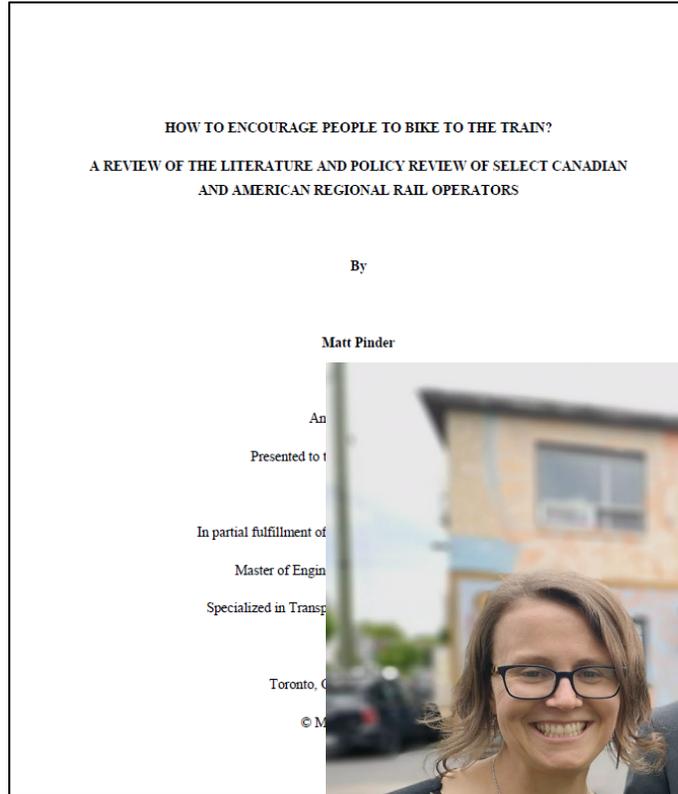


Cycling in the Suburbs: Start with the Train!

