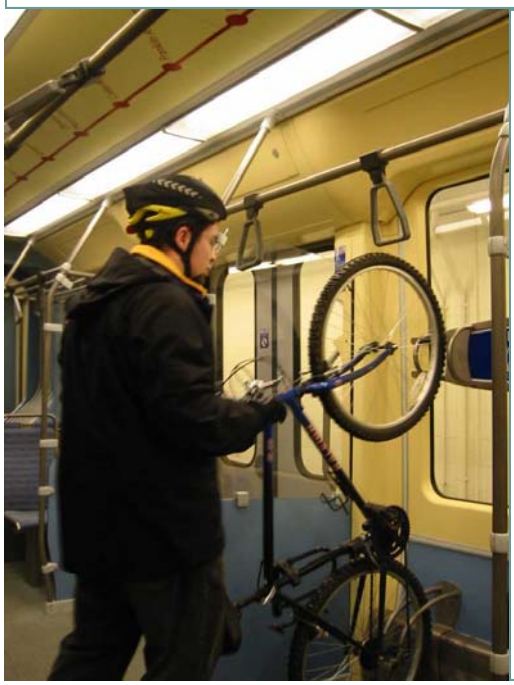
Transit Integration

Bicycle Racks on Transit— Bike Racks on transit effectively remove barriers for bicyclists and greatly improve mobility. In many cases bicyclists can not physically make the entire trip by bicycle because of a physical barrier, distance, or a changed weather condition. Bike racks should be placed on all transit vehicles when possible.

Above: All Metro Transit buses and most suburban express buses are now equipped with bike racks on the front of buses. Many routes do not have enough rack spaces for the number of bicyclists who would like to use the rack. A bike rack folds down to allow a bicyclist to place up to two bikes in the carrier.



