

Intermodality – public transit and cycling

13-1-2026
Think Bike Workshop
Geert Koops



Introduction

- Urban Mobility Planner
- Experience in Asia, Africa, Europa and America's
- Based in Utrecht, NL
- Stations & Residential



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Introduction Movares – Themes we work on



Mobility

+



Infrastructure

+



Buildings

+



Climate adaptation

+



Energy transition

+



Digitalization

+

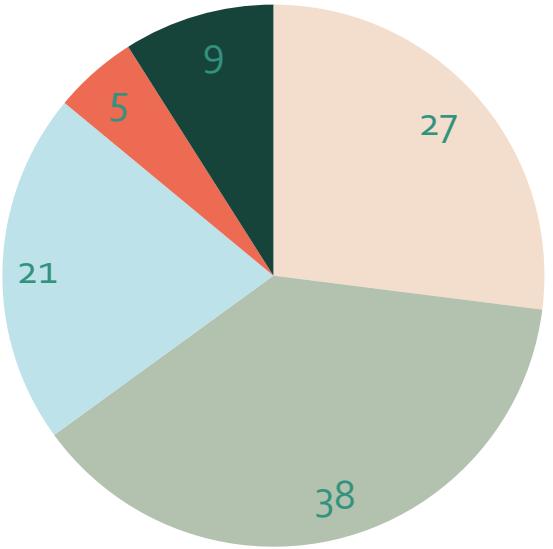
Arriving by
train to the
bike-station

2000 m² BICYCLE building & 500 m² STATION building



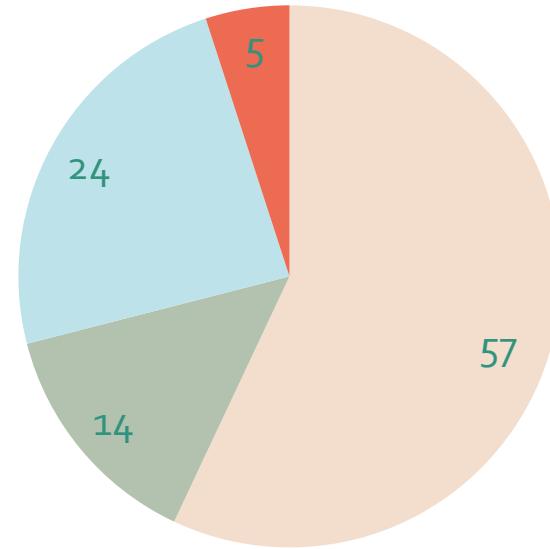
Modal split at the train-station nationwide (NL)

To the station

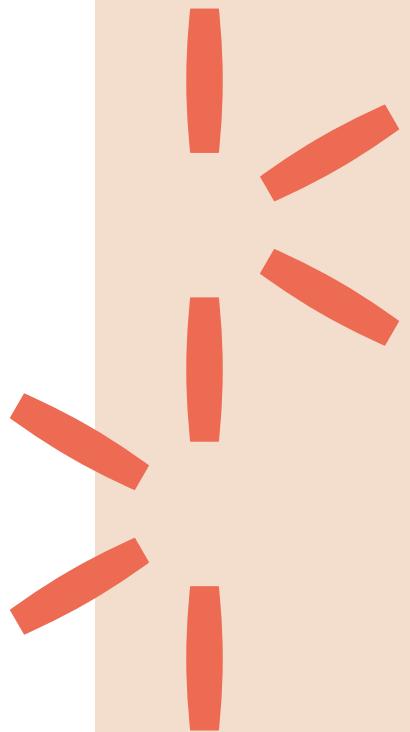


- Walking
- Cycling
- bus/tram/metro
- Car P+R
- Car Kiss and ride

From the station

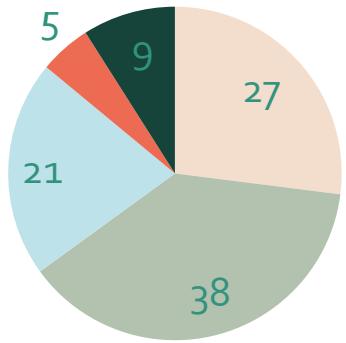


- Walking
- Cycling
- bus/tram/metro
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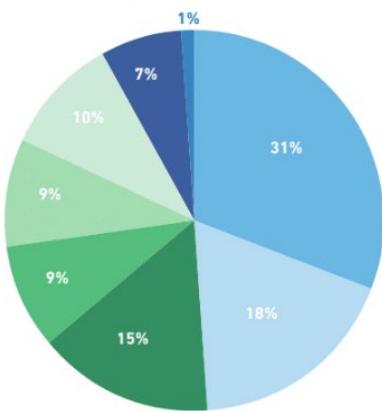
Modal split NL vs. Palm Beach Tri-Rail

To the station



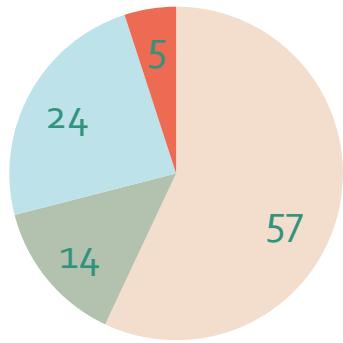
■ Walking
■ Cycling
■ bus/tram/metro
■ Car P+R
■ Car Kiss and ride

How did you get to the station today?



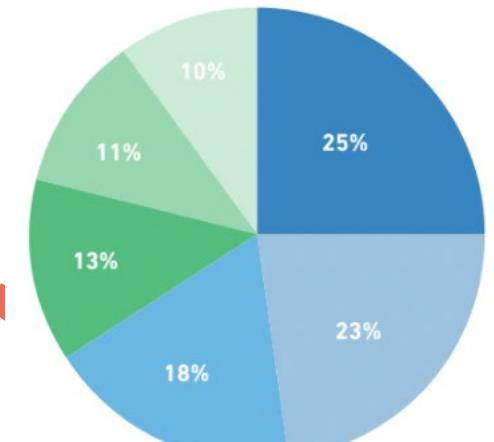
● I drove myself (31%)
● A family member/friend dropped me off (18%)
● Dropped off Uber/Lyft/Ride Share (15%)
● Bus (9%)
● E-Scooter/E-Bike (9%)
● Walk (7%)
● Other (1%)

From the station



■ Walking
■ Cycling
■ bus/tram/metro
■ Car P+R
■ Car Kiss and ride

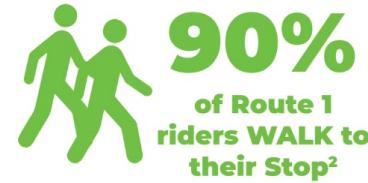
How will you get to your destination from the train station?



● Picked up by Uber/Lyft/Ride Share (25%)
● Walk (23%)
● Bus (18%)
● E-Scooter/E-Bike (11%)
● Bicycle (10%)
● Other (13%)

Why to ‘bike the station’?

