provides a fair share of revenue for mass transportation that will be used for mass transportation."

Pedestrian Access and Walkways fall into the transit enhancement category.

TEA-21 also creates a new category of transit enhancement activities. One percent of Urbanized Area Formula program funds apportioned to urban areas of at least 200,000 population are set-aside for transit enhancements, including the following activities:

- bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles;
- pedestrian access and walkways;
- historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities and canals);
- bus shelters;
- landscaping and other scenic beautification;
- public art;
- projects that enhance access for people with disabilities to mass transportation.

Bike Racks

Bike Lockers

Many transit agencies have also chosen to apply for funds administered by the Federal Highway Administration such as the Transportation Enhancements program and Congestion Mitigation and Air Quality Improvement (CMAQ) program to pay for bike racks on buses and other projects (see below for more details).

FHWA Funding Sour ces

Bicycle improvements, such as projects to better integrate bicycles and transit, remain eligible for most of the federal-aid highway funding programs established by ISTEA in 1991. These programs are continued in the new TEA-21 legislation.

Numerous bike racks on buses programs have been funded from the Congestion Mitigation and Air Quality Improvement (CMAQ) program and the Transportation Enhancement program. Metra, Chicago's regional commuter rail service, recently invested CMAQ funds to install almost 200 bicycle lockers at nine stations throughout the system.

Other funding sources that have been used for bicycle improvements include the Surface Transportation Program and the National Highway System. **For more information, visit the FHWA web site at www.fhwa.dot.gov and go to either the TEA-21 resource page or the "Major Programs Areas" and click on "Intermodal and Statewide Planning."**

TEA-21 further encourages transit agencies to invest in linking bicycles and mass transportation by increasing the federal share of transit enhancement grants to 95 percent of the project costs. Bicycle projects using other transit funds may be funded at up to the 90 percent federal matching level. Non-bicycle related transit enhancement activities have the usual 80/20 ratio for federal/local funding.

For more information about these programs visit the FTA website at www.fta.dot.gov or contact your regional FTA office, listed on the back page of this booklet.

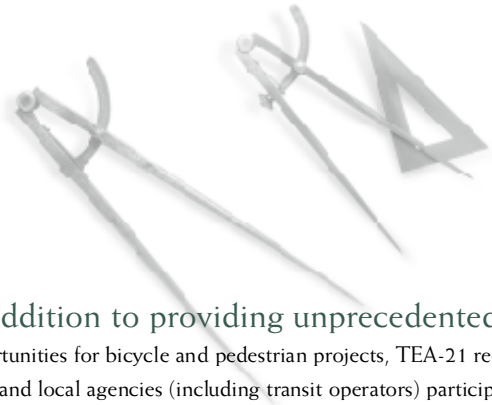
The Federal share of transit enhancement grants to link bicycles and transit can be up to 95%. While non-bicycle related transit enhancement grants receive the usual 80%.

Bicycles and Rail Ser vice

Most light and heavy rail systems now provide some level of access to bicyclists and their bicycles. In systems with dedicated bike racks inside the rail cars (e.g., Caltrain and the Santa Clara Valley Transportation Authority (SCVTA)) the only restrictions relate to capacity and points of access to the train. In systems without dedicated space (e.g. Portland, OR, Washington, DC and Boston, MA), riders may take bicycles on board except during the morning and evening peak hours and on festival and other major event days.

The Tri-Met light rail system (known as MAX) in Portland, OR is one of the few systems still requiring riders to obtain a permit before bringing bikes on board. Obtaining a permit costs $5 and requires the rider to watch an eight-minute safety and operation video. Like a number of other transit agencies, the Washington, D.C. Metropolitan Area Transit Authority (WMATA) eliminated its permit requirement for bringing bicycles on Metro trains. This simplifies travel for bike-transit users and encourages more bike-transit trips (www.wmata.com).