Left/Right: The Hiawatha Light Rail Line has space in each car to store bicycles. All proposed light rail corridors including the Central Corridor, SW LRT Corridor, and Bottineau Corridor will include bicycle racks. The bike racks allow bicyclists a stable and convenient place to store the bike when riding the train. The rack also gets the bike out of the way of other passengers.

Bicycles and Transit

Bicycle Racks on Transit—Examples

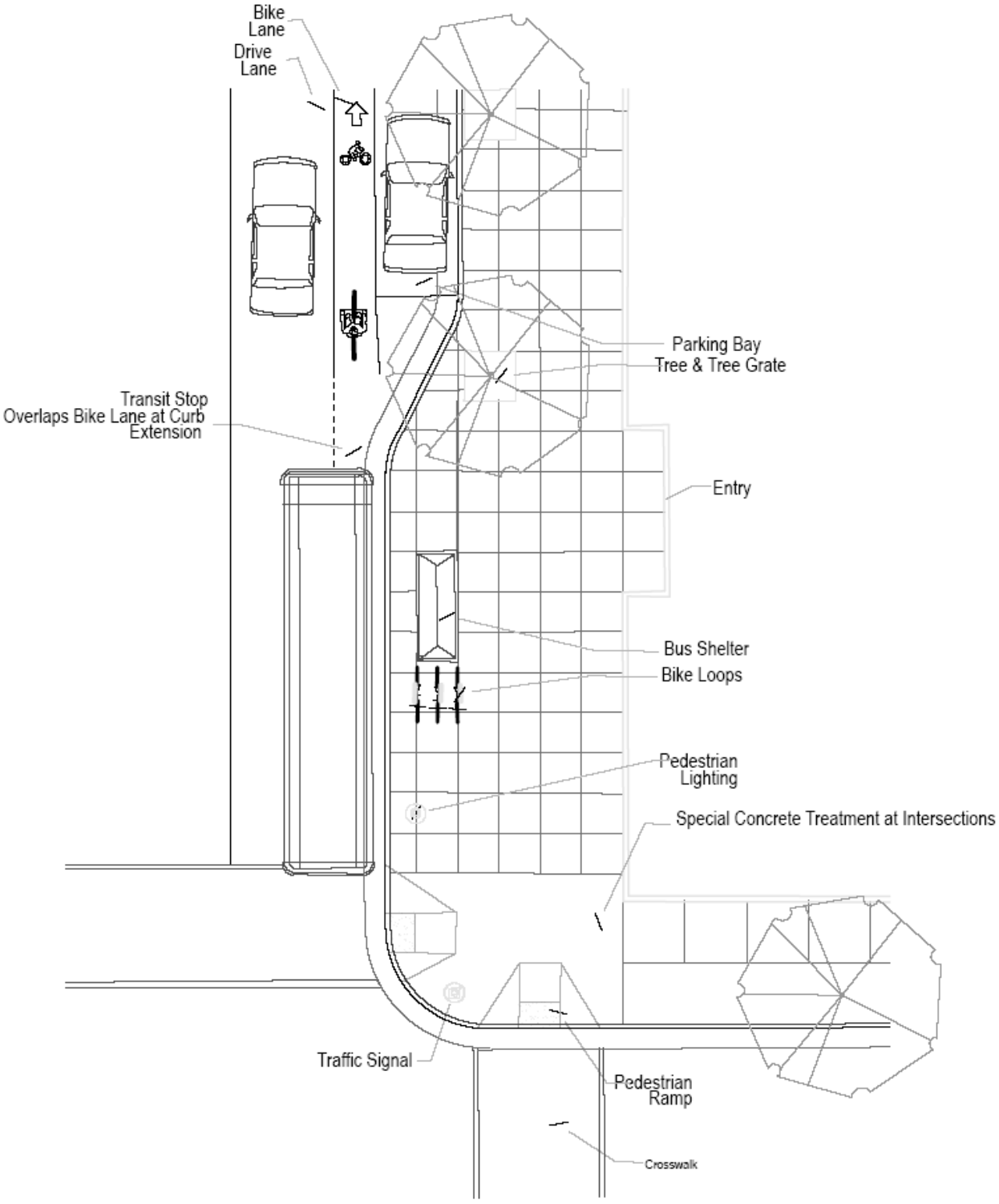
Above: Bicycles are allowed on SEPTA trains in Philadelphia only during off-peak periods.