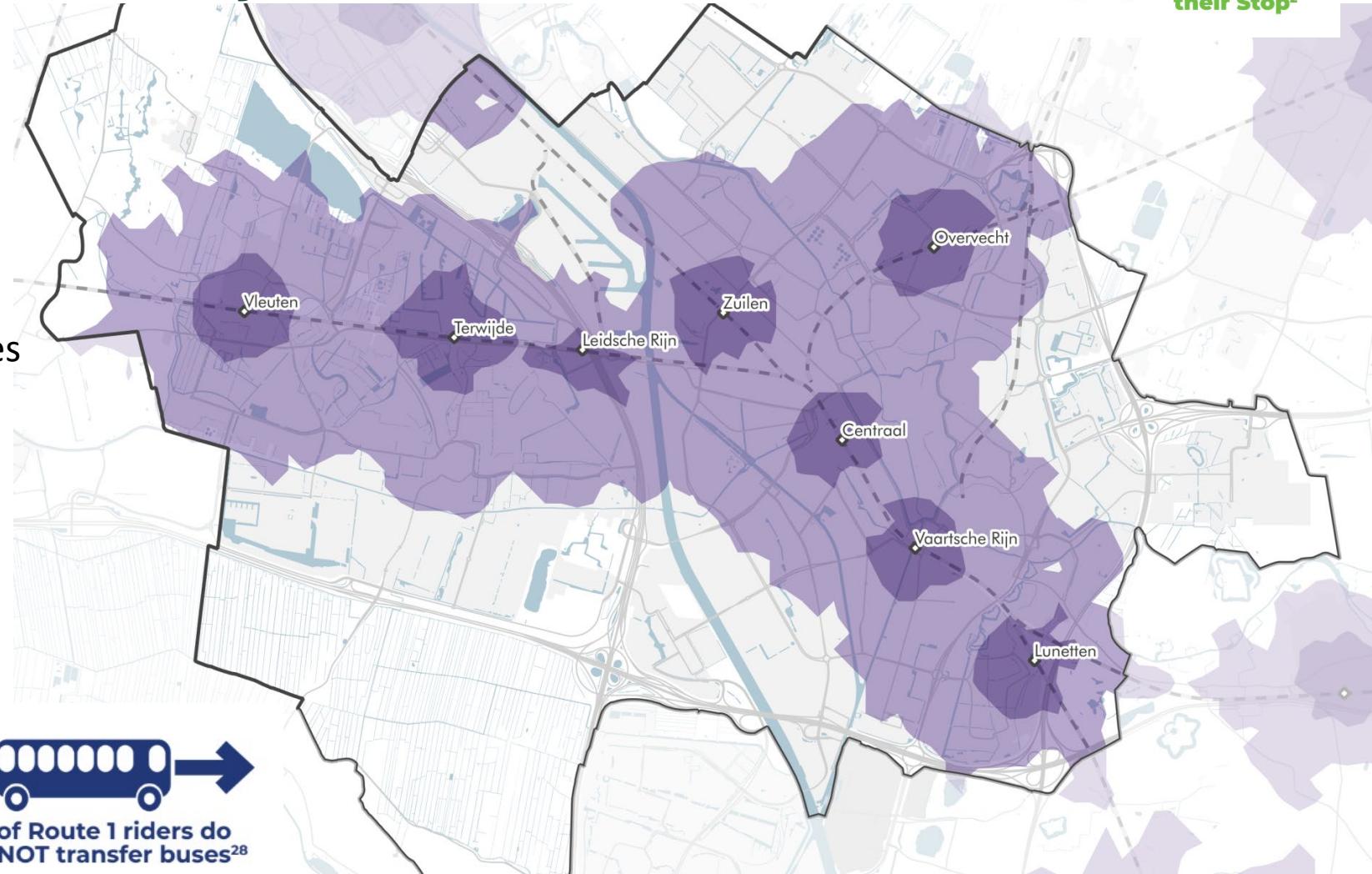
Accessibility

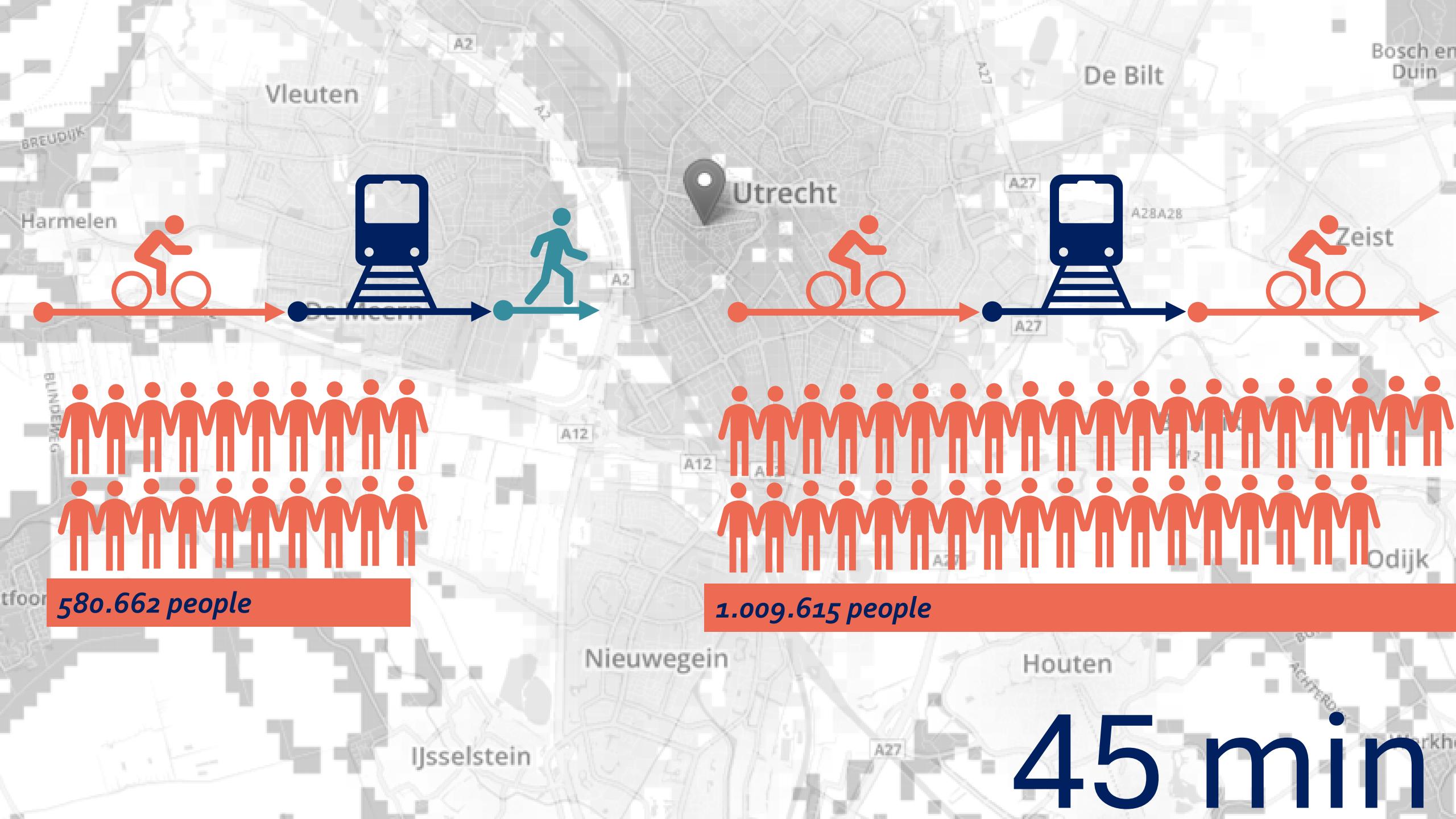


10 minutes



65%
of Route 1 riders do