Matt Pinder

Senior Designer, Alta Planning + Design

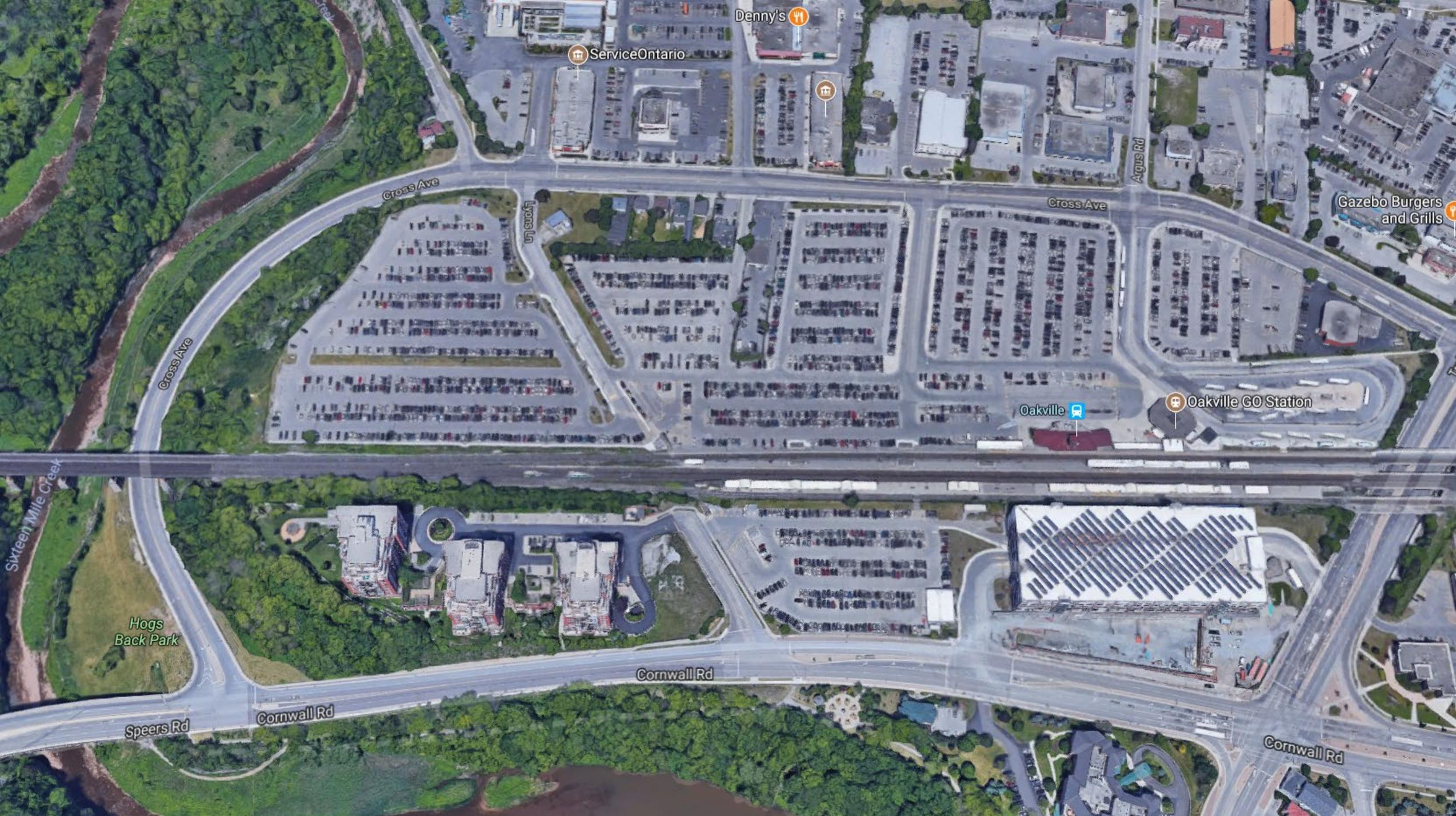
About me











Denny's

ServiceOntario

Gazebo Burgers and Grills

Cross Ave

Cross Ave

Cross Ave

Argus Rd

Lions Ln

Oakville