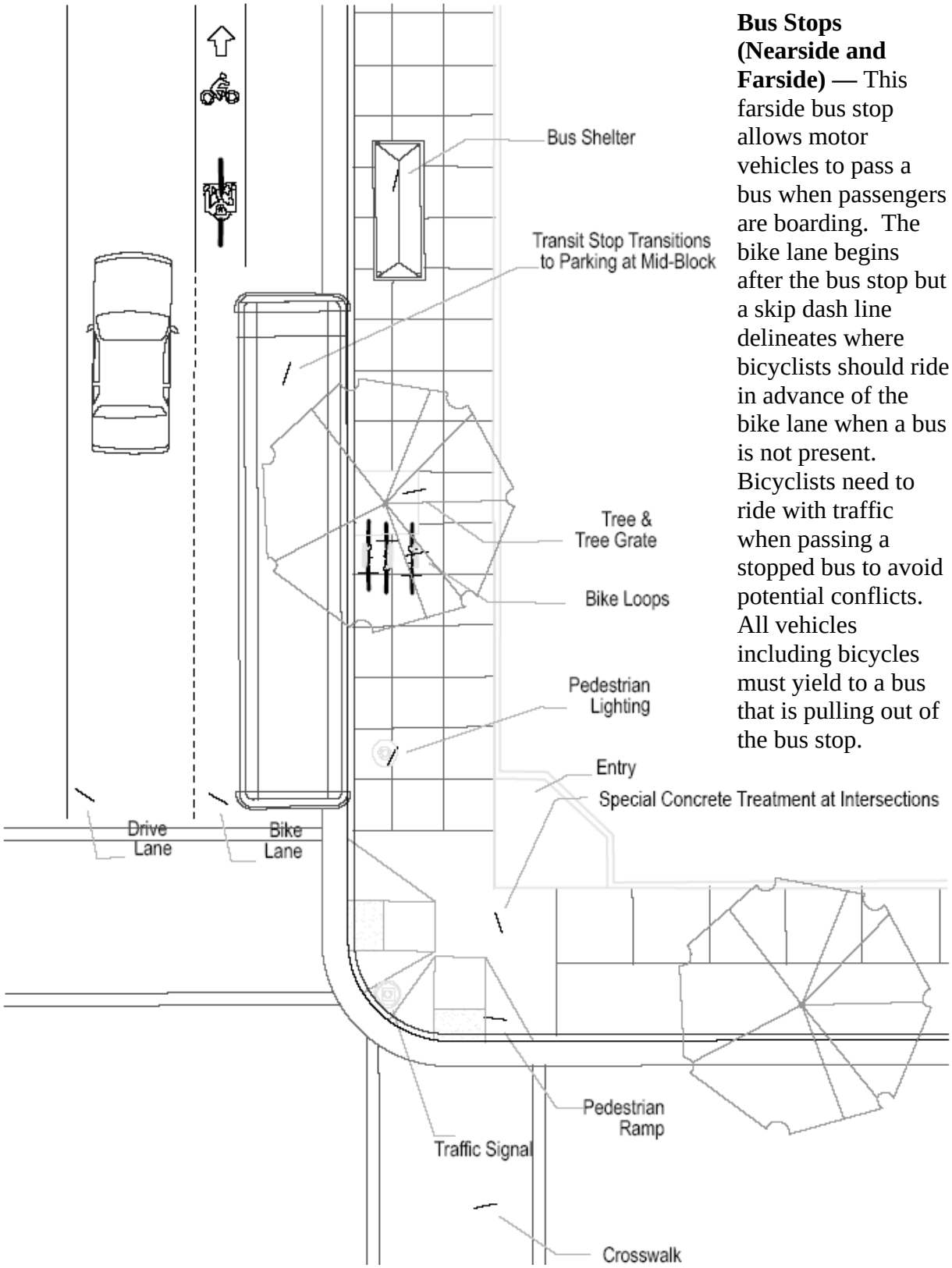
Above: This passenger train in Poland has hanging bicycle hooks to save space.