NOT transfer buses²⁸

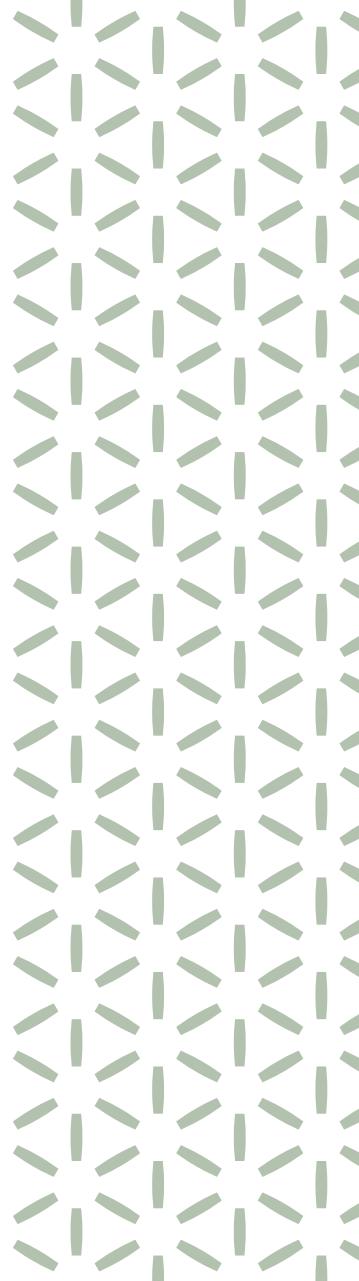




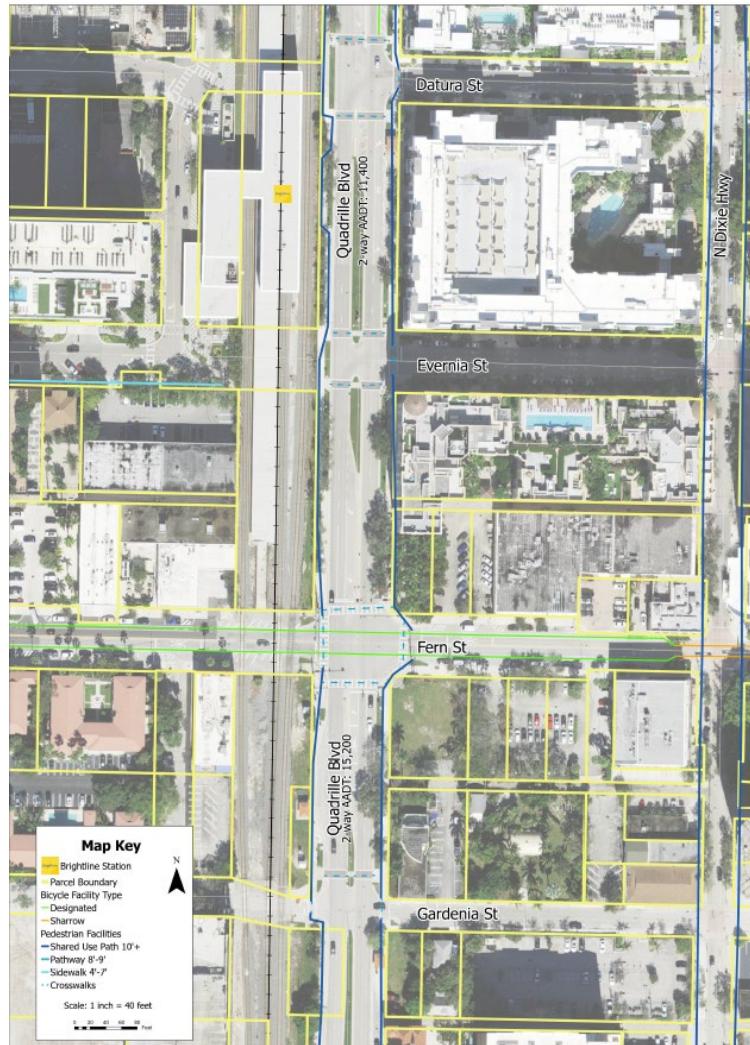
How to ‘bike the station’?

