

# Access to Mass Transit



*Bicycle stencils on the outside doors of the Danish State Railways*

Improving bicycle access to, from and on mass transit can increase both bicycle and mass transit ridership. When combined, bicycles and transit provide a more flexible, inexpensive, environmentally-friendly, and often faster alternative to the auto. Cyclists board mass transit for a variety of reasons, ranging from daily commuting purposes to reaching remote, scenic bicycle routes to reducing the length of a trip. With certain restrictions, subways, ferries and commuter rail lines in New York City provide cyclists with a range of transit options. These programs are described below and are shown on the chart on the following page.

## Subways

New York City Transit (NYCT) permits bicycles on the subways, with certain provisos, including avoiding rush hour, use of the service gate for entry/exit, and boarding at the end of trains. The NYCT has recently released a Bicycle Safety Flyer which is available at subway stations. To direct cyclists on boarding the train

and to promote bicycle access, the MTA could follow the lead of the Danish State Railways and place a bicycle stencil on the front and rear trains.

## Rail

All four major rail lines, Amtrak, Long Island Rail Road (LIRR), Metro-North, New Jersey Transit and Port Authority Trans-Hudson Railroad (PATH), permit bicycles, with requirements ranging from purchasing a permit to riding during off-peak hours only.

These programs could be improved to increase ridership. Although both LIRR and Metro-North are under the jurisdiction of the MTA, different permits are required for boarding with a bicycle. The permitting process could be standardized to avoid confusion. In addition, all operators restrict cyclists to off-peak travel. This service could be improved by permitting cyclists on trains which travel against the dominant traffic flow during peak hours. As trains are upgraded, bicycle access and storage should be provided, much like the provisions for wheel chair accessibility. Innovations which local rail operators could adopt include providing bicycle storage on the lower level of two-level trains, as on California's new bi-level trains, and installing racks on the back of fold-up seats, as on Calgary's new lightweight commuter rail line.

## Ferries

New York City's most famous ferry, the Staten Island Ferry, allows bicycles on board at no extra charge. Although popular, the Staten Island Ferry could be improved for cyclists through the installation of bicycle storage at the terminals and on-board the ferries. Although passenger-

only ferries have indoor storage areas, motor vehicle accessible ferries require cyclists to leave their bicycles on the lower deck with no facilities for secure storage. Providing a secure rack on both ferries would use limited space more effectively and reduce conflicts between passengers and cyclists. Two regional ferry operators, Express Navigation and NY Waterway, also permit bicycles on board; Express Navigation charges a \$3 fee and NY Waterway charges a \$1 fee. As the number of ferries continues to rise, the City should ensure consistent bicycle access to promote the use of both modes.

## Buses

New York City has one "bike-on-bus" program. Installed on the QBX1 bus line, which links Queens with the Bronx over the Whitestone Bridge, the seasonal bike-on-bus permits two bicycles to be placed on a rack mounted on the front of the bus. DCP is exploring a bike-on-bus program for the Verrazano-Narrows Bridge.

If sited and publicized correctly, bike-on-bus programs might prove successful throughout the city, especially in those areas without subway access. Both Phoenix and Portland have successful bike-on-bus programs. Phoenix's 6-month bike-on-bus demonstration program on three routes showed a jump from 153 riders in the first month to 5,500 riders in the sixth month, and Portland's bike-on-bus program, which requires cyclists to take a ten-minute course on using the racks and to obtain a \$5 permit, has proven so popular that a system wide installation has been proposed.

## Bicycle Parking at Intermodal Centers

Thus far, efforts to encourage intermodal shift, where transit customers transfer from one transportation mode to another, have focused on developing auto "park-and-ride" lots at commuter

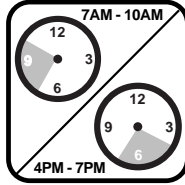
rail stations. However, the FHWA's National Bicycling and Walking Study reports that a large portion of spaces at park-and-ride lots are occupied by autos that have been driven distances of 3 miles or less. With the appropriate storage, many of these energy-inefficient auto trips could be shifted to cycling.

In the New York area, lockers have been installed at select stations, on a trial basis, on the Long Island and Metro North commuter railroads. The St. George Ferry Terminal in Staten Island and the Shea Stadium stop on the 7 subway line in Queens may prove to be appropriate sites for lockers. Phase II of the BND Project will identify specific implementation locations and, where appropriate, work to install lockers.



*Bicycle lockers, Long Island Rail Road station*

## Access to the Subway



### Avoid Rush Hours

Bikes can be dangerous when they get in the way of a number of people. Avoid rush hour crowds. Use lines with larger subway cars:

A C E B Q F D N R  
M J Z L G



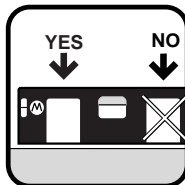
### Carry Your Bike on Stairs

Wait until the staircase is not crowded. Carry your bike, don't bump it down the stairs. You could lose control.



