

Intermodality – public transit and cycling

13-1-2026

Think Bike Workshop

Geert Koops

movares  smart
urban
engineering



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



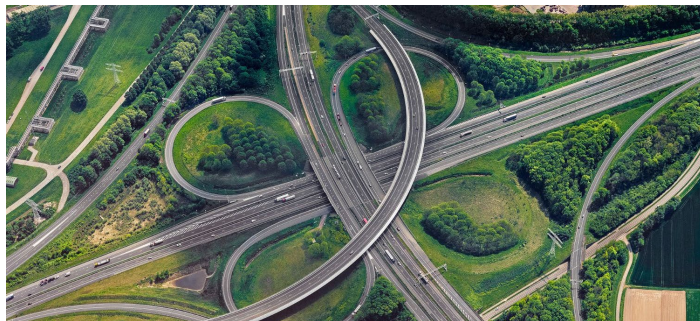
Mobility



Infrastructure



Buildings



Climate adaptation



Energy transition



Digitalization



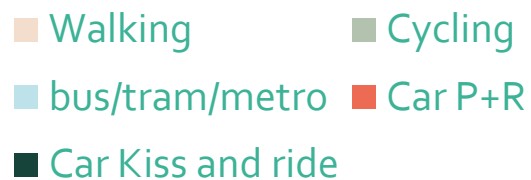
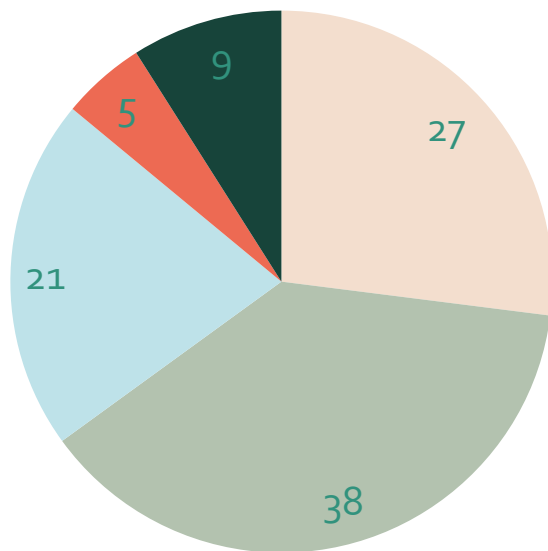
Arriving by
train to the
bike-station

2000 m² BICYCLE building & 500 m² STATION building

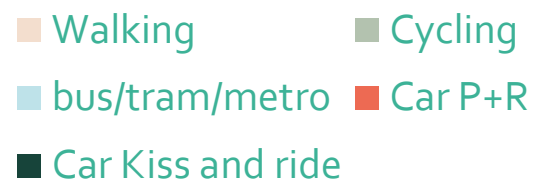
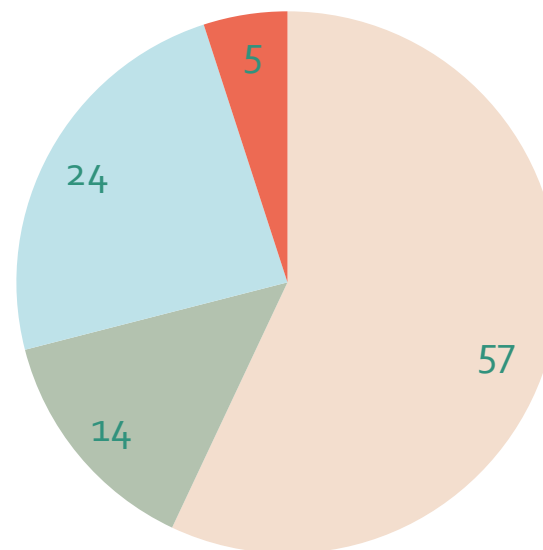


Modal split at the train-station nationwide (NL)

To the station

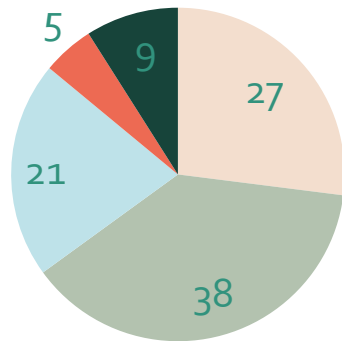


From the station



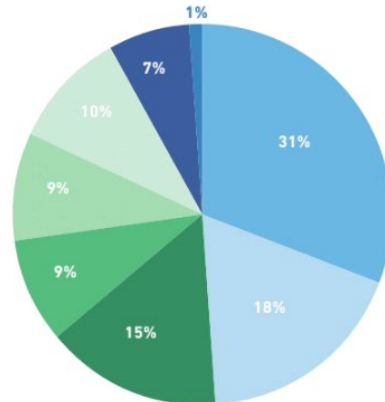
Modal split NL vs. Palm Beach Tri-Rail

To the station



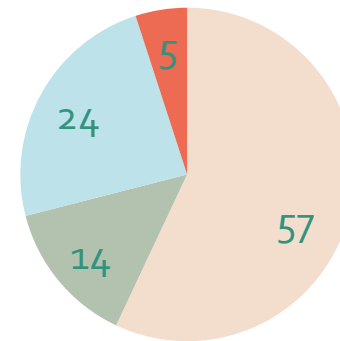
■ Walking ■ Cycling
■ bus/tram/metro ■ Car P+R
■ Car Kiss and ride

How did you get to the station today?