Bike + Transit powerful combination

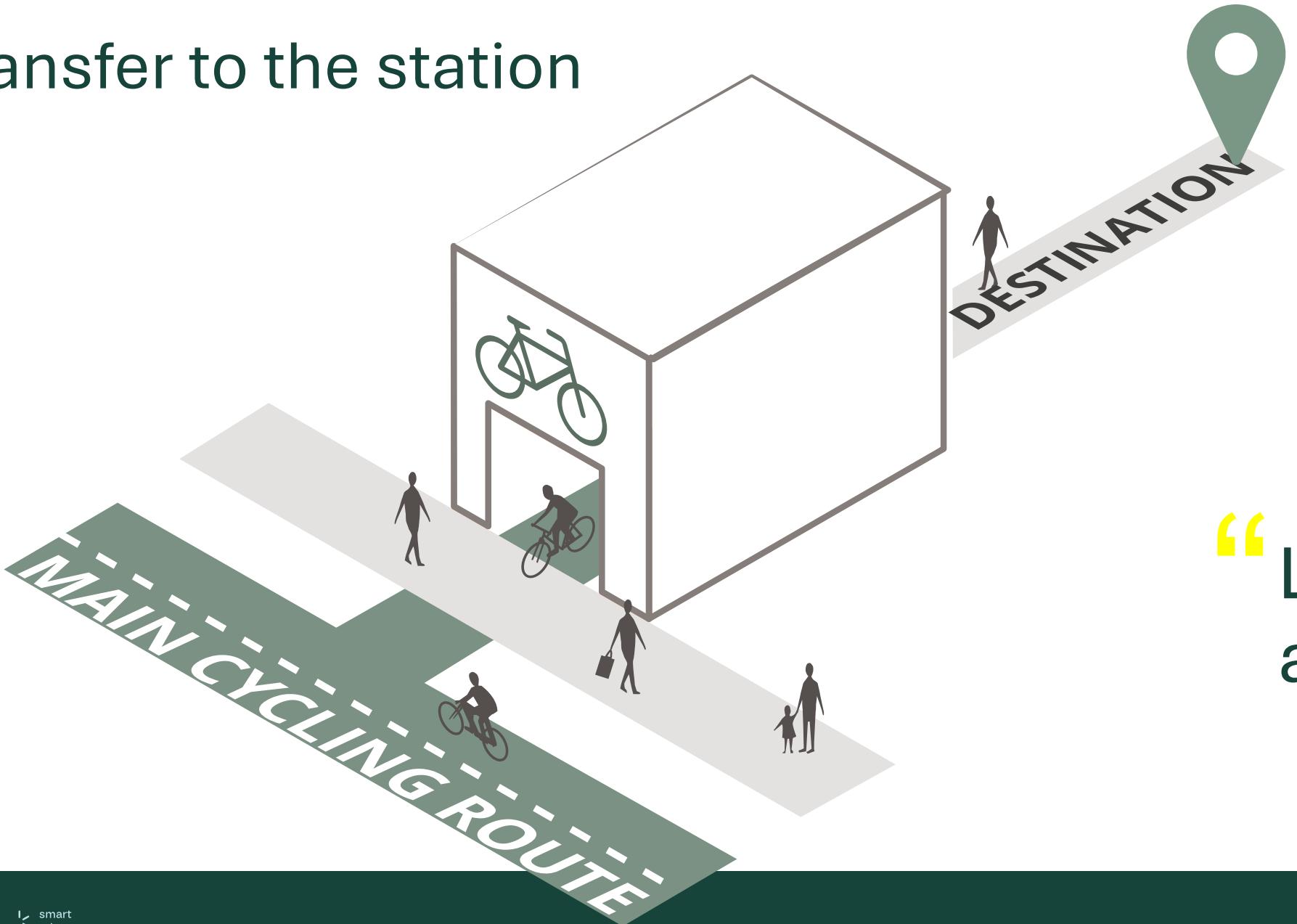
- Align bike network to existing transit lines
- Competitive alternative (as combination) than the car
 - No congestion in the way
- Seamless integration to minimize transfer time
- Comfortable alternative for other feeder options
- Ensure bicycle is safely stored



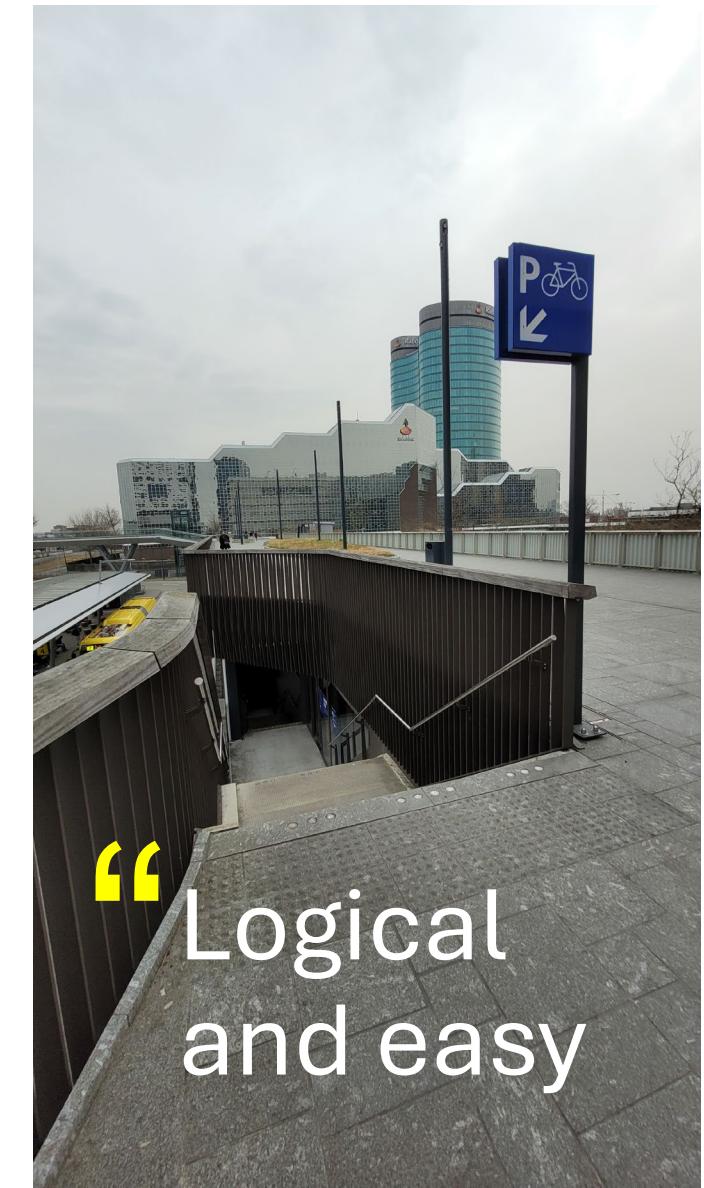
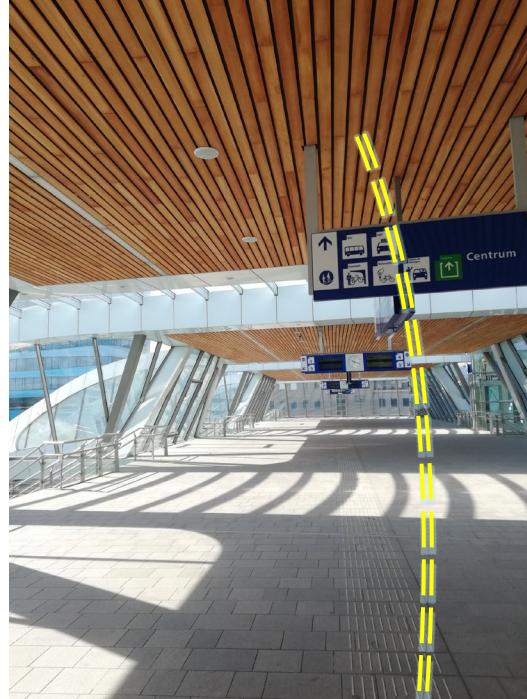
Overlap Bike & Transit network



