

DATE: 18 January 1999

TO/DEST: Coordinator, Transit Services Committee

FROM/EXP: Interim General Manager

SUBJECT/OBJET: **BICYCLES ON BUSES**

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#### DEPARTMENTAL RECOMMENDATION

**That the Transit Services Committee receive this report for information.**

#### BACKGROUND

At the Transit Services Committee of 26 August 1998, Commissioner Holmes asked that staff report back on allowing bicycles on buses, as is done in other properties. This brief report responds to this request.

#### CURRENT POLICY

Currently, the Commission's policy about carrying bicycles on buses is that they can be carried, inside the bus, at the discretion of the driver. Bicycles, like any other large object, can be carried on buses so long as they do not impede the movement of customers in aisles. Cyclists take advantage of this policy from time to time and bicycles are carried in off-peak periods on buses which are not crowded, when it can be done in such a way as not to pose a danger to other customers.

#### DISCUSSION

A survey of some transit properties has been carried out to find out what is done elsewhere about allowing bicycles on buses. The results are shown in Exhibit 1.

It can be seen that practices vary widely. In Hamilton and Toronto, bicycles are allowed inside buses if there is no problem with crowding. However, in Calgary, Hull, Winnipeg and Montreal, bicycles are not allowed on buses at all. In Edmonton and Vancouver, while bicycles are not allowed inside the bus at all, they have a limited number of bicycle racks attached to the front of buses. These buses are used on routes where demand for the bike racks could be expected to be highest - passing schools and close to bike paths. We have obtained information about the bike racks being used in Edmonton and Vancouver and will bring a recommendation to the Transit Services Committee in the spring of 1999 proposing a pilot project.

### FINANCIAL IMPLICATIONS

There are no financial implications to this report at this time.

*Approved by  
M.J.E. Sheflin, P.Eng.*

EXHIBIT 1

BIKES ON BUSES PHONE SURVEY

Revised 980918

Property	Bikes Allowed		Bike Racks Owned	Bus Filled to Accept Racks(3)	Number Of Bikes/Rack	Type Of Rack	Make Of Rack (State of Washington)	Maint. Costs	Damage To Bus	Parking Method	Restrictions	Avg. Bikes/ Wkday	Comments
	In Bus	On Racks											
Edmonton	N	Y	20	49	2	Front(1) Sportworks(2) (State of Washington)	NA	N	Bumper To Bumper Inside	1) Used on newer buses-Low Floor 2) Long route passes Secondary Institutions 3) Route close to bike route	3	1) Did have a problem with bus washing system however this problem of the brushes getting caught in rack was solved. 2) At first Operators didn't like them since it could require them to do more work. 3) Generally works well. 4) They have had racks since 1996. 5) No official policy for buses however have for LRT. 6) Had to acquire an over sized vehicle licence from Govt. 7) Racks can be moved between buses.  (Video/more information now at OC.	
Vancouver	N	Y	60	66	2	Front(1) Sportworks(2) (State of Washington)	NA	N	Bumper To Bumper Outside	1) Used on both Low and High Floor Flyers. 2) Older GM rack covers headlights 3) Used on three routes which pass through a tunnel (no bikes allowed in tunnel). 4) These three routes are long distance routes to the Suburbs with Limited stops. 5) No child bike seats since obstruct Operator's view. 6) No electrical wheelchairs or Saddlebags because of the weight since rack does extends out therefore leverage is a factor.	NA	1) Popular with public 2) They have had racks since 1996. 3) Ideally have 100% of buses on a route equipped since it would be dependent on the schedules if eg. Every second bus had a rack and it was hourly service 4) Do not allow child bikes since child has to put on rack. (4) 5) A mirror may be required for Operator to verify if rack is in up position. 6) Policy is currently being drafted and will send a copy to OC in late September or early October 1998.	
Hamilton	Y									1) Operator discretion eg. If not too busy.			1) Bikes absolutely not allowed however this may change in a year or so.
Calgary	N												
Toronto	Y									1) Operator discretion eg. If not too busy. 2) Not during rush hours.			
Hull	N												1) Bikes absolutely not allowed.
Winnipeg	N												1) Bikes absolutely not allowed.
Montreal	N												1) Bikes absolutely not allowed.
Logan, Utah		Y			2	Front(1) Sportworks(2)		N				20	1) Typical bike load times are approx. 20 seconds 2) Training of customers is very important. 3) See memo from Geoff Straw for additional information

Note:

- (1) Rack can fold almost flush with the bus. When rack is used it protrudes out 3 feet. Currently have 20 racks which can be moved from bus to bus since bracket is installed on all their Low Floor buses
- (2) SportWork has sent OC more information. Contact is Lisa Robinson 1-425-483-7000 Woodinville, State of Washington
- (3) Number of buses that can accept the rack with the holding bracket installed. Racks can be moved from bus to bus in 5 to 10 minutes.
- (4) Child has to be accompanied by an Adult. An incidence recently occurred where a child's bike was put on the rack by a child and they forgot to ensure that the bike was locked in place. The bike fell off and was damaged and the question arises who is liable for damages.