

# **Planning Transit Operations and Bike Sharing Denver RTD**

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# Overview

- RTD Background
- RTD Bike-n-Ride Program
- RTD - Bike Share Coordination: Grants
- Transit - Bike Share Coordination: Other Considerations
- Summary

# The Regional Transportation District (RTD)

- Created in 1969
- Eight-county service area
- Service area: 2,410 square miles
- 2.8 million population
- 15 elected Board members
- 1 percent sales tax
  - 0.6% base system
  - 0.4% FasTracks



# The Regional Transportation District (RTD)

- 1,071 buses
- 172 light rail vehicles
- 175 bus routes
- 76 park-n-rides
- 10,329 bus stops
- 2,510 employees
- 35 miles of light rail
- 36 light rail stations
- 98 million annual boardings
- Six operating facilities
- Two administrative facilities



# The RTD FasTracks Plan

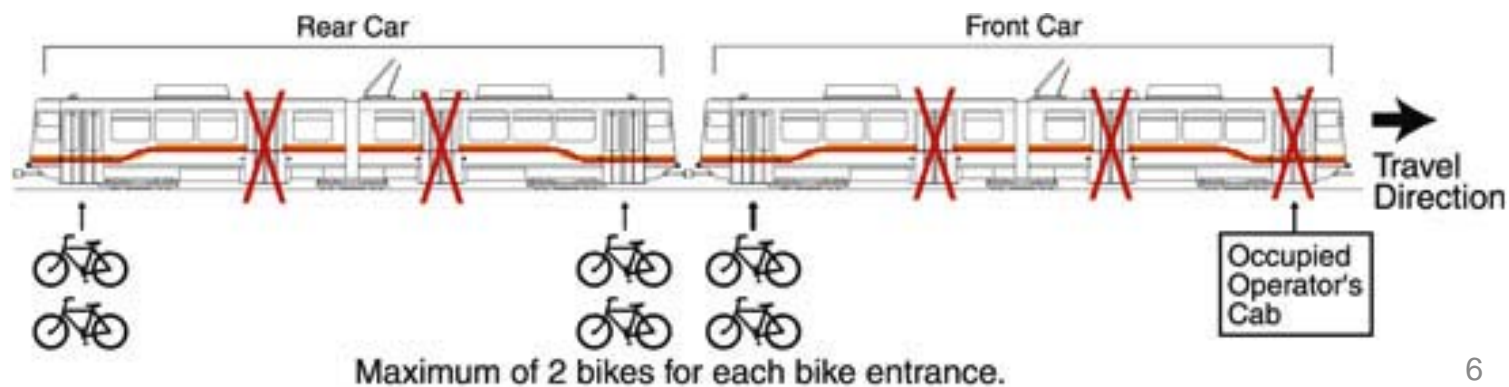


- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new park-n-Rides; over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station

# Bike-n-Ride Program

- Bike-on-Light Rail

- Bikes allowed on light rail any time, on a space-available basis
- No permit required; no time restrictions
- Two bikes per train car, except front car
- Bike on light rail ridership not available



# Bike-n-Ride Program

## •Bike-on-Bus

–All buses except the 16th Street MallRide are equipped with bike racks on the front (holds two bikes).

–2010 counts indicate that on an average weekday there are:

–4,600 bike boardings

–170 bike customer pass-ups due to a full rack

–2009 User Survey

–Primary reason for bringing bike on the bus is needing the bike for trips during the day



# Bike-n-Ride Program

- Bike Parking

- Approximately 700 bike lockers at 55 transit facilities region-wide
- \$30 to lease a locker and \$30 to renew a lease (on a six-month cycle)
- Lease rate of about 40% system-wide
- Also provide bike racks and bike trees





# Denver Bike Sharing

- Started as pilot program during the 2008 Democratic National Convention in Denver
- Opened as a permanent program in 2010
- Currently, over 50 bike share locations within the City/County of Denver
  - 14 Bike Share locations in Boulder
- Four bike share stations co-located at light rail stations



# RTD-Bike Share Coordination: Grants

- RTD teamed with Denver Bike Sharing - Attempted to get grant funding for bike sharing through the following:
  - TIGGER
  - TIGER
- Ultimately unsuccessful due to requirements that don't fit bike share projects
  - Emissions reductions specific to existing facilities – not new
  - Minimum funding request too high

# RTD-Bike Share Coordination: Grants

- RTD provides aid to Denver Bike Sharing when not directly involved with grant submittal
- Denver Bike Sharing received a recent grant through Colorado DOT
  - New bike share locations that are co-located at high volume bus stops
  - RTD contributed data analysis and design work to the effort

# Transit-Bike Share Coordination: Advertising

- Worked out an advertising trade
  - RTD provides bike sharing ads on light rail and buses
  - Bike sharing puts RTD ads on bikes
- Bike sharing encouragement helps RTD with customer first/last mile challenges



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# Transit-Bike Share Coordination: Operations and Safety

- At opening of bike sharing, Bike Sharing staff worked with RTD Bus Operations and Bus Training staff
  - Built awareness of additional new types of bicycle riders on the streets
  - Created a good foundation for cooperation between bike sharing and RTD
  - RTD incorporated a share the road bicycle video into their bus driver training curriculum
- Challenge: integration of bike sharing stations and RTD bus circulation at some locations

# Installation of Bike Share Locations

- Simplified by pre-work done by Denver Bike Sharing
- RTD process
  - Internal coordination with internal departments (Facilities and Maintenance, Bus Operations, etc.)
  - Examine site for conflicts related to pedestrian and bus circulation as well as safety and maintenance
  - License agreement put in place between RTD and Denver Bike Sharing for their use of the space
- Challenge is powering the bike share stations
  - Most are solar but some require power supply

# Summary

- Transit agencies can contribute to the success of bike sharing programs while also reaping the benefits
  - First/last mile
  - Advertising
- Need grants that cater to bike sharing and transit projects
- Good internal and external coordination is key



# Questions

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