Transfer to the station



“ Logical and easy





Bicycle Parking closer to the station

2016



2022



Better Walkability

2016



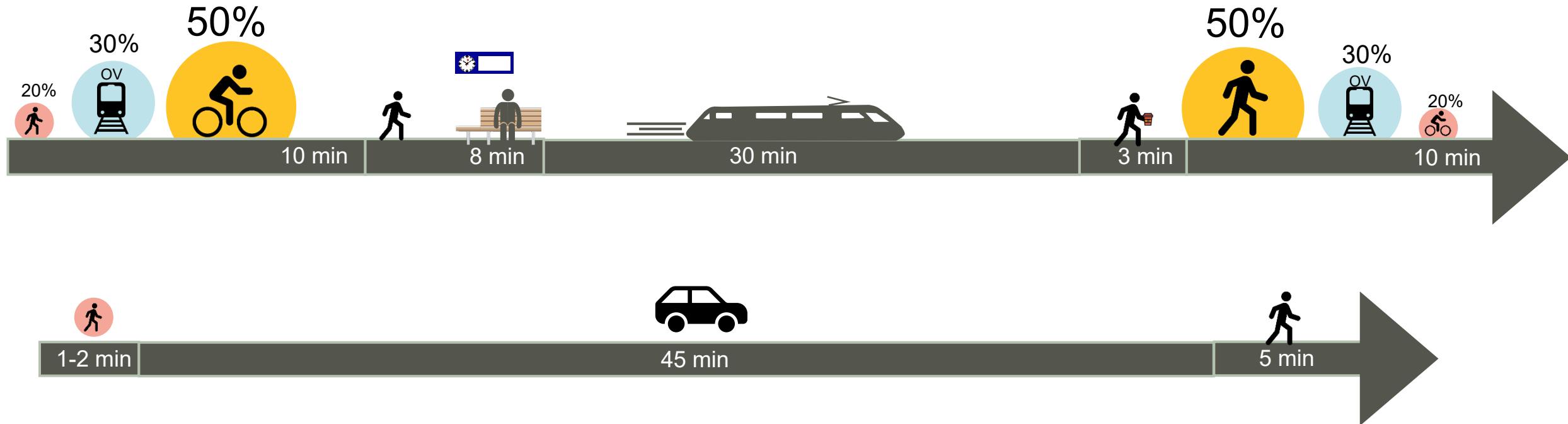
2022



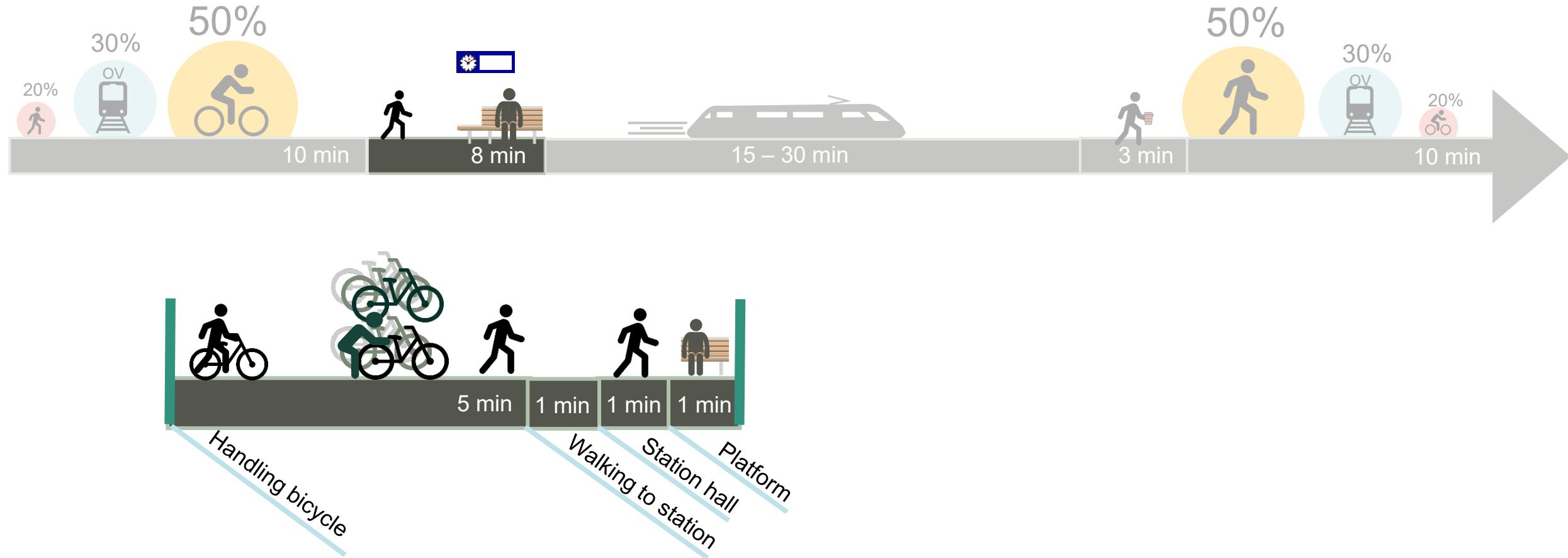
Rethinking car infrastructure



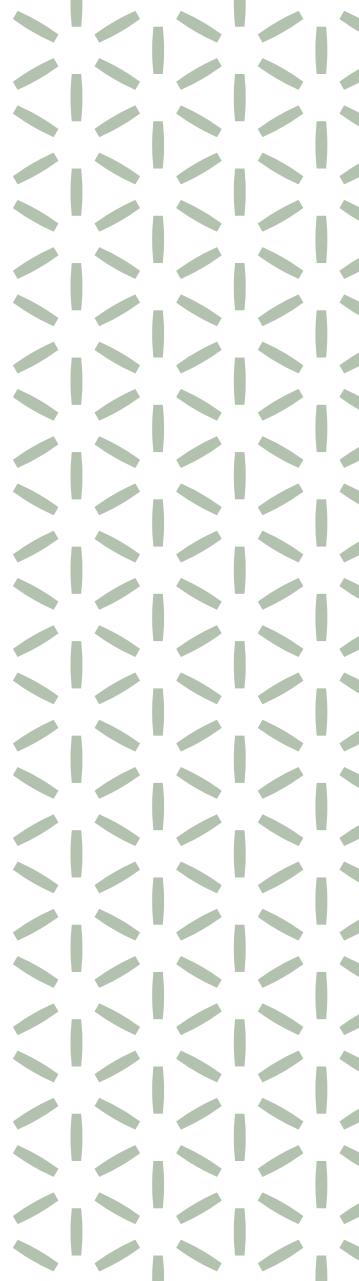
Competitive alternative to the car



Swift transfer is key



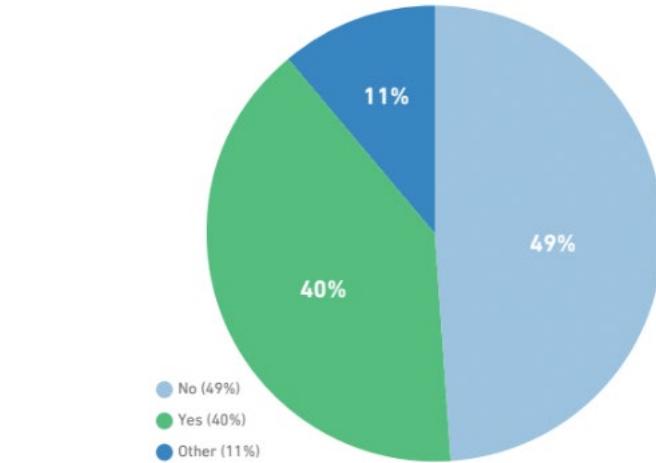
Provide alternative feeder options



Safety for cyclists at stations



Do you feel like there is a safe place to leave your bike/e-scooter/e-bike at the station?

