



Photo by: CATA

**GOAL:**

*Provide convenient connections between walking, bicycling, and transit.*

**PERFORMANCE****MEASURES:**

*Increase the number of bike-transit trips by 10% per year, and increase pedestrian-transit trips by 5% per year.*

**OBJECTIVES:**

- 1. Improve schedule adherence.*
- 2. Improve bicycle and pedestrian access to buses.*

**Chapter 4****Transit**

Combining bicycling with transit can make bus travel just as timely as automobile travel. Additionally, bike-transit trips can be more relaxing, and lead to fewer high-polluting single-occupant vehicle trips. Improving both pedestrian and bicycle access to Capital Area Transit Authority stations, stops, and buses makes it easier for people to choose these modes of transportation, and to stay safe and comfortable while using transit.

**OBJECTIVE ONE**

**Improve schedule adherence** and increase information to transit users on changes due to construction and special events.

**Strategies**

**1.1. Ensure that CATA is informed of all road construction projects with adequate notice to be able to inform riders of anticipated route and/or schedule changes.**

1.1.1. Performance Measures: Work with CATA to implement construction website by 2010 with up to date information for all major projects.

**1.2. Ensure that CATA is informed at the time special event applications are turned in,** and give CATA a voice in routing decisions early in approval process.

1.2.1. Performance Measures: Update special event permit application in 2011 to give CATA an approval or input role.

**1.3. Minimize schedule variability.**

1.3.1. Performance Measures: Encourage CATA to add new technologies to buses in 2010, such as automatic vehicle location, occupancy counters, schedule adherence software, and transit priority systems to enhance schedule adherence.

**Best Practices for schedule adherence technologies:**

- [www.tc.gc.ca/Programs/Environment/utsp/transitpriority.htm](http://www.tc.gc.ca/Programs/Environment/utsp/transitpriority.htm)
- [www.itstexas.org/presentations/2001annualmeeting/Havinovisk.pdf](http://www.itstexas.org/presentations/2001annualmeeting/Havinovisk.pdf)
- [www.aata.org/aos.asp](http://www.aata.org/aos.asp)

**OBJECTIVE TWO****Improve bicycle and pedestrian access to buses.****Strategies****2.1 Ensure that as many buses as possible have three bike racks.**

2.1.1. Performance Measure: Encourage CATA to add 3<sup>rd</sup> position to existing racks or replace racks as appropriate so at least half of buses have three position racks by 2010.

**2.2. Provide bicycle racks and/or covered bicycle parking at main stops, and destination-rich stops.**

2.2.1. Performance Measures: Work with CATA to add a minimum of 30 short-term racks per year at destination-rich stops, through at least 2015. Add at least 25 long-term bicycle parking spaces at the main CATA terminal.

**2.3. Improve access to buses for non-standard bicycles.**

2.3.1. Performance Measure: Work with CATA to investigate accommodating tricycles, recumbent bicycles, children's bicycles and other non-standard bicycles on CATA buses by 2010.

**2.4. Ensure that all existing bicycles racks are functional.**

2.4.1. Performance Measure: Work with CATA to develop a maintenance and inspection program for on-bus bicycle racks by the end of 2010.

**2.5. Improve sidewalk facilities near locations that currently are, or could be high generators and attractors of transit trips.**

2.5.1. Performance Measures: In 2009, perform an evaluation of the sidewalk network with respect to access to transit and develop a plan to eliminate sidewalk gaps, install curb ramps, and bus pads as needed and address maintenance deficiencies. Plan should address all noted deficiencies within 10 years. Create a mechanism for CATA to comment on deficiencies at bus stop locations and in close proximity to these locations. Publish plan online.

**2.6. Ensure that busy/priority bus stop locations have concrete pads, benches and/or shelters .**

2.6.1. Performance Measure: Work with CATA to determine criteria for installing pads, benches, and/or shelters, and establish a plan for upgrading all stops by 2010.



Bus stops like this one on Willow, lack adjoining sidewalks and do not meet ADA (Americans with Disabilities Act) requirements. On snowy days, those waiting for the bus are forced to choose between walking in and waiting in deep snow, or in the street, where they are more likely to be hit by cars.

A similar situation exists on Old Lansing Road, where many children take the bus and walk to and from the Westside YMCA. Most of Old Lansing road lacks sidewalks, and there is no pedestrian access to the building from the street or the bus stop.

*When new developments, such as the Westside YMCA are created, these considerations should be built in at the start, and possibly funded in part by the developer or tenant—not an after thought that comes years later.*



This concrete pad, bench, and trash receptacle was installed on MLK in December 2007. These improvements meet ADA requirements, and vastly improve the safety and comfort of transit users.