Above: Commuter trains in the Netherlands and in Germany often set aside an entire car for bicycle storage.

Above: The Northstar Commuter Rail Line from Big Lake to Minneapolis allows bicycles on all trains.

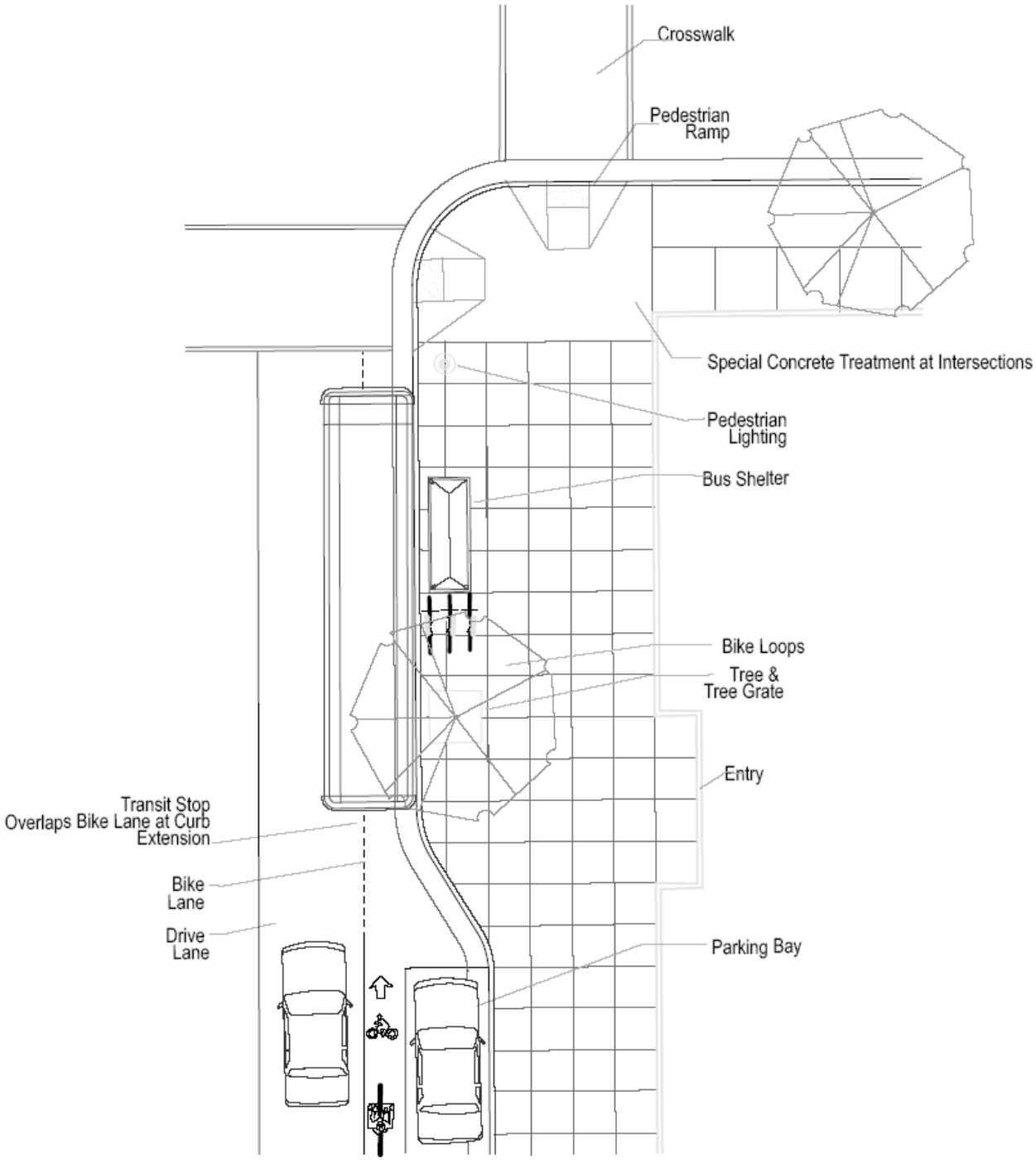
Bus Stops (Nearside and Farside)— This farside bus stop is located at a bump-out where buses take the entire lane to pick up and drop off passengers. The bike lane begins after the bus stop but a skip dash line delineates where bicyclists should ride in advance of the bike lane.