The Planning Process



In addition to providing unprecedented funding opportunities for bicycle and pedestrian projects, TEA-21 requires that State and local agencies (including transit operators) participate in a continuing, cooperative, and comprehensive multimodal transportation planning process. This process is the forum for 1) developing regional and statewide goals and objectives for improving transportation facilities and systems; 2) identifying the transportation needs for a given planning area; 3) evaluating the wide range of transportation alternatives and funding options available to address deficiencies; and 4) selecting the most appropriate projects and strategies to meet transportation goals, objectives, and needs.

TEA-21 encourages the participation of the general public, public transportation providers, and bicycle and pedestrian advocates (among other stakeholders) in the planning process. Participation by these groups ensures the consideration of bicycle facility improvements in the development of long-range plans and near term transportation improvement programs.

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In urbanized areas of over 50,000 population, interested parties should contact their Metropolitan Planning Organization (MPO) and local transit providers to participate in planning for improved bicycle access to transit, and for other bicycle-related facilities and programs. In nonurbanized areas, individuals and groups interested in bicycling and transit should contact their State Department of Transportation for information on bicycle and transit programs in their State. The FTA Regional Office serving your State (and identified in the Resources section of this guide) can direct you to appropriate local contacts.

Planning Studies

Access 2000: Maryland's bicycle access inventory

In July, 1996, the Maryland Mass Transit Administration (MTA) initiated a statewide inventory of access for bicycles and pedestrians at 111 existing and planned light, heavy, and commuter rail stations throughout the State. The goal was to identify the availability and condition of roadways and facilities at or near rail stations to determine what improvements are needed to accommodate, in a safe and effective manner, pedestrians and bicyclists. The inventory was funded with $160,000 of Federal Transit Administration State Planning and Research Program money and $40,000 of state matching funds.

Data were collected within a three kilometer (2 mile) radius for bicycles and one kilometer (0.6 miles) for pedestrians on a wide range of items including:

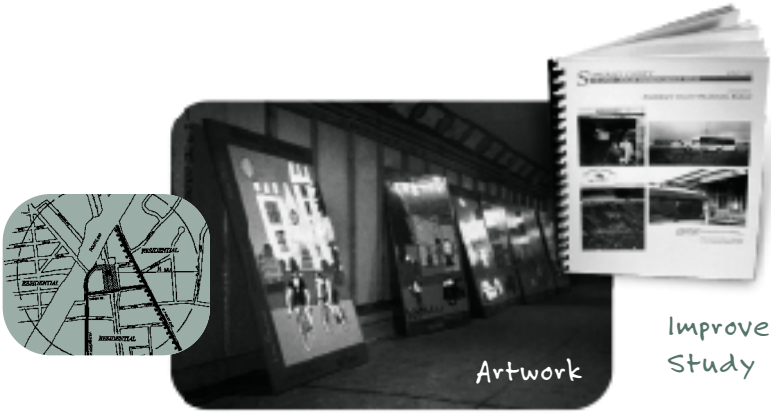
Access 2000 Status Report

- availability of bicycle racks and lockers
- condition and availability of bicycle routes and facilities connecting to stations
- traffic conditions such as traffic volumes and speed, lane widths, surface conditions, parking, bridges, traffic mix, and related considerations.

The information is being used to target improvements by the Maryland DOT (including the MTA) and local governments and to generate a greater understanding of the importance of adequate access to public transportation.

Contact: Dianne Ratcliff, MTA: (410) 767-3771

Maryland



Improvement Study

New Jersey

Transit Access Improvement Stud y: Somerset County, NJ

The Somerset County Planning Board initiated a $50,000 transit access improvement study to encourage the use of public transit, promote bicycling and walking, reinvigorate traditional centers, and ultimately lessen reliance on single occupant vehicle travel. A consultant team recommended system-wide solutions and station-specific improvements for each station based on an examination of the opportunities and constraints at each location.

Recommended solutions fell into a number of general groupings including:

- **Access, parking, and circulation** improved access routes including bike lanes and connections; intersection improvements including bicycle loop detectors; bicycle parking facilities including racks and lockers traffic calming in the station areas
- **Communications and Information** information kiosks and electronic message boards trailblazer signs and additional directional information
- **Amenities**
- **Safety and Security** improved lighting more linkages between the station and surrounding neighborhood
- **Aesthetics and Landscaping**

As a result of the study, traffic calming improvements have been initiated at one station and new artwork has enhanced the approaches to another. Numerous other recommendations are now scheduled for implementation.