Oakville GO Station

Sixteen Mile Creek

Hogs Back Park

Cornwall Rd

Speers Rd

Cornwall Rd

Cornwall Rd



Why start with the train station?

Is it possible?

Where do you start?

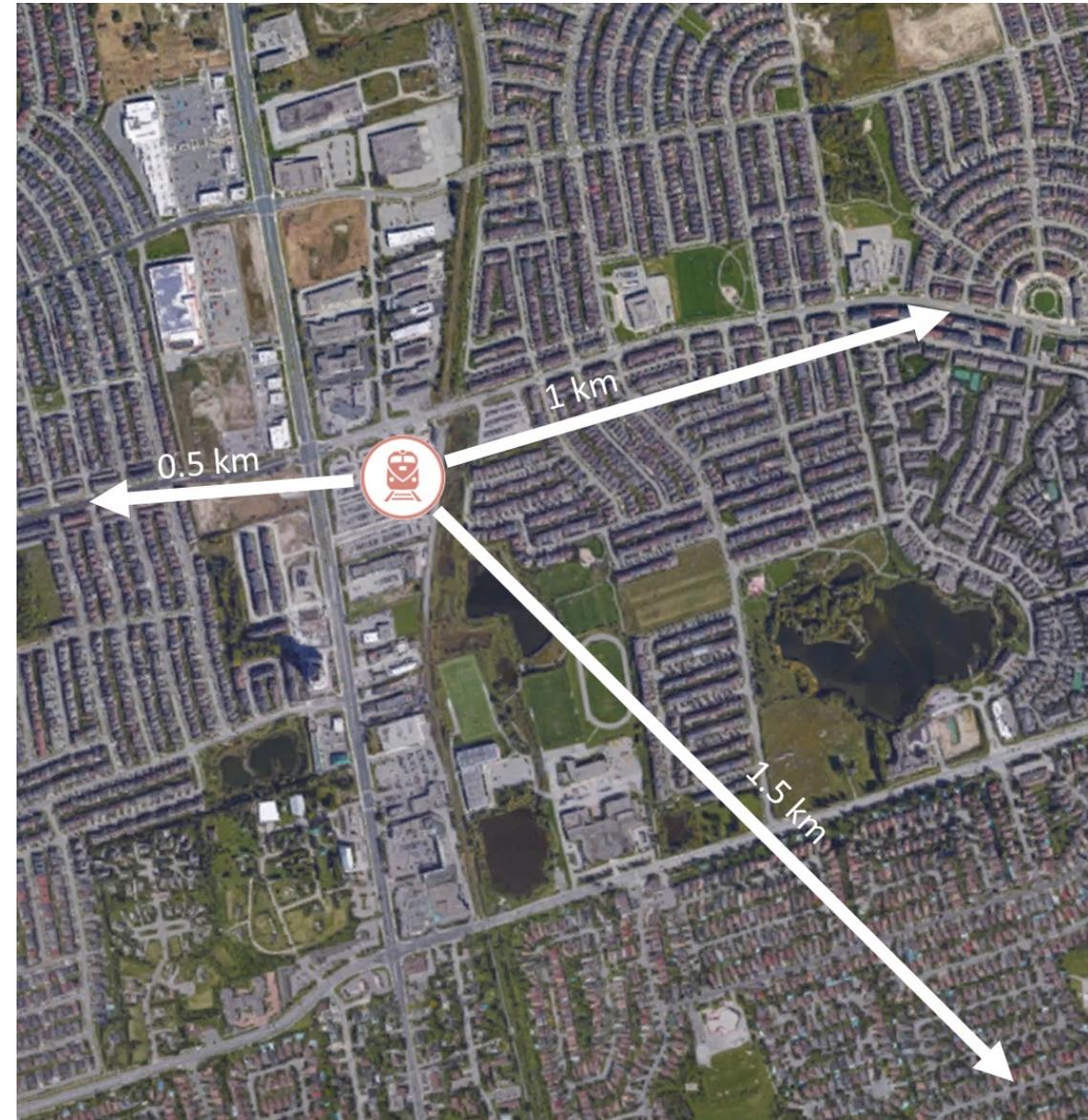
Why the train?