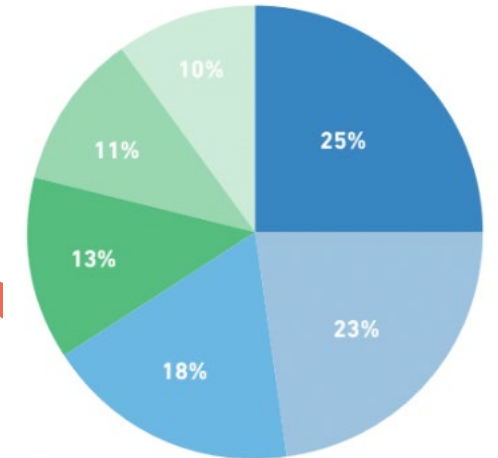
● I drove myself (31%) ● Bicycle (10%)
● A family member/friend dropped me off (18%) ● Bus (9%)
● Dropped off Uber/Lyft/Ride Share (15%) ● E-Scooter/E-Bike (9%)
● Walk (7%) ● Other (1%)

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?



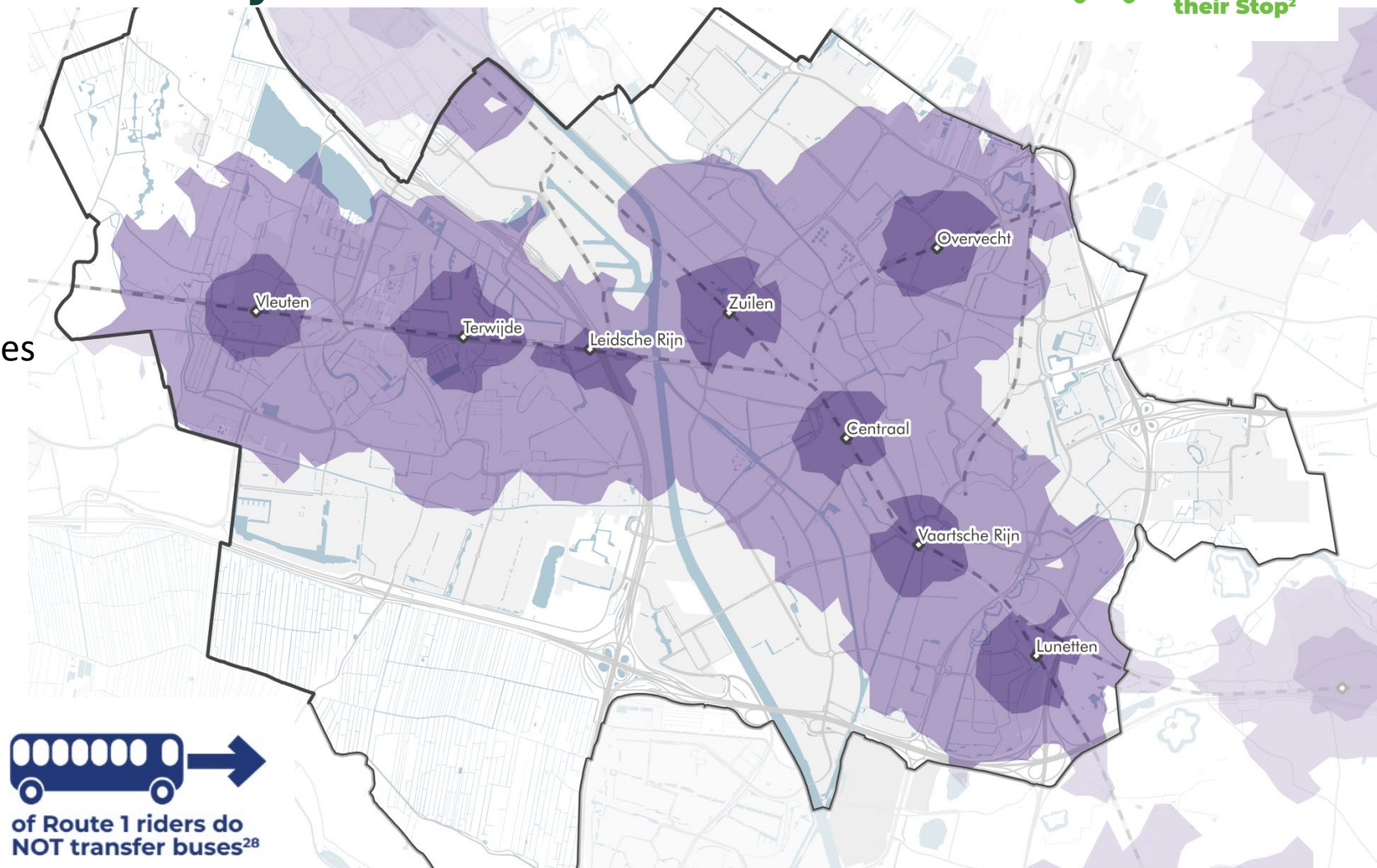
● Picked up by Uber/Lyft/Ride Share (25%) ● E-Scooter/E-Bike (11%)
● Walk (23%) ● Bicycle (10%)
● Bus (18%) ● Other (13%)

Why to 'bike the station'?