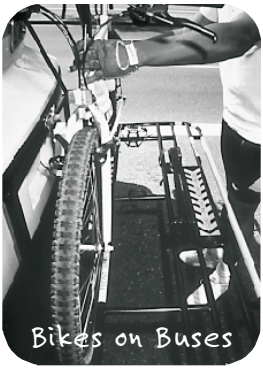
Contact: Bettina Zimny, RBA Group: (973) 898-0300

Success Stories

Bikes on Buses Program

Phoenix: Program Pioneers

In 1991 the Phoenix Transit Department installed racks on the front of 40 city buses, each able to carry two bicycles. The pilot program, financed by the City of Phoenix and Arizona DOT, was a huge success with more than 5,500 riders using the racks in the six-month trial period. Later that year, the city matched local funds with Urbanized Area Formula program Federal Transit dollars to outfit all 350 buses in the fleet with bike racks.



The bike racks were designed by a local company with input from the transit operator, government agency staff, and bicyclists. The racks allow either of the two bicycles to be loaded and unloaded quickly, safely, and without touching the other bike. The racks have proven durable and do not interfere with bus maintenance and cleaning.

Contact: Mike Navarez, Phoenix Transit Dept., (602) 262-7242
John Misany, Mobilis: (602) 256-3465

Seattle: Metro Carries the Largest Load

The Seattle transit agency boasts more than 40,000 bicycle-carrying passengers a month.

The success of the Phoenix program quickly caught the attention of other transit agencies and it is now estimated that more than one-in-five transit buses in the country is equipped with a bike rack. In 1993, the Seattle/ King County transit agency, Metro, used more than $900,000 of CMAQ funds to equip every one of its 1,200 buses with racks and the agency now boasts more than 40,000 bicycle-carrying passengers every month. The racks were designed and supplied by a northwest firm whose racks now carry more than 250,000 riders each month on systems throughout the country.

Contact: Bob Flor, Metro: (206) 684-1611
Lisa Robinson, Sportsworks: (425) 483-7000

Bikes on Buses

Bikes on Board

Ithaca, NY: Small Operators Also Benefit

The Tompkins Consolidated Area Transit (TCAT) agency used Surface Transportation Program funds to install racks on its 42 buses in August 1996 and after one year was carrying 1,000 bicyclists a month. The agency estimates that within the city 1.2 bicycles are carried for every 100 passengers.

Contact: Dwight Mengel, TCAT: (607) 277-9388

Bikes On Board Buses

Santa Clara Valley Transpor tation Authority

has equipped all its buses with bike racks and allows up to two bikes inside each bus, at the driver's discretion, when the racks are full. During off-peak hours, the Sacramento Regional Transit District allows one bike inside standard length (40-foot) buses when not equipped with a front rack.

Contact: Valley Transportation Authority: (415) 508-6350
SACRT: (916) 321-BUSS

Long Beach

The pioneering Long Beach Bikestation links bicyclists to transit with secure parking, transit information, bike repairs and other services.

Los Angeles : Area Bike Stations Link Transit, Bicycles

A full-service bicycle storage and rental facility opened its doors May 18, 1998 at the Metrolink Station in Chatsworth. This is the second such bicycle facility in Los Angeles County built with voter-approved Proposition C cent sales tax revenues, which the MTA allocates for a variety of regional transportation improvement projects. The first facility opened in 1996 at the Long Beach Transit Mall next to the MTA Metro Blue Line Station in Long Beach. The MTA earmarked $283,000 in Proposition C sales tax revenues to build the $350,000 Chatsworth building which will be open to the public between the hours of 6 a.m. and 6:30 p.m., Mondays through Fridays.

The Chatsworth Depot Bike Stop will feature bike rentals, repairs, accessories, and information and assistance for enthusiasts. Other services offered at the facility include changing rooms, an emergency ride home program for registered bicycle commuters and electric bicycle rentals for use by commuters traveling from the station to worksites in the Northwestern San Fernando Valley. In addition, the Chatsworth Depot Bike Stop will feature bicycle locker rentals and a meeting room for local bicycle clubs and advocacy groups.