Average commute trip length in Suburbs: 7.2km (4.5mi)

= **27 minute bike ride**

Average trip length to Commuter Rail Station: 2.6km (1.6mi)

= **10 minute bike ride**

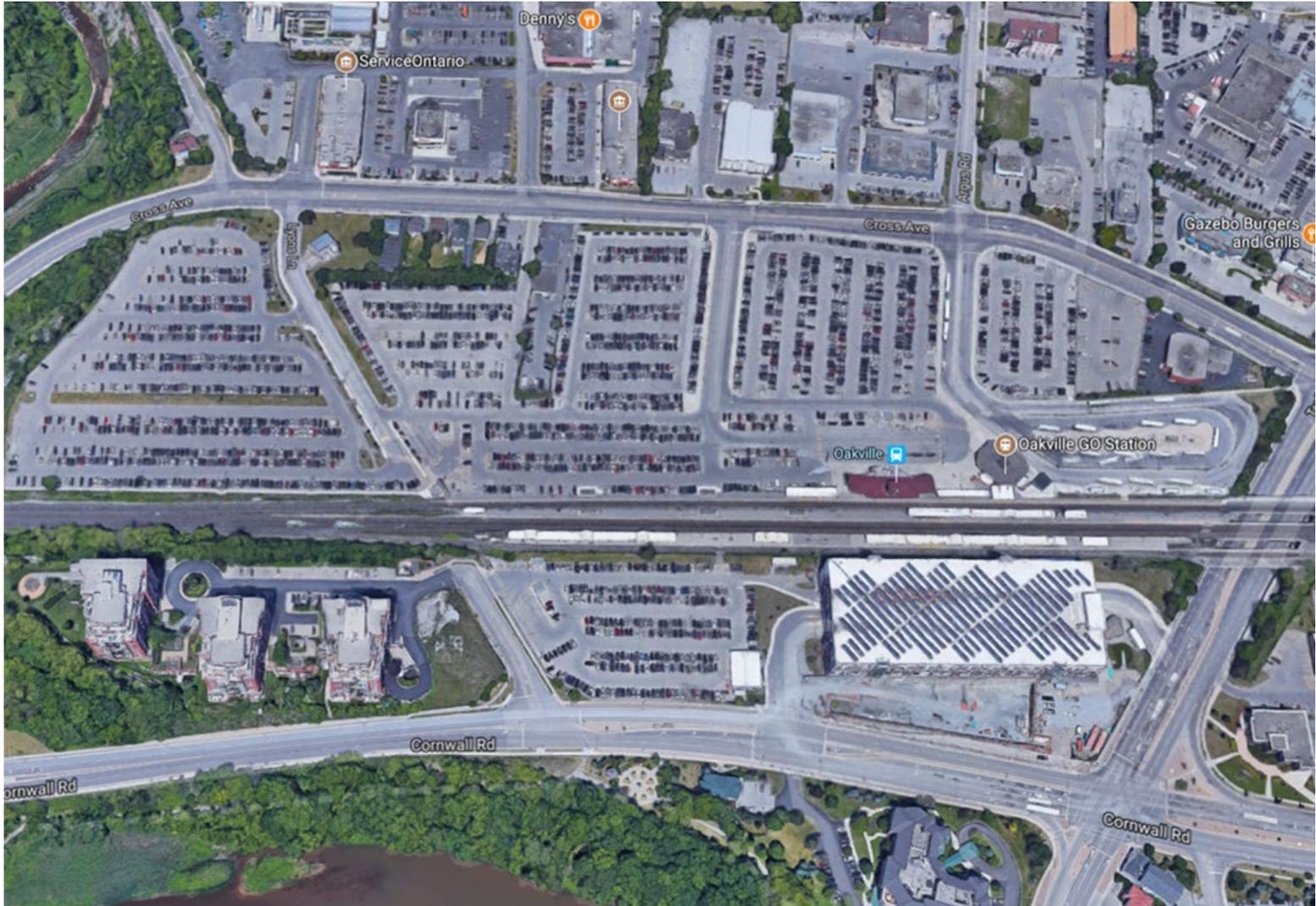


Park and Ride is **EXPENSIVE**

Parking structures can cost **\$40,000+ per space**

Car parking uses **up to 30x more space** than bicycle parking

Access times for car and bike are **nearly the same**



Is it POSSIBLE?

The Dutch: *of course!*

Over half of trips to train stations in NL by bike

Largest bicycle parking in the world at Utrecht Station, holding **12,500 bikes**

But what about North America?



North American bike-and-ride rates

Metro Area	Service	Cycling Access Mode Share
San Francisco	BART	7%
Chicago	Metra	1%
Toronto	GO Train	1%
Washington	Washington Metro (Metrorail)	0.7%
New York	LIRR	0.7%
Philadelphia	SEPTA Regional Rail	0.4%