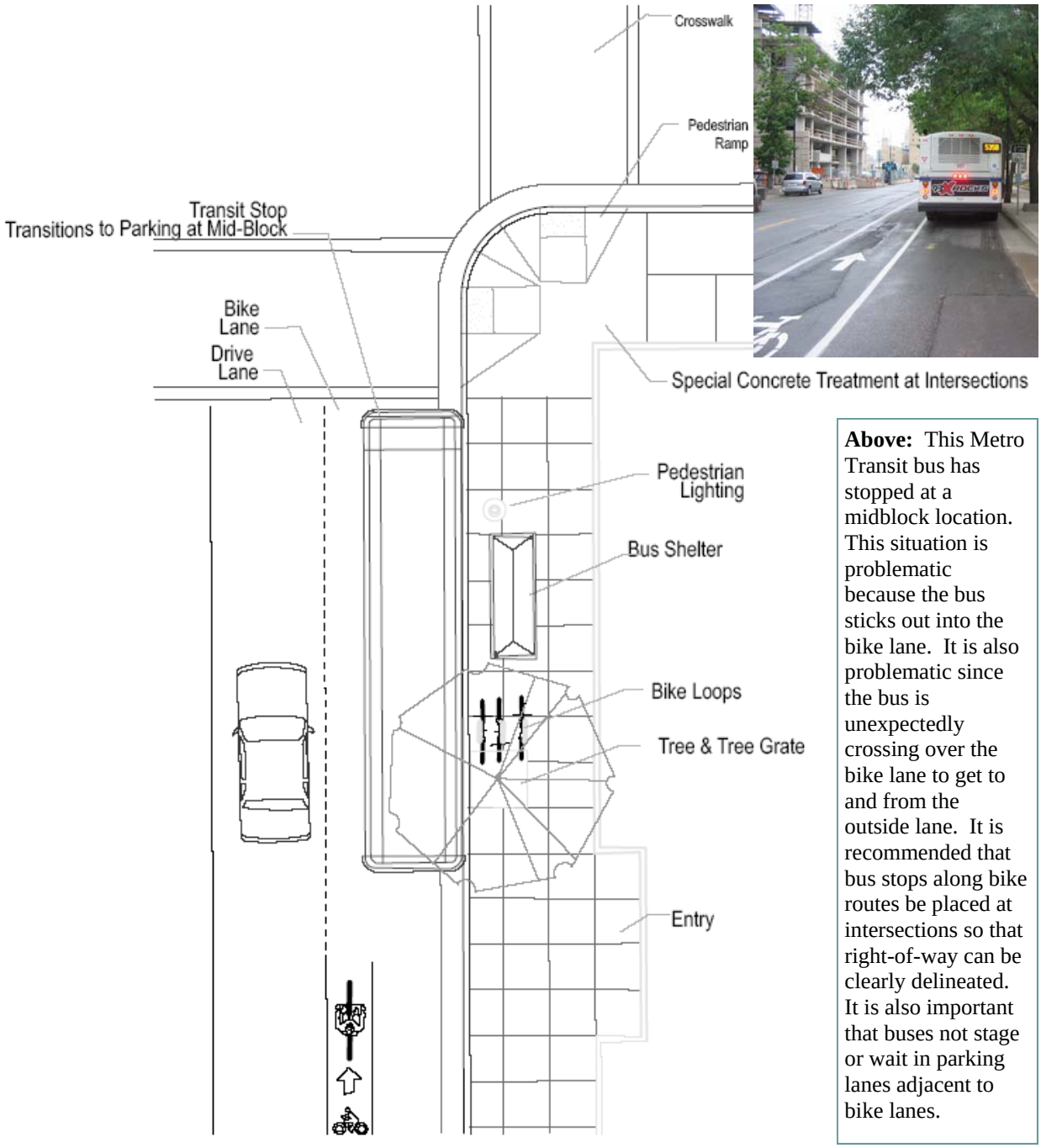


Bus Stops (Nearside and Farside) — This farside bus stop allows motor vehicles to pass a bus when passengers are boarding. The bike lane begins after the bus stop but a skip dash line delineates where bicyclists should ride in advance of the bike lane when a bus is not present. Bicyclists need to ride with traffic when passing a stopped bus to avoid potential conflicts. All vehicles including bicycles must yield to a bus that is pulling out of the bus stop.

Bus Stops (Nearside and Farside) — This nearside bus stop is located at a bump-out. A delineated line shows bicyclists where to ride when a bus is not present. There is not enough space for a car to cue up along side a bus but there is enough room for a bicycle. Bicyclists are often not seen by bus drivers. Both bicyclists and bus drivers must use caution when entering the intersection to avoid potential conflicts.



Bus Stops (Nearside and Farside) — This nearside bus stop allows vehicles to cue up next to a stopped bus. A delineated line shows bicyclists where to ride when a bus is not present. There is not enough space for a bike to safely cue up along side a bus unless a bicycle takes the full lane of traffic. All vehicles must use caution when entering the intersection to avoid potential conflicts. By law a vehicle must yield to a bus pulling out of a bus stop.



Above: This Metro Transit bus has stopped at a midblock location. This situation is problematic because the bus sticks out into the bike lane. It is also problematic since the bus is unexpectedly crossing over the bike lane to get to and from the outside lane. It is recommended that bus stops along bike routes be placed at intersections so that right-of-way can be clearly delineated. It is also important that buses not stage or wait in parking lanes adjacent to bike lanes.