A third MTA funded full-service bicycle storage and rental facility is slated to open at a Metrolink Station in the Santa Clarita Valley in 1999.

Contact: (213) 626-4455

Resources

Publications

Publications addressing bicycle-transit linkages are available from the National Bicycling and Walking Clearinghouse:

- Integration of Bicycles and Transit. TCRP Synthesis 4, Transportation Research Board, 1994.
- Linking Bicycle/Pedestrian Facilities to Transit, National Bicycling and Walking Case Study No. 9, Federal Highway Administration, 1993.
- NBPC Technical Brief Number 5: Integration of Bicycles with Transit, Federal Highway Administration, 1996.
- Improving Conditions for Bicycling and Walking: A Best Practices Report. Federal Highway Administration, January 1998.

To contact the Clearinghouse: toll-free: 1-877-WALKBIKE (877-925-5245)
www.bicyclinginfo.org

FTA On the World Wide Web

An extensive library of transportation documents, including up to date information and full text copies of FTA reports is available at:
www.fta.dot.gov

Oganizations

The organizations listed below can provide additional information about linking bicycles and transit.

- Association of Pedestrian and Bicycle Professionals
  P.O. Box 23576
  Washington, DC 20026
  www.apbp.org
  Pedbike@aol.com

- League of American Bicyclists
  1612 K Street NW, Suite 401
  Washington, DC 20006
  202-822-1333
  www.bikeleague.org
  bikeleague@bikeleague.org

- Bicycle Federation of America
  1506 21st Street, NW, Suite 200
  Washington, DC 20036
  202-463-6625
  www.bikefed.org
  askBFA@aol.com

- Rails to Trails Conservancy
  1100 17th Street, NW, 10th Floor
  Washington, DC 20036
  202-331-9696
  www.railtrails.org
  rtrails@transact.org

FTA Offices

FTA Regional Offices are the contacts for information about Federal transit grant funding programs.

REGION 1
(ME, NH, VT, MA, RI, CT) Transportation Systems Center Kendall Square 55 Broadway, Suite 920 Cambridge, MA 02142-1093
Phone 617-494-2055 Fax 617-494-2865

REGION 2
(NY, NJ, US Virgin Islands) 26 Federal Plaza, Suite 2940, New York, NY 10278-0194
Phone 212-264-8162 Fax 212-264-8973

REGION 3
(PA, VA, WV, DE, MD, DC) 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124
Phone 215-656-7100 Fax 215-656-7260

REGION 4
(NC, KY, TN, SC, AL, GA, FL, MS, PR) Atlanta Federal Center 61 Forsyth Street, S.W., Suite 17 T50, Atlanta, Georgia, 30303
Phone 404/562-3500 Fax 404/562-3505

REGION 5
(IL, OH, MN, WI, IN, MI) 55 E. Monroe Street, Suite 1415, Chicago, IL 60603-5704
Phone 312-353-2789 Fax 312-886-0351

REGION 6
(TX, OK, AR, LA, NM) —
Parkview Place, 425 East Lamar Street, Suite 175, Arlington, TX 76011-3900
Phone 817-860-9663 Fax 817-860-9437

REGION 7
(IA, KS, NE, MO) 6301 Rockhill Road, Suite 303, Kansas City, MO 64131-1117
Phone 816-523-0204 Fax 816-523-0927

REGION 8
(CO, UT, MT, WY, SD, ND) Columbine Place 216 16th St., Suite 650, Denver, CO 80202-5120
Phone 303-844-3242 Fax 303-844-4217

REGION 9
(CA, AZ, NV, HI, Guam, American Samoa, and the Northern Mariana Islands) 201 Mission Street, Room 2210, San Francisco, CA 94105-1926 Phone 415-744-3133 Fax 415-744-2726

REGION 10
(WA, OR, ID, AK) Jackson Federal Building 915 Second Avenue, Suite 3142, Seattle, WA 98174-1002 Phone 206-220-7954 Fax 206-220-7959

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