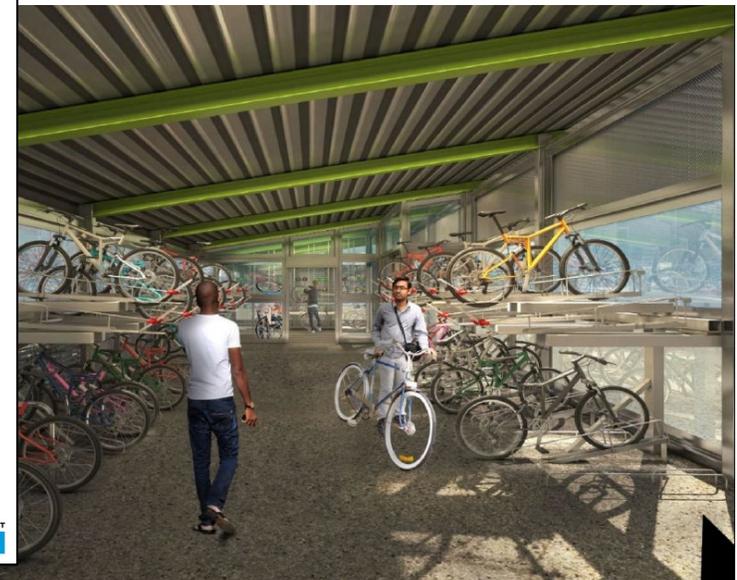
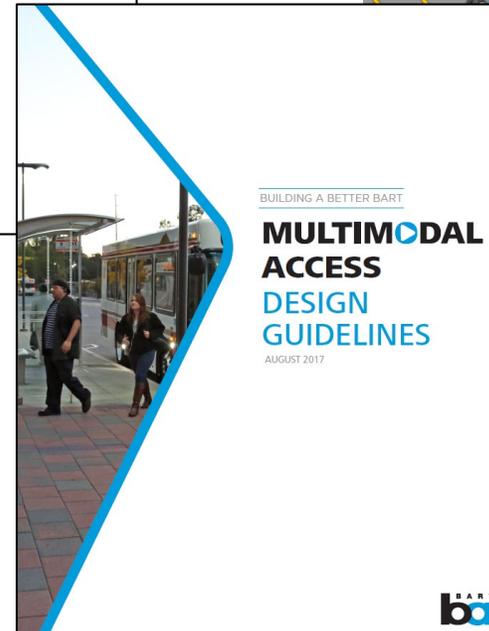
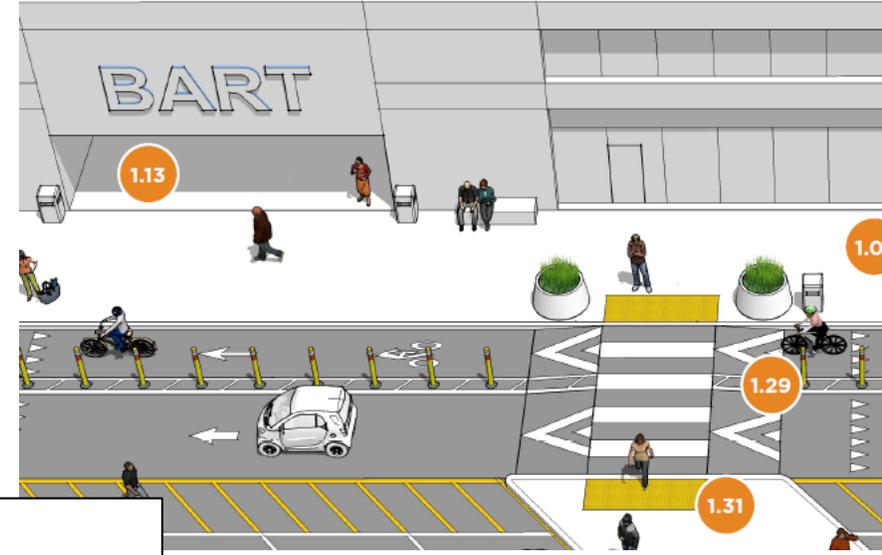
What is **BART** doing?

