

**Bikes on Transit Demand
and
Denver Union Station (DUS)
Bike Station Update**

FasTracks Monitoring Committee

October 16, 2008

Bike-n-Ride: Demand and Capacity Issues

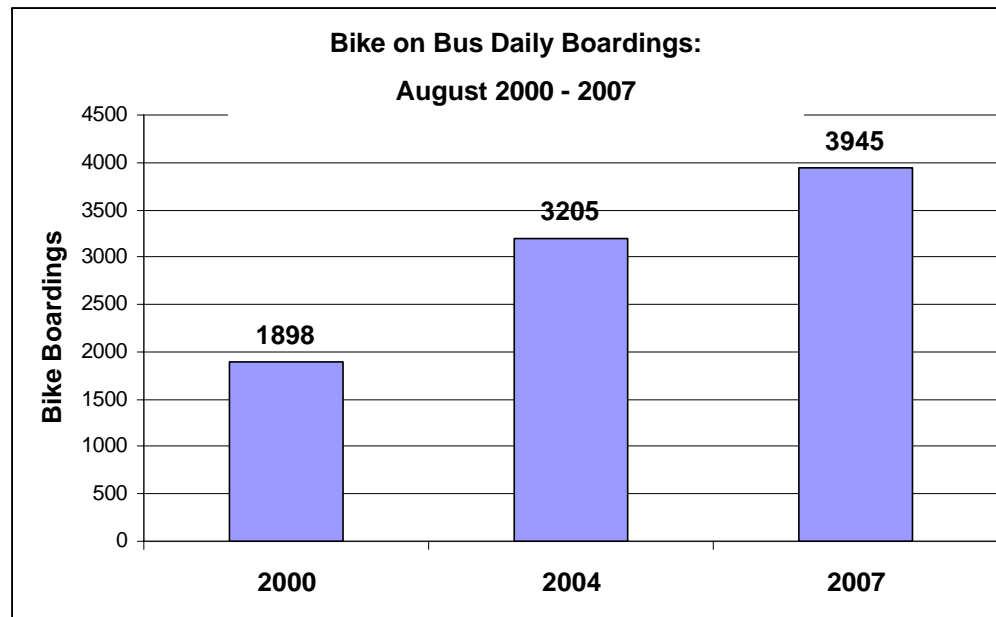
- During the summer of 2008, RTD experienced a much higher demand than in previous years for the bike-n-Ride program, which includes:
 - Bike on Light Rail
 - Bike on Bus
 - Bicycle Parking
- On some routes and in some locations, RTD's capacity was insufficient to meet the demand.
- Transit agencies around the nation have had the same experience.

Bike-n-Ride: Demand and Capacity Issues

- RTD's current bike-n-Ride capacity:
 - Bus
 - All buses, except for the 16th Street Mall Shuttle, have a front-mounted rack that can hold two bicycles.
 - Regional coaches can carry bicycles in baggage bins – up to two bikes per bin.
 - Light Rail
 - Four bikes are allowed per car (two per front and back door) except in the first car (due to the operator's door), which can carry only two bikes.
 - Bike Parking
 - As of July 2008, RTD offered 700 bike locker space and bike rack space for about 620 bicycles at transit facilities around the region.

Bike-n-Ride: Demand and Capacity Issues

- Bike on Bus Boardings
 - One-day bike boarding counts were done in 2000, 2004 and 2007 (all in the month of August).
 - Bike on Bus boardings have more than doubled since 2000 and increased 23% since 2004.
 - 2007 estimated annual weekday bike on bus boardings were between 680,000 – 690,000.



Bike-n-Ride: Demand and Capacity Issues

- Bike on Light Rail Boardings
 - No data is available
 - Automated Passenger Counters (APC) do not register bicycles
- Bicycle Parking
 - Only bike locker lease rates available (no utilization counts due to the amount of labor required)
 - 2008 experienced increases over past years
 - July 2008, locker lease rates :
 - Bus-only facility lockers: 74% (2007 – 61%)
 - Light Rail station lockers: 67% (2007 – 50%)
 - Lockers at all transit facilities: 72% (2007 – 56%)

Bike-n-Ride: Demand and Capacity Issues

- Approach
 - RTD Internal committee (meeting monthly)
 - Purpose:
 - Evaluate and implement feasible solutions
 - Produce customer communication outlining the evaluation process and steps forward
 - Consists of Bus and LRT operations, Customer Service, Planning and Development, and Facilities staff.
 - Bicycle Advisory Group
 - Purpose:
 - To provide an avenue for customer input into the RTD bike-transit planning process
 - Will be made up of local bicycle advocates, city/county planners, and TMO/TMA representatives.

DUS Bike Station Update: Concept

- The definition varies based on the needs of the individual area/market.
- An attended or unattended facility that provides *secure bicycle parking* to encourage the use of bicycles as a mode of transportation.
- May include additional amenities.
- Bike Stations are currently operating in: Chicago, Seattle, San Francisco, and other locations.



DUS Bike Station Update: Timeline

- 1999, DRCOG awarded federal funding for planning and design.
- November 2001, RTD Board voted to pursue a Bike Station at DUS.
- December 2002, DRCOG awarded federal funding in the amount of \$197,000 for the construction and early operation of the Bike Station.
- December 2002, RFP released.
- January 2003, two proposals received.
- Negotiations with selected bidders were unsuccessful due to market conditions and high operations costs.
- February 2003, Bike Station project removed from 2003 budget and deferred to the DUS Master Plan.

DUS Bike Station Update: Original Design (2000-01)

- Location: 16th & Wynkoop
- Size:
 - 1,800 +/- square feet
 - 1 story
- Features:
 - Bike parking and repairs
 - Bike rentals
 - Showers and lockers
 - Retail/commuter store
 - Transit & bicycling info
 - Other/optional services



DUS Bike Station Update: Lessons Learned

- RFP release timing was a factor:
 - In 2002/2003, after 9/11, the national economy was recovering from a recession. Retail vacancy rates in downtown were 15-20%.
- Amenities must be balanced with an operator's financial capability:
 - The requirement to have showers increased operations and maintenance costs.
- LoDo and CPV development wasn't in place:
 - The employment and housing densities in and around DUS are growing and expected to continually increase with the build out of the multimodal DUS facility.

DUS Bike Station Update

- The DUS FEIS indicates that space will be provided for a commercially operated bike station on the site
- The DUS project team is currently working with the City/County of Denver and the site developer to secure a store front for a future bike station to be leased at market rates.
- The operation and funding for the bike station is yet to be determined but is not included in the DUS project.