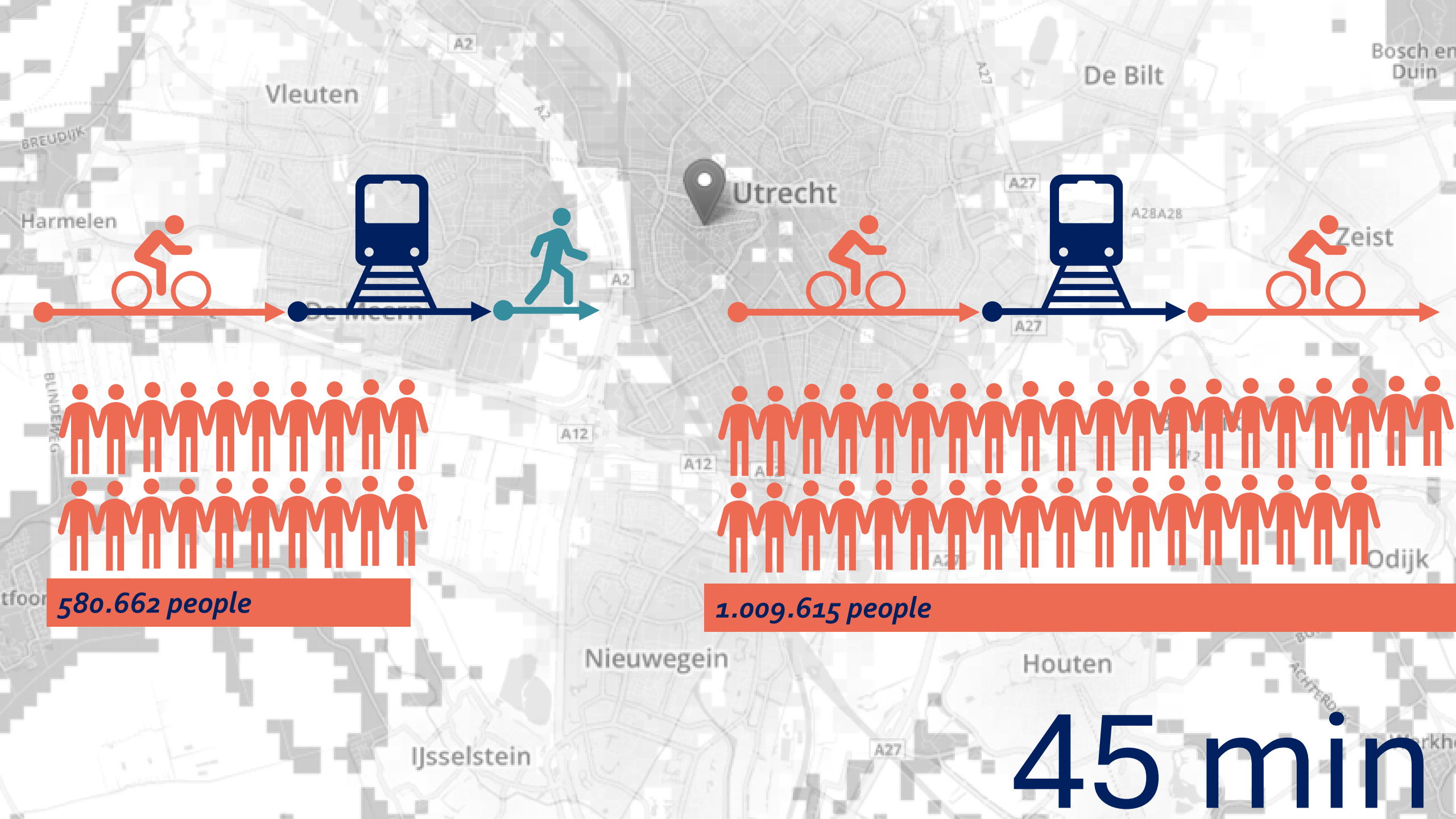
Accessibility

 **90%**
of Route 1
riders **WALK** to
their Stop²

10 minutes



65%  
of Route 1 riders do
NOT transfer buses²⁸

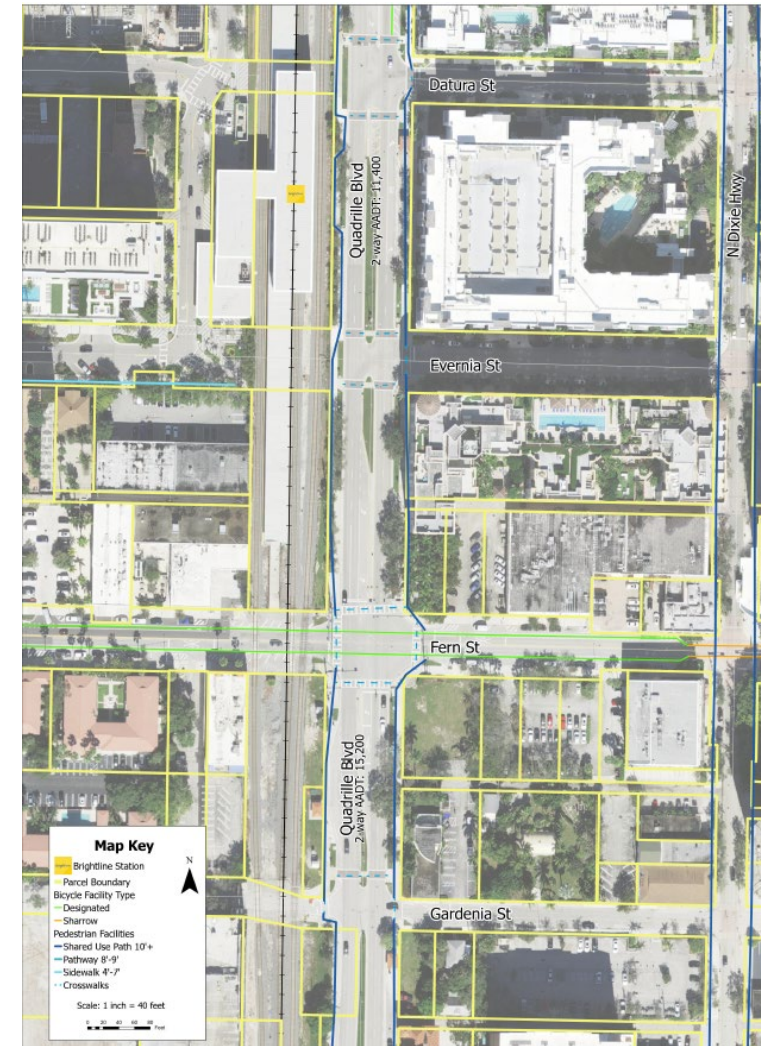


How to 'bike the
station'?