Bike made up **just 2.5% of access trips** in 2002

15,000 daily bike trips to stations today,
35,000 by 2022

Published a **bicycle plan** with dedicated capital budget

Secure bike parking facilities holding **hundreds of bikes**



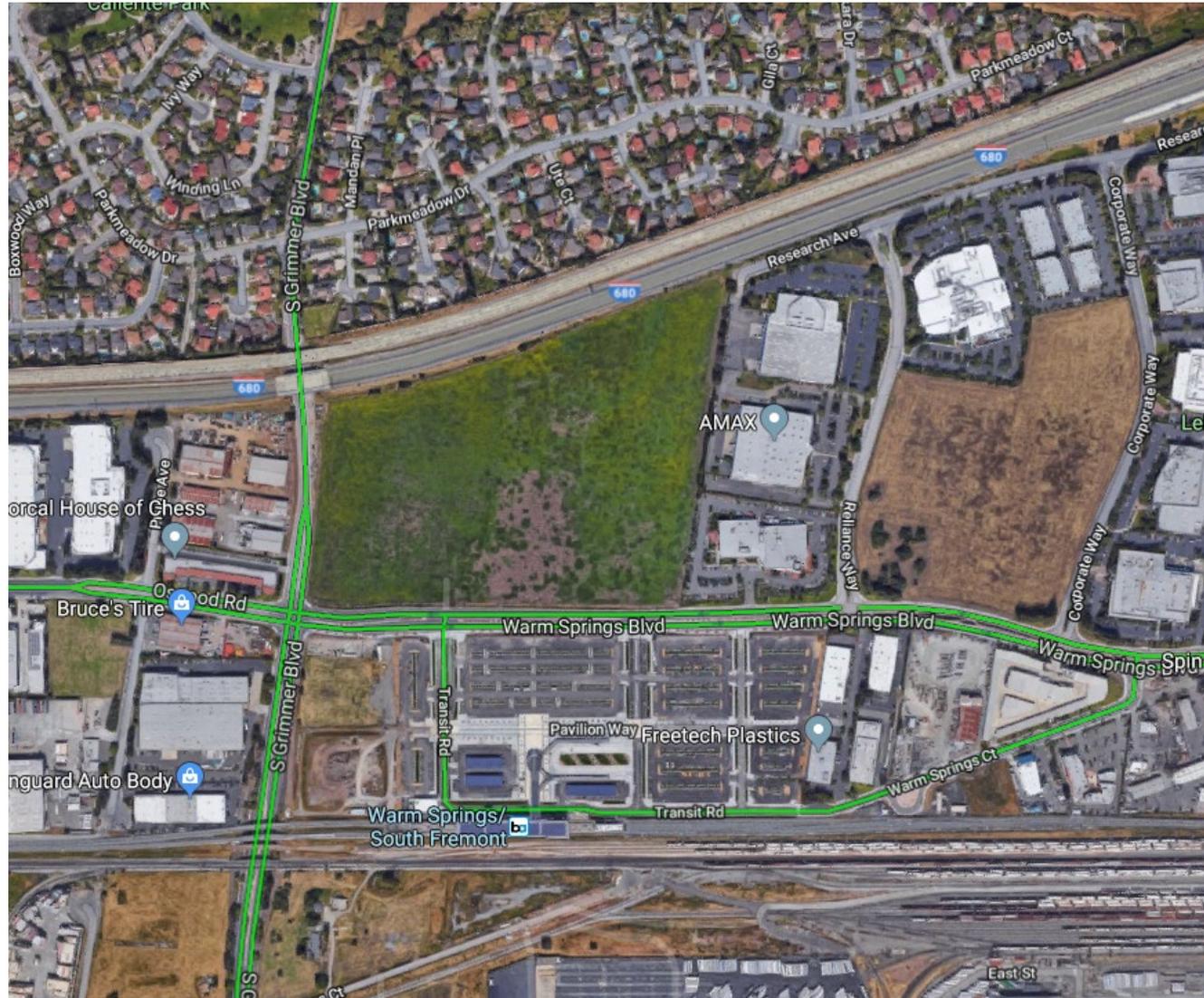
Where to Start? Build the Network

Provide **safe, direct, and comfortable** access to stations with **minimal delays**

Highway crossings and arterial roadways are significant barriers

Cycling is competitive over **1-4 km (0.6-2.5 mi)**

Is your transit agency a stakeholder in station area planning?