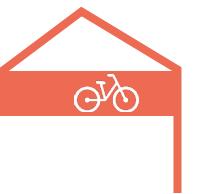


Station Amenities

Public restrooms, at-grade crossings, security, e-bike/e-scooter charging stations, secure and visible e-bike/e-scooter parking areas.

Transfer is part of
a bike journey

Design principles



Orientate

- Information on the route
- Right location – bicycle network and origin flow

Access

- Simple and safe access from the network
- Recognizable
- Information about the parking itself

Welcome

- Optionally a physical welcome by staff
- Clear orientation
- Quality (bright, readable)

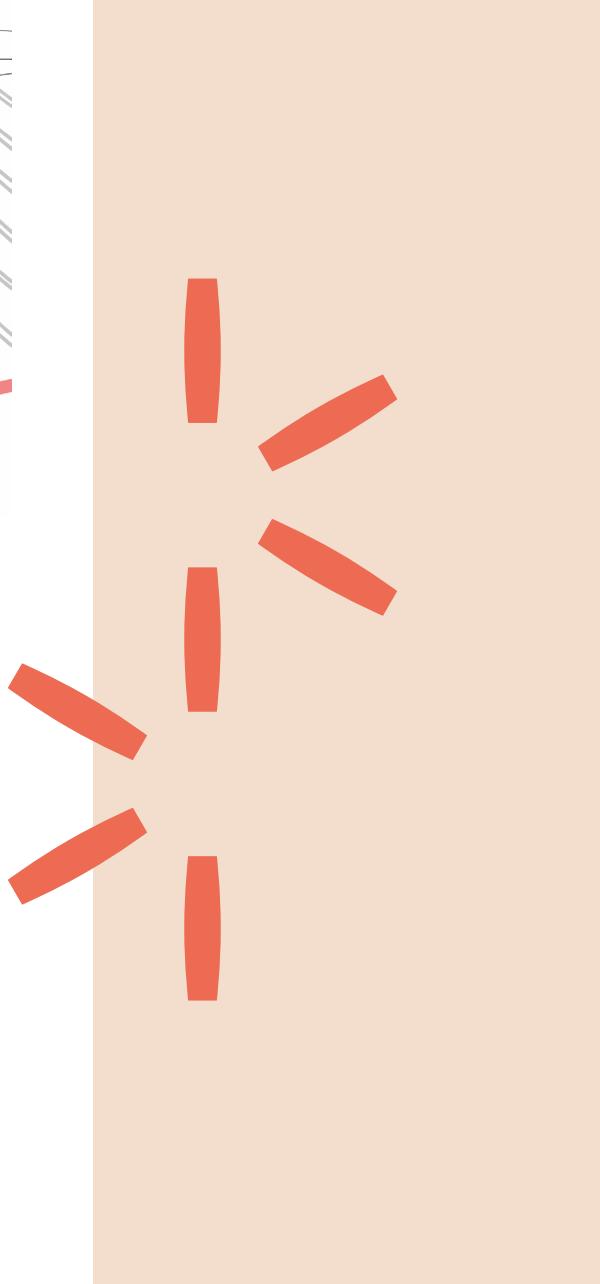
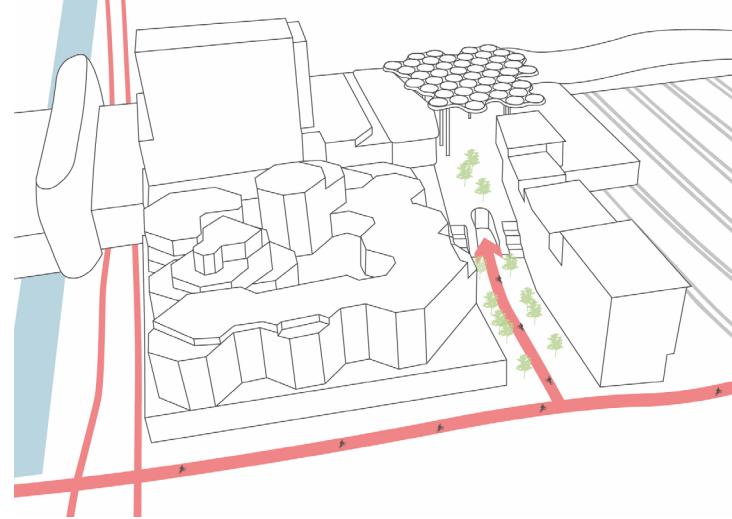
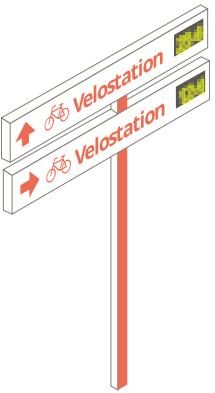
Parking

- Identification of types of parking
- Differentiated parking (regular, crates, cargo, lockers)
- Help people remember where they parked
- Use of data

Transfer

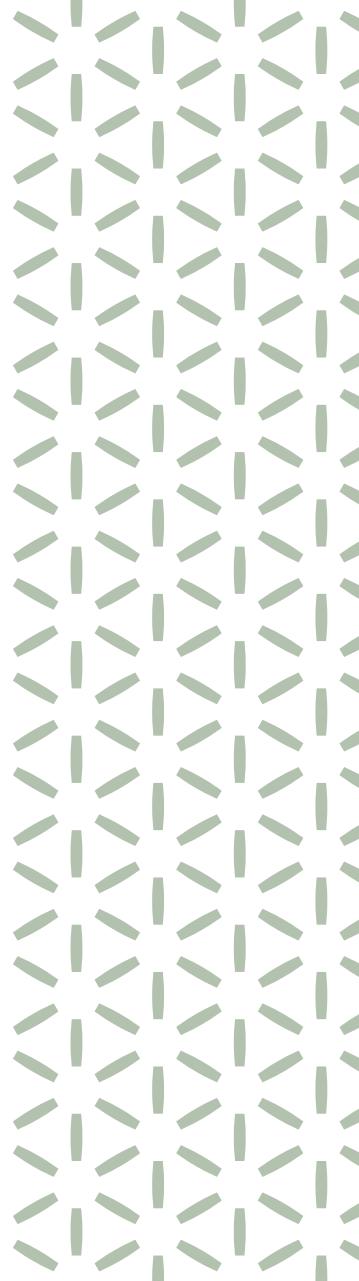
- Easy access from the parking to the station (also for people using shared bike system)
- Short route to the destination