### Use Service Gate

Do not try to lift your bike over the turnstile. Signal the Token Clerk to release the service gate. Deposit a token or use a **MetroCard** & roll the turnstile. Pull the service gate to enter.



### Board at end of Train

Board at the least crowded part of the train, usually the front or back. Never put your bike where it could block an aisle or a door.



### Stand by Your Bike

Move your bike to allow others to pass or sit down. Make sure all items on the bike are secured. If there is a train or station evacuation, you must leave your bike behind to ensure a swift & safe exit for all passengers.



### Courtesy + Common Sense = Bicycle Safety

Consideration of others along with reasonable judgment help produce a safer, more comfortable environment for bicycles.

## Access to Mass Transit

### Train

**Amtrak**  
(800) 872-7245  
\$5 box fee, no permit

**LIRR**  
(718) 558-8228  
\$5 permit required  
2 bikes per car, max 4 per train.

**Metro North**  
(800) 872-7245  
\$5 permit required  
2 bikes per car, max 4 per train.

**New Jersey Transit**  
(201) 762-5100  
(201) 491-9400  
Permit required, free avail. at Penn. Station, Hoboken, Newark

**PATH**  
(800) 234-PATH  
(201) 216-6247  
Permit required, free. 2 bikes per car

### Ferry

**Express Navigation**  
(800) 262-8743

**Staten Island Ferry**  
(212) 806-6940

**NY Waterway**  
(800) 533-3779

**Train with Baggage Car required.**  
No box required for travel to & from Vermont, use car equipped with 20 bike racks.

**Weekdays Outbound:** No bikes on trains departing 7 AM - 9 AM & 3 PM - 8 PM.

**Weekdays Inbound:** No bikes on trains arriving 6 AM - 10 AM & 4 PM - 7 PM.

**Weekends & Holidays:** see permit for details

**Weekdays Outbound:** No bikes on trains departing 6 AM - 9 AM & 3:01PM - 8:15 PM.

**Weekday Inbound:** No bikes on trains arriving 6 AM - 10 AM & 4 PM - 7 PM.

**Weekends:** no restrictions.  
**Holidays:** see permit for details.

**Weekdays Outbound:** No bikes on trains departing 6 AM - 9:30 AM & 3:30 PM - 6 PM.

**Weekday Inbound:** No bikes on trains arriving 6 AM - 9:30 AM & 3:30 PM - 6 PM.

**Weekends:**  
**Holidays:** see permit for details.

**Weekdays Outbound & Inbound:** No bikes on trains departing 6 AM - 9:30 AM & 3 PM - 6:30 PM.

**Sat. Outbound:** No bikes on trains departing 7 AM - 2 PM.  
**Sat. Inbound:** No bikes on trains arriving 1 PM - 7 PM.

**Sundays & Holidays:** no restrictions.

\$3 extra fee.

Purchase ticket, no extra charge. Enter at lower level.

**Port Imperial/Weehawken:** No bikes during rush hour. No bikes on Wall St. line \$1 extra fee on W 38 St. line.

**Bikes allowed all times on:** Hoboken - World Financial Center, Jersey City - **WFC**, Liberty Science Center - **WFC**, Lincoln Harbor - W 38 St, Queens/Hunters Point - E 34 St.

Bus	ACCESS			CALL FOR RESTRICTIONS		ACCESS			CALL FOR RESTRICTIONS
	YES	NO	FEE			YES	NO	FEE	
<b>Local:</b> QBx 1	Y		N	(718)	Red & Tan	N			(201) 384-2400
<b>Suburban:</b>					Suburban	Y	N		(201) 529-3666
Academy	Y		N	(908) 291-1300	W.C. Bee Line	Y	N		(908) 249-1100
Asbury Park	Y		N	(212) 971-9054	VT Transit	Y	N		(914) 285-5448
Bieber				(215) 683-7333					(802) 862-9671
CT Limo				(203) 878-6867	<b>Inter-city:</b>				
Carey			N	(212) 972-5454	Bonanza	Y		\$3	(800) 566-3815
DeCamp			N	(201) 783-7500	Greyhound	Y		\$10	(800) 231-2222
Hampton Jitney	Y		\$10	(800) 936-0440	Trailway Affiliate:				(800) 858-8555
Lakeland			N	(201) 366-0600	Adirondack	Y	N		(914) 339-4230
L.I. Bus				(516) 542-0100	Capitol	Y	N		(717) 233-7673
NJ Transit			N	(201) 491-7456	Martz	Y	N		(800) 233-8604
NY/Keansburg	Y		N	(212) 962-1122	Peter Pan	Y	N		(800) 343-9999
Olympia Trails	Y		N	(212) 964-6233	Susquehanna	Y	N		(717) 322-5361