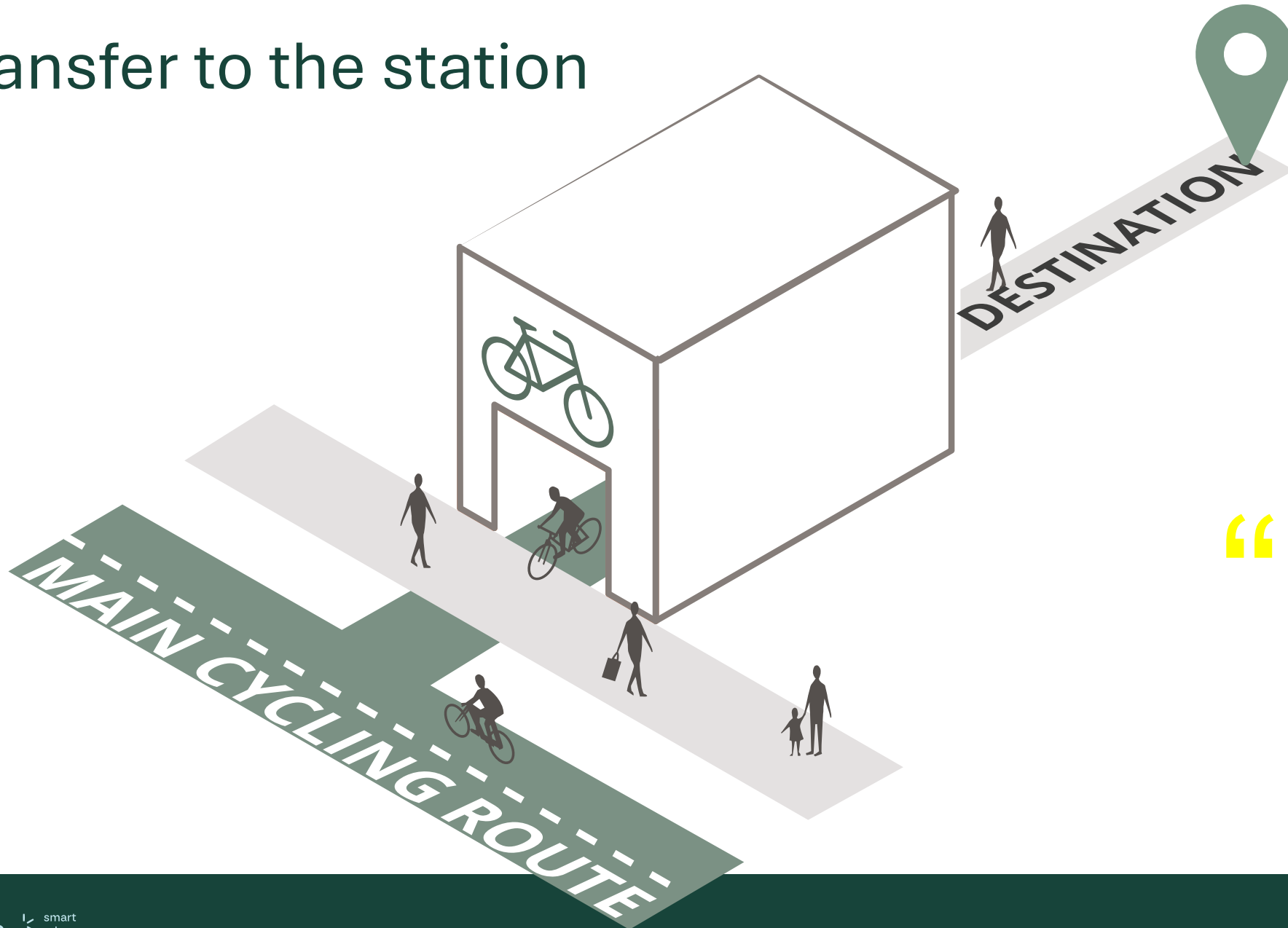
Bike + Transit powerful combination

- ⌘ Align bike network to existing transit lines
- ⌘ Competative 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