Orientation/ Wayfinding



2011

Access Before



2025

Access After



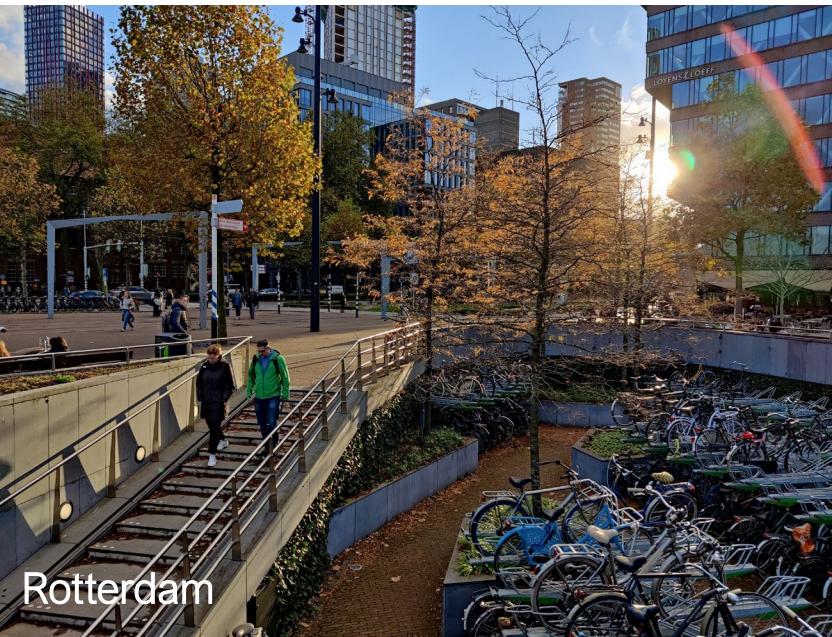


Access



Welcome

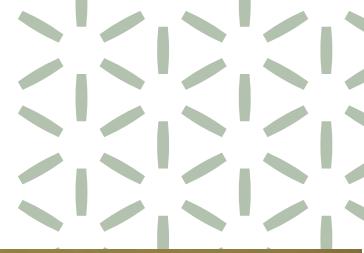




Welcome



Welcome

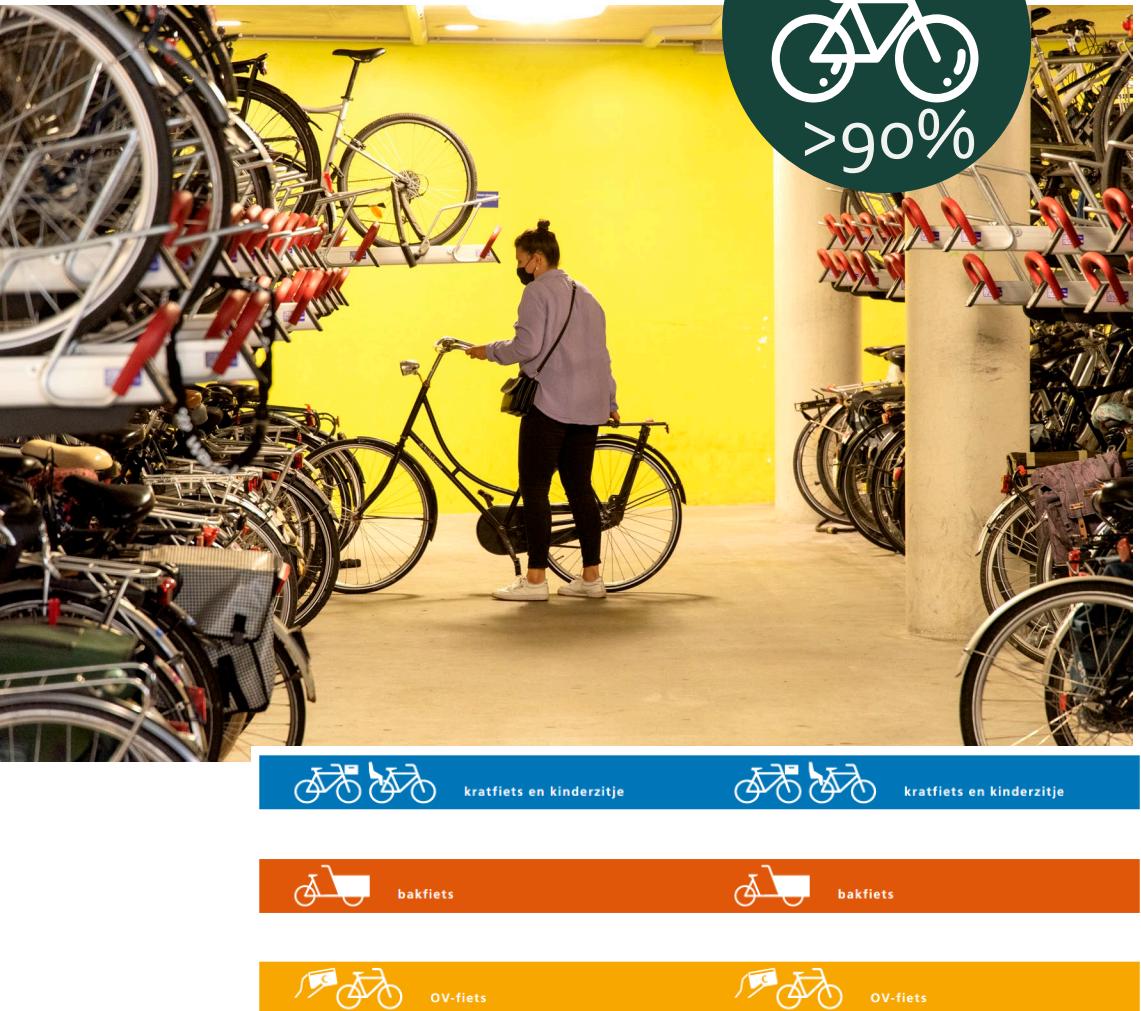


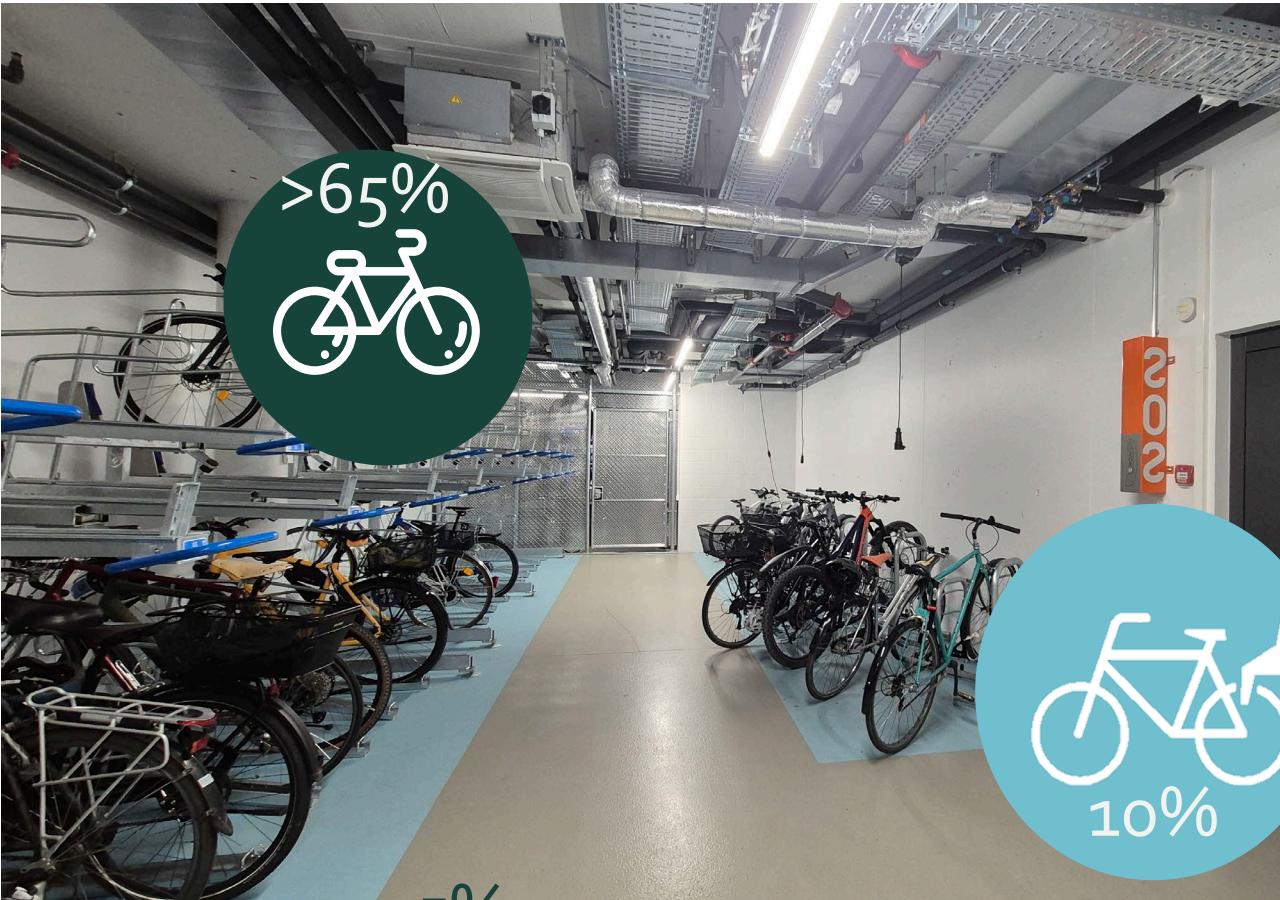


- ▷ Free for first 24 hours
- ▷ \$1,50 a day
- ▷ Subscription \$100 yearly
- ▷ Odd sized \$200 yearly