**APPLEBY GO STATION
MULTI-USE PATH**



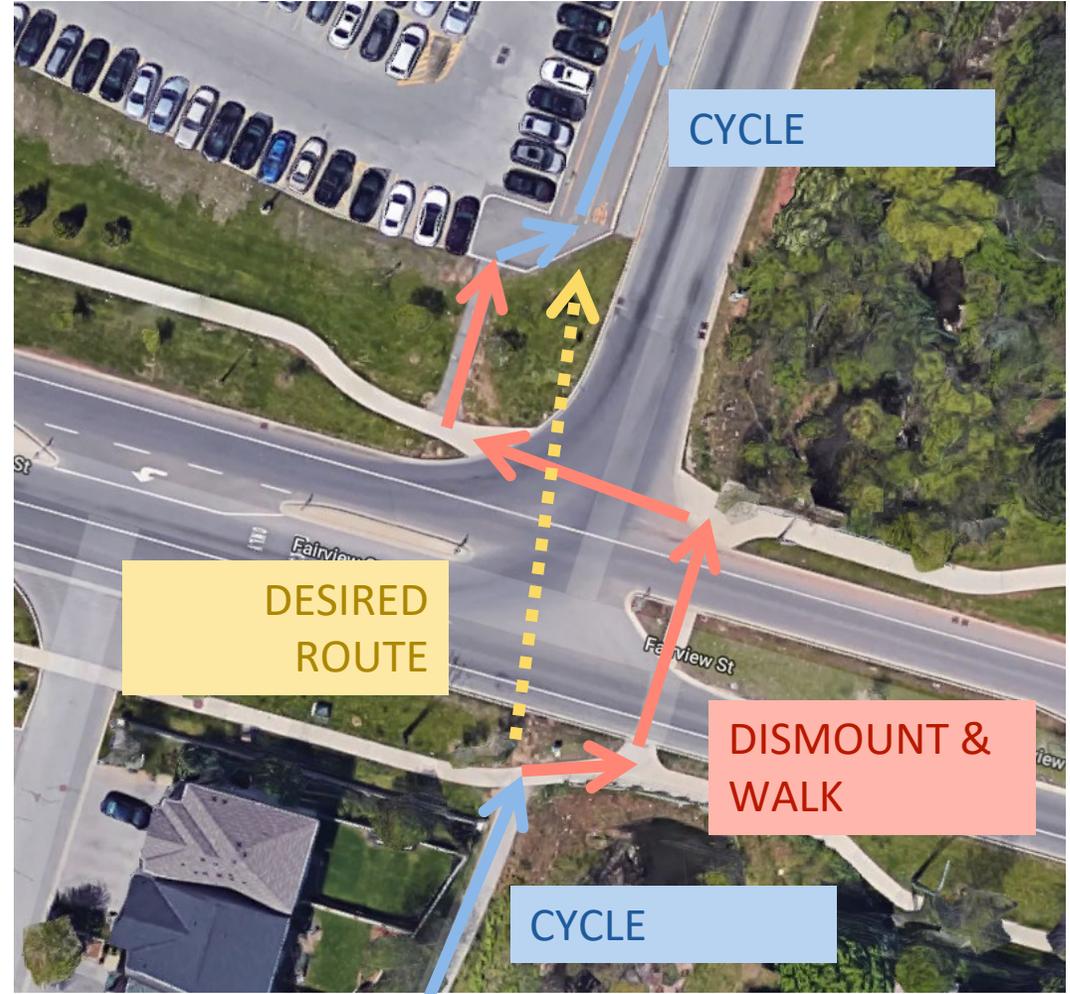
MULTI-USE PATH

**APPLEBY GO STATION
MULTI-USE PATH**



MULTI-USE PATH

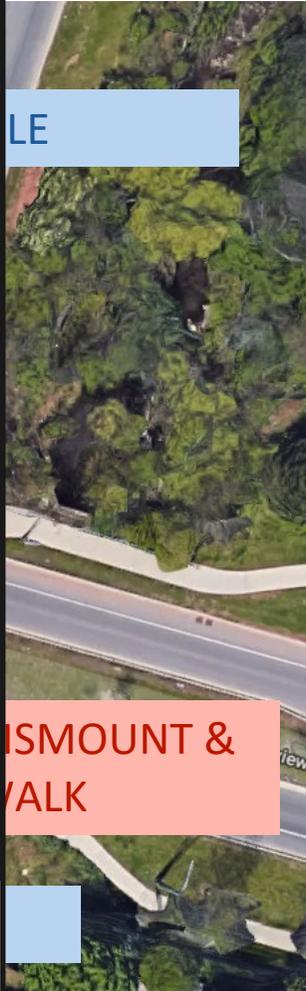
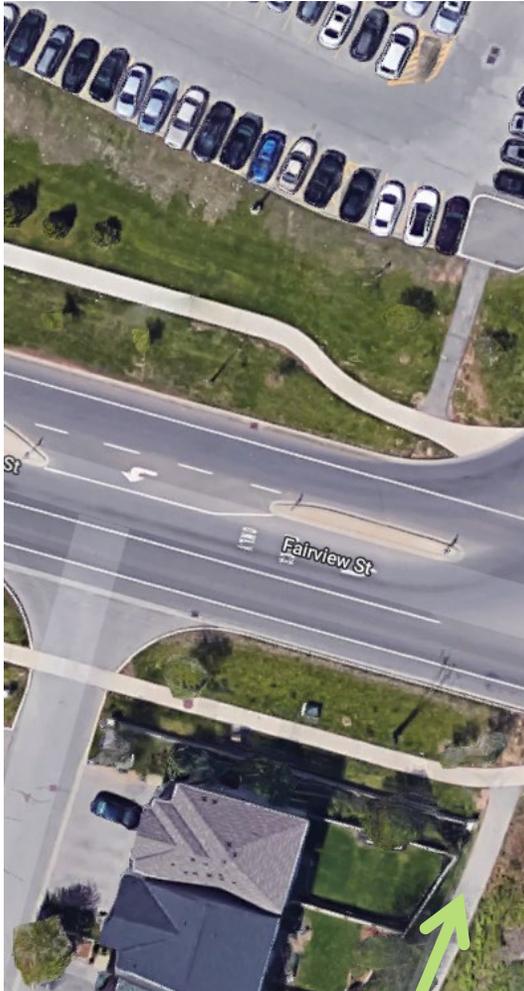
APPLEBY GO STATION