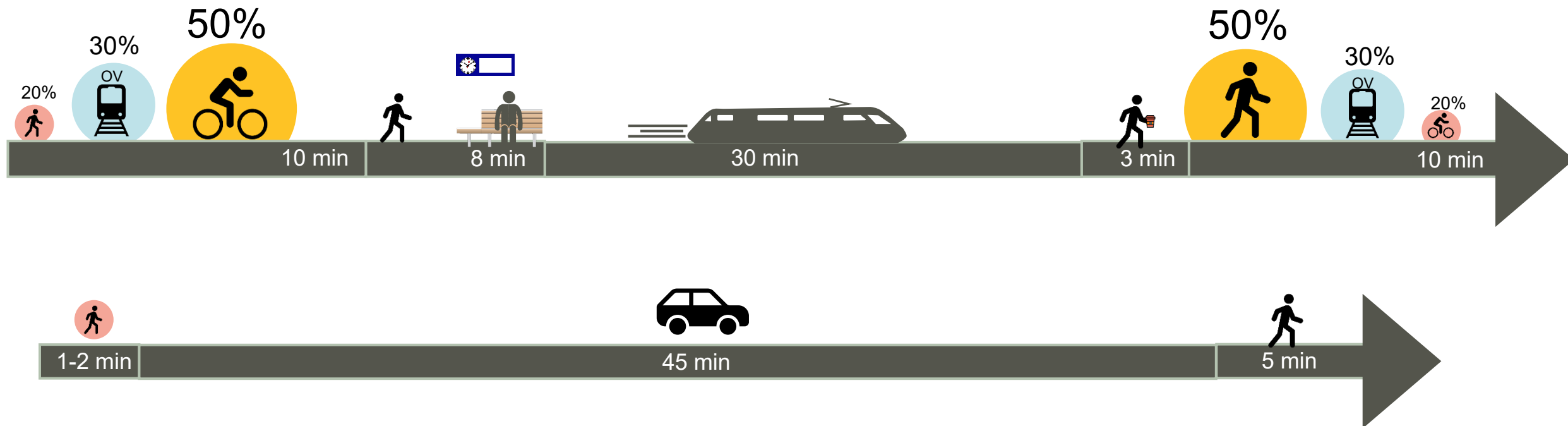
2016



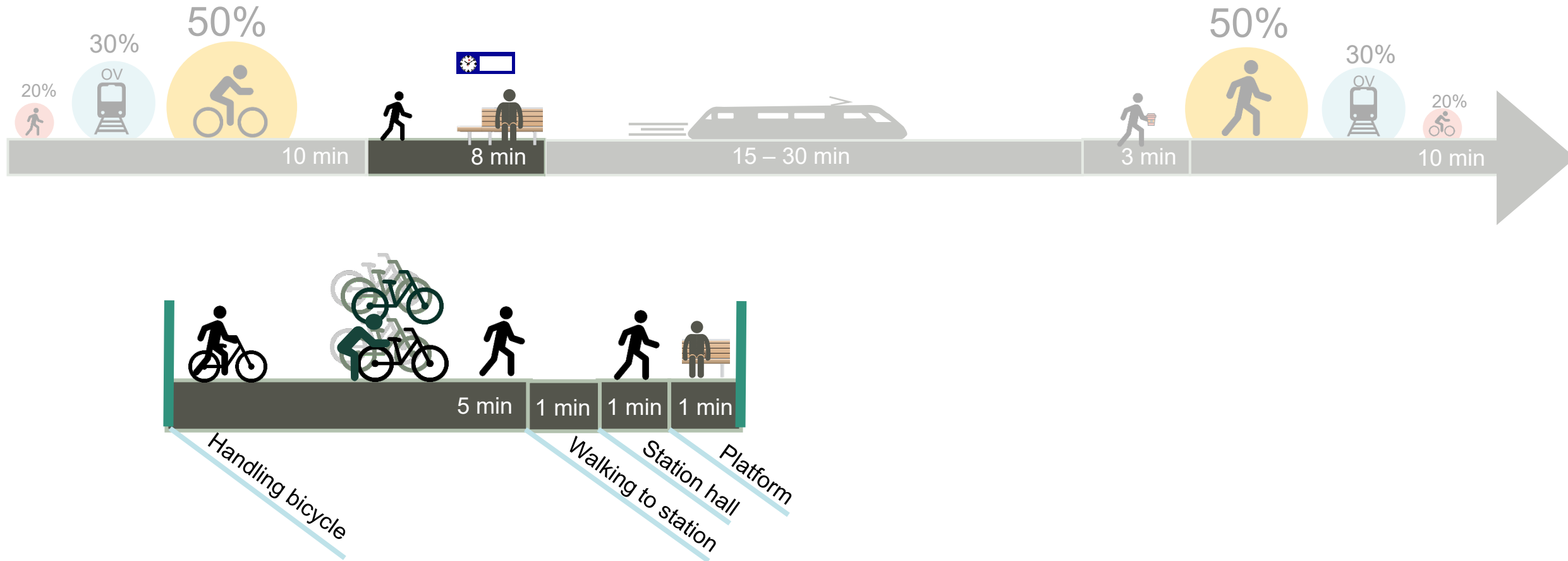
2022



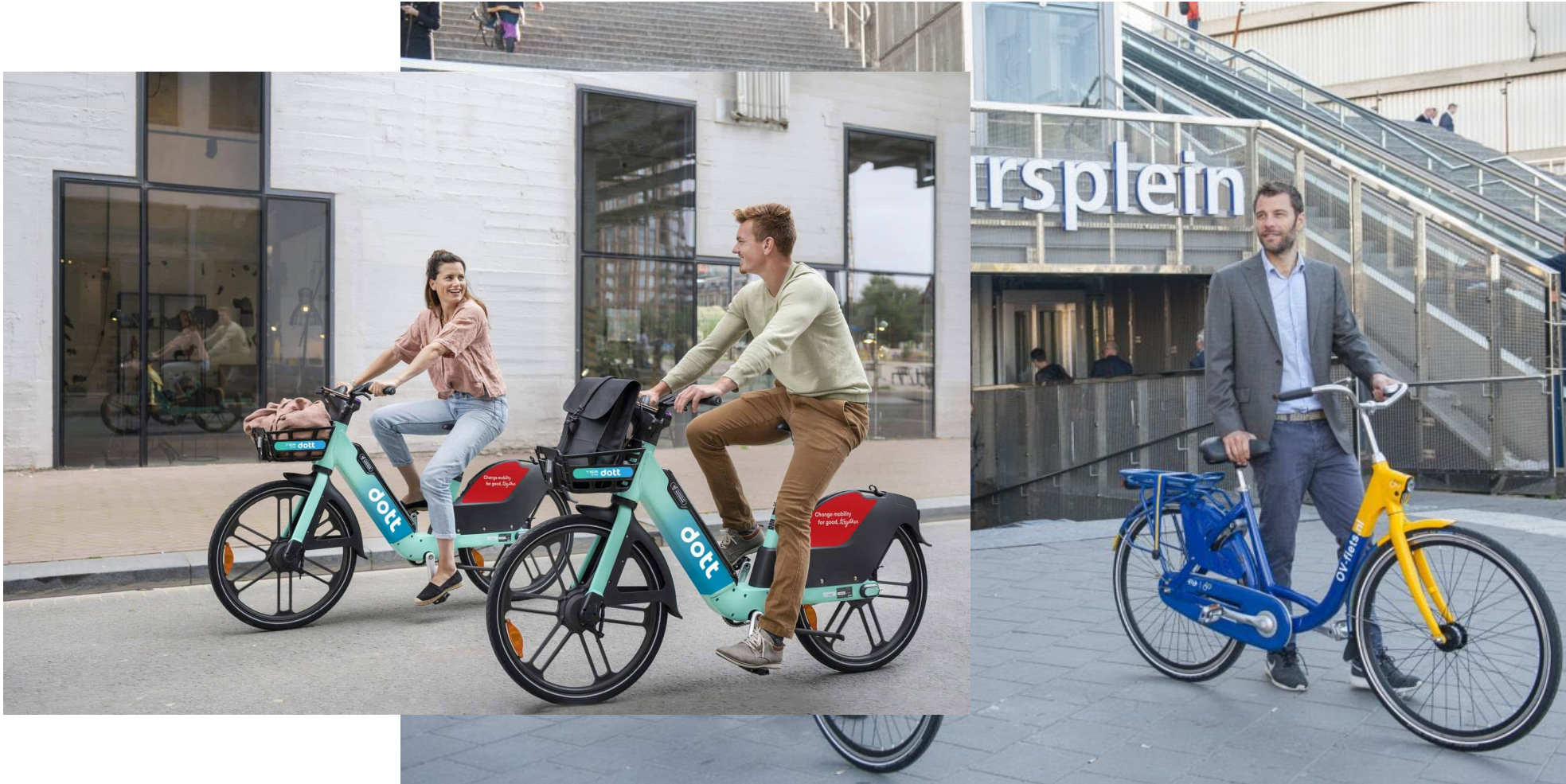
Competitive alternative to the car



Swift transfer is key