Parking





5%
Shared bikes



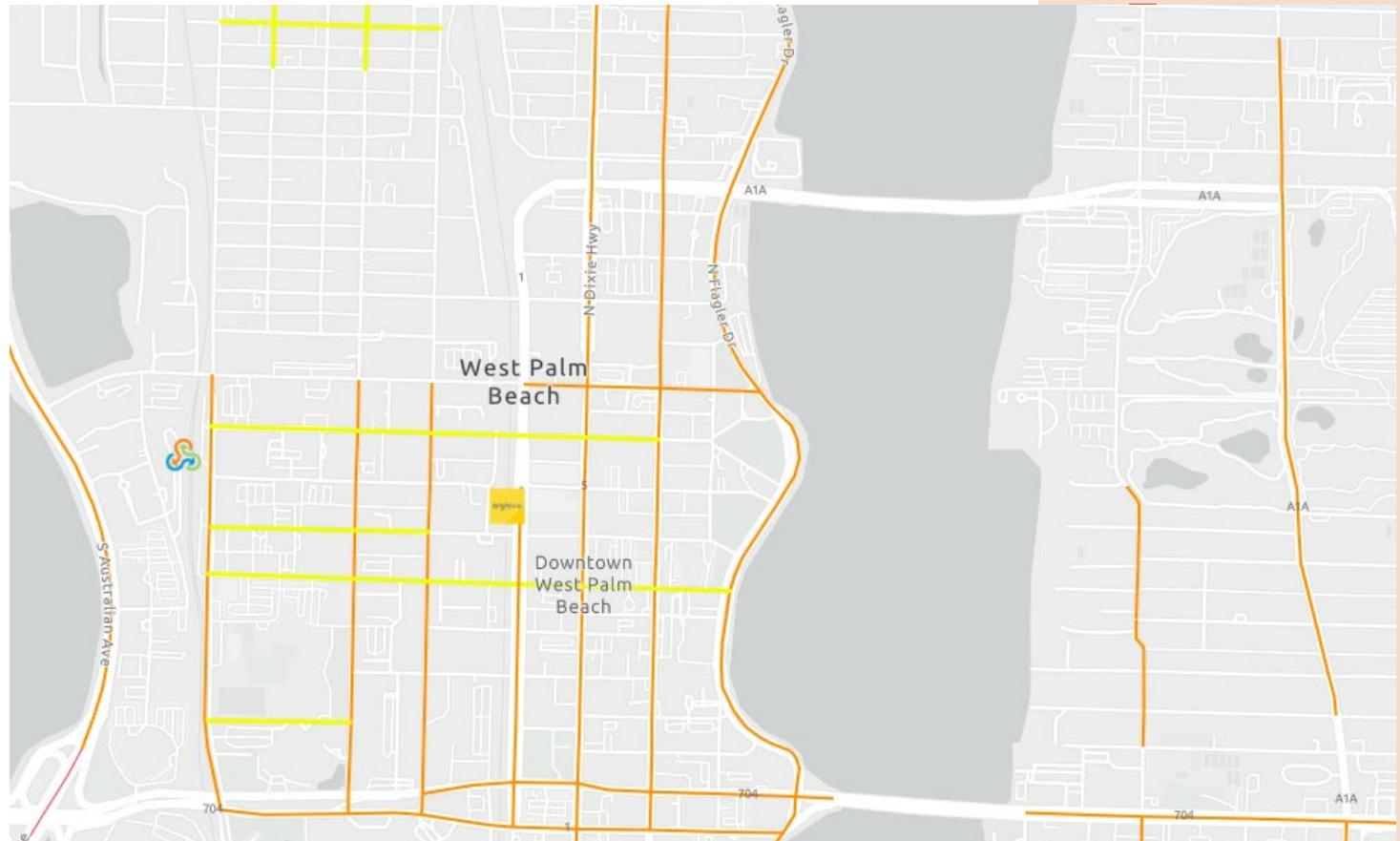
Parking



Workshop (1h)

Main question

- › How to make transit hubs more accessible to cyclists and pedestrians?
- › Is the current planned bike network aligned with the transit network?
- › How to deal with the proximity of car infrastructure to transit hubs?





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