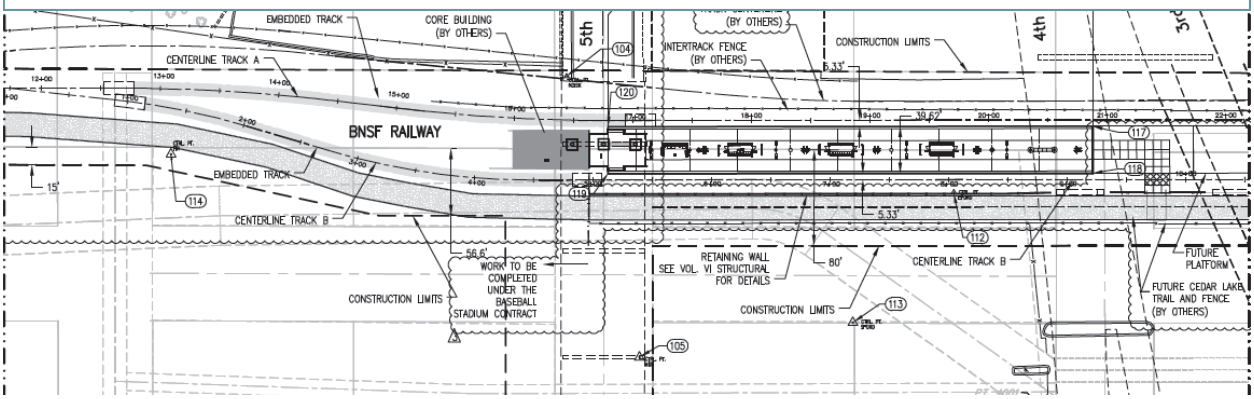
Transit Integration

LRT Platforms — Trails that parallel light rail, commuter rail, or passenger rail lines should bypass station platforms. There should be convenient access points to allow bicyclists to enter the platform as a pedestrian or to walk the bike onto a train. Riding bicycles on any station platform is prohibited.

Above: This photo shows the platform at the Metrodome Station.

Below: The LRT Trail intersect several LRT platforms including the Franklin LRT station.

Below: Example of a trail bypass around a station platform (Proposed Cedar Lake Phase III Trail at the Downtown Northstar Commuter Rail Platform)



Transit Integration

Vertical Circulation—Differences in grade can be barriers for bicyclists, which is why staircases, ramps, and elevators should be constructed or retrofitted to make bicycling easier.

Elevators: Elevator placement should consider bicycle use, especially at transit stations. Elevators should be large enough to accommodate a bicycle and should allow for easy access. There are currently elevators at the Franklin LRT station (below), the Lake Street Station, and at the Multi-Modal Downtown Station. Elevators need to be considered at transit stations where a nearby bikeway is located at a different elevation. Building owners should also consider bicycles in elevators, especially where bicycle parking is kept below office space.

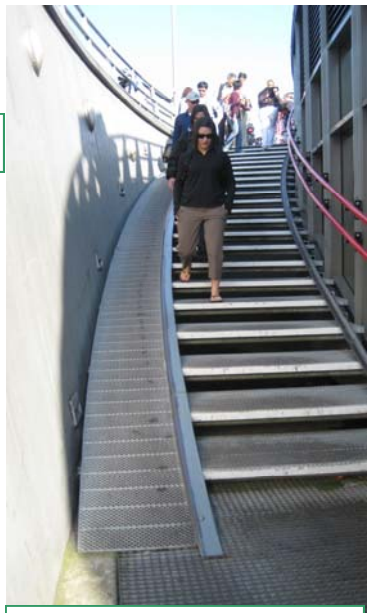


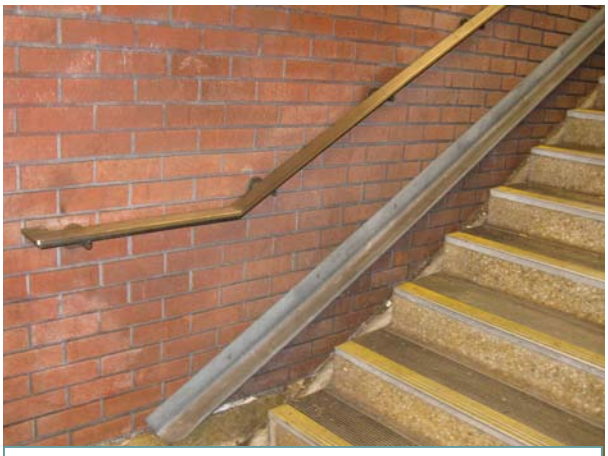
Photo: Deventer, Netherlands Bicycle Ramp

Above: Elevator entrance at Franklin Ave LRT Station

Above: Nicollet Ramp (Midtown Greenway)

Ramps: Access ramps to trails or public facilities need to be constructed to be ADA compliant. Access ramps should not exceed 5% and should provide flat places to rest.

Stairway Accommodations: In many locations stairways connect transit stations, parks, plazas, and buildings to streets and trails. Many communities have installed tire guides or tire ramps next to stair cases to allow for easier access for bicyclists. This treatment should be considered for all transit stations where there are staircases, especially those without elevators. This treatment should also be considered at new and existing public parks, schools, libraries, and plazas. Office building owners may also want to consider this treatment to accommodate bikes.



Above: BART Transit Station in California.