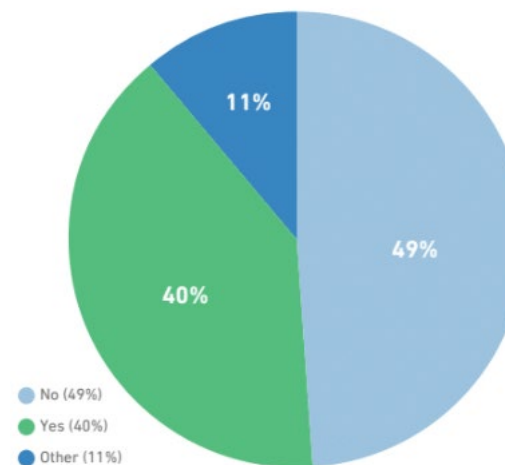
Provide alternative feeder options



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?

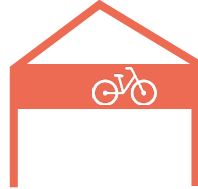


Station Amenities

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)

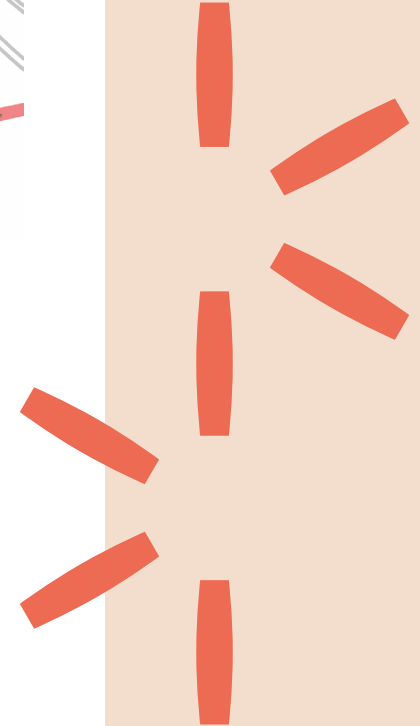
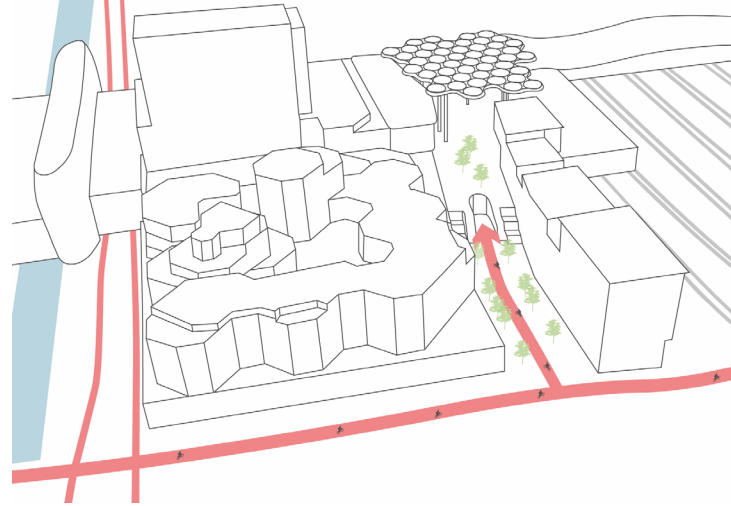
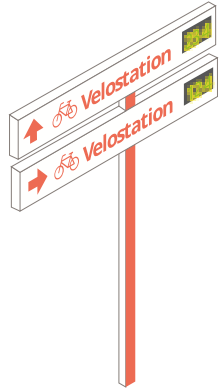
Parking