MULTI-USE PATH

APPLYBY GO

APPLYBY GO



Case in point: User rejection of design, likely due to lack of directness (Google Street View)

MULTI-USE TRAIL

MULTI-USE PATH

Bicycle Parking

Provide parking that is:

- **Close to platform**
- **Weather-protected**
- **Well-maintained**
- **Plentiful**

Provide mix of **secure and non-secure parking**

How many bicycles are you planning for? 10s? 100s? 1000s?

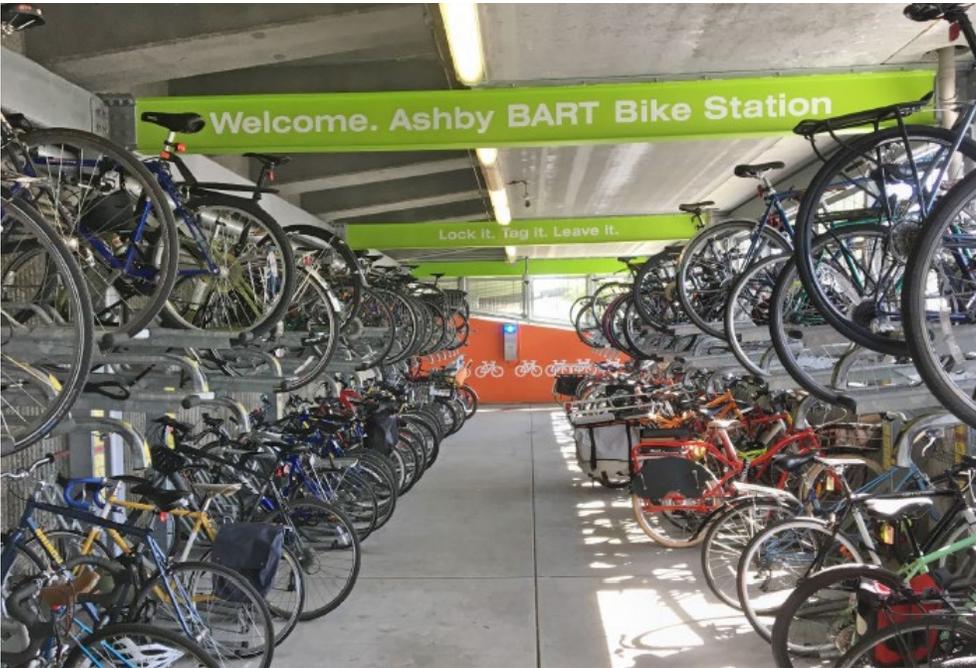




Montreal



Vancouver



Bay Area



Washington D.C.

Which stations are best candidates?

Stations with **higher frequencies** and **more connections**

Paid car parking

Walkable environment

Retail at station



Marketing

People worry about **getting sweaty, professional appearance, comfort**

Marketing should work to **normalize cycling**

Consider motivations of passengers: **speed, flexibility, reliability, convenience**

Does your agency have a behaviour change marketing program?





Lessons

Set goals

Complete the networks

Build bike parking right

Focus on site design

Marketing

Get good data

Fund it!



Thank you!



Beyond the Automobile

@MattPinder1

Active transportation professional. Author of BeyondTheAutomobile.ca. Co-Host of [#BikeMindsTO](https://twitter.com/BikeMindsTO).

 Ottawa, Ontario

 beyondtheautomobile.ca

mattpinder@altaplanning.com

@MattPinder1