

<b>UTC Project Information</b>	
Project Title	Perceptions of Bicycle-Friendly Policy Impacts on Accessibility to Transit Services: The First and Last Mile Bridge (Former title: Transit Users' Perceptions of Bike-Friendly Policy Impacts on Accessibility to Transit Services: The First and Last Mile Bridge)
University	San José State University Mineta National Transit Research Consortium
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Funding Source(s) and Amounts Provided (by each agency or organization)	Research and Innovative Technology Administration University Transportation Centers Program (\$30,721)  California Department of Transportation Office of Research—MS42 (\$30,721)
Total Project Cost	\$61,442
Agency ID or Contract Number	DTRT12-G-UTC21
Start and End Dates	June 2012 – January 2014
Brief Description of Research Project	The coordination of bicycle and transit modes has received close attention from public transit planners and researchers in recent years, as transit agencies around the world have installed bicycle racks on transit vehicles, implemented bicycles-on-trains policies, and made other efforts to facilitate bicycle-transit integration. Many planners presume that the catchment area for transit is enlarged by these efforts, but geographic changes in the size of catchment areas have not been effectively documented. This research project was designed to assess the distances travelled on bicycle by cycle-transit users (CTUs), both those who use bicycles as a means of access to transit stops and stations and those who bicycle to and travel on transit with their bicycles. A mixed-methods approach was employed, using a literature review, a survey of cyclist-transit users in Philadelphia and San Francisco, and telephone interviews with a subset of survey respondents. Responses provided by CTUs in the two cities allow us to define their characteristics and behaviors in detail. What is more, they highlight two intriguing conclusions: that transit catchment areas can be much larger for cycle-transit users than for traditional transit users who access transit buses and rail on foot, and that the very concept of a cycle-transit catchment area is quite complex because of the variety of travel opportunities that

	<p>cycle-transit coordination policies present transit riders. CTUs take advantage of larger catchment areas to reduce their travel costs, and they use those catchment areas in curious, less predictable and more varied ways.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p>	<p>Flamm, Bradley. "Geographic Access to Transit for Bicyclists: Attitudes, Issues, and Options for Improvement." Presentation at the Association of Collegiate Schools of Planning and Association of European Schools of Planning Conference, Dublin, Ireland, July 18, 2013. (No UTC funds were used to support travel.)</p> <p>Flamm, Bradley. "Mapping Cycle-Transit User Trips: Revealing Routes, Obstacles, and Desires." Presentation at the Bicycle Urbanism Symposium at the University of Washington, Seattle, WA, June 20, 2013.</p> <p>Flamm, Bradley and Rivasplata, Charles. "Public Transit Catchment Areas: The Curious Case of Cycle-Transit Users." Presentation at the 93rd Annual Meeting of the Transportation Research Board, Washington, DC, January 13, 2014.</p> <p>Flamm, Bradley. "Perceptions of Bicycle-Friendly Policy Impacts on Accessibility to Transit Services: The First and Last Mile Bridge." Presentation at the Bikes and Buses Committee of Southeastern Pennsylvania Transportation Authority, Philadelphia, PA, March 27, 2014.</p> <p>Flamm, Bradley. "Perceptions of Bicycle-Friendly Policy Impacts on Accessibility to Transit Services: The First and Last Mile Bridge." Presentation at the Delaware Valley Regional Planning Commission: Bicycle Access to Transit Webinar, July 2, 2014.</p> <p>Flamm, Bradley, and Rivasplata, Charles. "Public Transit Catchment Area: The Curious Case of Cycle-Transit Users." <i>Journal of the Transportation Research Board</i>, 2014. (TRB Paper Number: 14-4687).</p>
<p>Place Any Photos Here</p>	<div data-bbox="753 1522 1235 1892" data-label="Image"> </div> <p data-bbox="656 1892 1333 1927"> <a href="http://www.philadelphiatransitvehicles.info/index.php">http://www.philadelphiatransitvehicles.info/index.php</a> </p>

Impacts/Benefits of Implementation (actual, not anticipated)	
Web Links <ul style="list-style-type: none"><li>• Reports</li><li>• Project Website</li></ul>	Final report (MNTRC Website): <a href="http://transweb.sjsu.edu/project/1104.html">http://transweb.sjsu.edu/project/1104.html</a>  Final report (TRB Website): <a href="http://trid.trb.org/view/2014/M/1290761">http://trid.trb.org/view/2014/M/1290761</a>