- 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





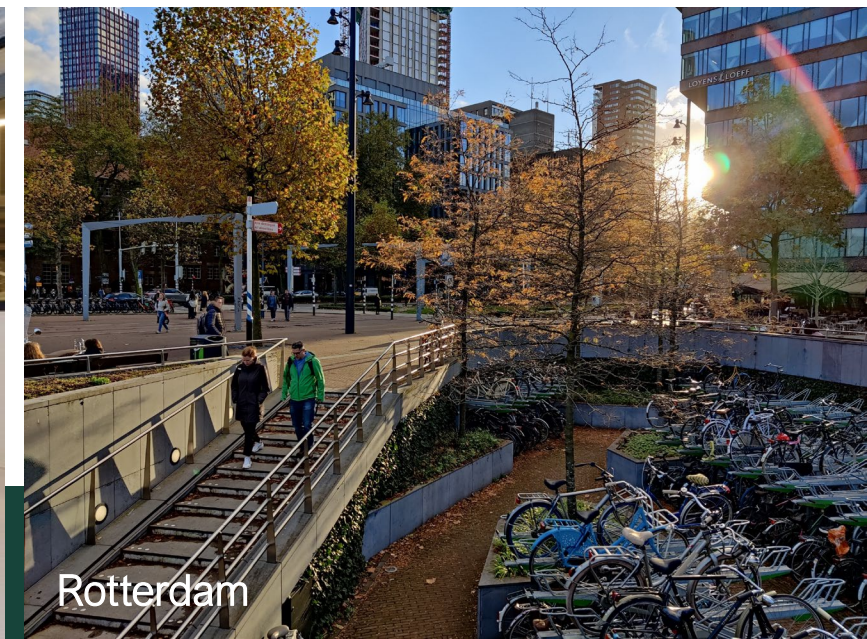
Utrecht



Amsterdam



Utrecht – city centre

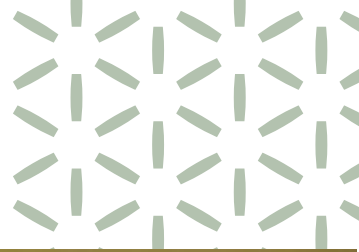


Rotterdam

Welcome



Welcome





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



Parking





5%
Shared bikes



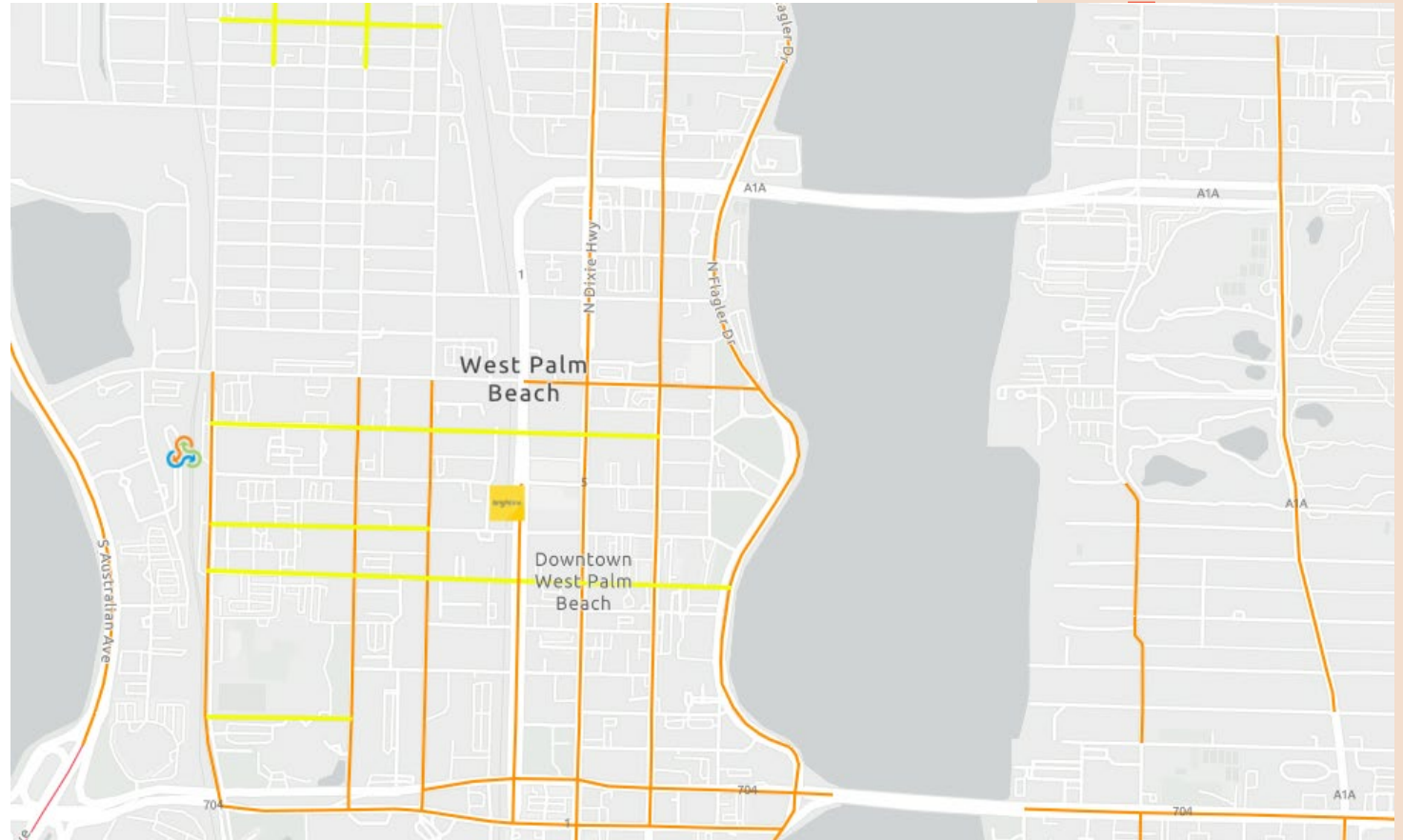
Parking



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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