

Bicycle Access to Heavy-Rail Transit Systems in the U.S. and Canada

System	Bicycle Access	Permit Required	Age	Other Restrictions
SF-BART	Off-Peak Weekends & Holidays	yes	14	Last car only
Atlanta-MARTA	Sundays	no	18	Last car only
Montreal-Metro	Weekends & Holidays	yes	18	Last car only less than 4 bikes/train
NY, NJ-PATH	anytime	yes		Discretion of transit personnel
Long Island Rail Road	Weekdays, off-peak Weekends, all day	yes		First and last car only, 2 bikes/car
NY-MTA	anytime	no		Discretion of transit personnel
DC-Metro	Weekends & Holidays	yes		Last car only, less than 4 bikes/train

In addition, on selected portions of the BART system, rush hour access is allowed in the reverse-commute direction. This is equivalent to allowing e.g. morning rush hour access outbound only on the Red-line from South Station to Braintree.

With the BART system, to obtain a permit, a cyclist must bring his or her bicycle with proof of ownership to a central office. In Washington D.C., a cyclist must pass a written safety test before receiving a permit



BIKES ON THE

Demonstration Bikes-on-T Program

- 1) Minimum 6 months duration, including summer 1985.
- 2) Access to Red, Blue, and Orange lines, Saturdays and Sundays only.
- 3) Permit required for bicycle access. A fee of approximately \$3/permit should cover administration costs of the program. Permits would be available either by mail, or during specific hours at a central office.
- 4) Bicycles allowed on last car of train only.
- 5) Bicyclists may be excluded from overcrowded trains at any time, at the discretion of MBTA personnel.
- 6) While transporting a bicycle through the station and onto a train, the cyclist will exercise caution not to interfere with or threaten the normal flow of passenger traffic.
- 7) No riding of bicycles within trains or stations. Cyclists will hold bicycle securely at all times in station and on trains. Bicycles may not be chained up, or otherwise left unattended within the stations or trains.
- 8) Failure to comply with any of these regulations governing bicycle access will result in revocation of permit.
- 9) This program will be overseen by a committee made up of representatives from the MBTA, the general 'T' ridership, and local cycling groups.



City of Cambridge

12.

COUNCILLOR D. SULLIVAN

IN CITY COUNCIL
December 10, 1984

- WHEREAS: Bicycling is an important form of transportation and recreation in the Boston region; and
- WHEREAS: There are many physical barriers to bicycling in the Boston region, most notably the Boston harbor; and
- WHEREAS: Many existing programs of bicycle access to urban mass-transit throughout the United States and Canada demonstrate that bicycle access to mass-transit is a safe and convenient way to supplement the transportation system; and
- WHEREAS: The Boston Area Bicycle Coalition has submitted a proposal to the M.B.T.A. calling for a demonstration program of bicycle access to the Red, Blue, and Orange subway lines; and
- WHEREAS: Under the terms of this proposal, bicycle access would be restricted to the last car of the trains only, and restricted to Saturdays and Sundays; and
- WHEREAS: Each cyclist desiring to bring a bicycle onto the 'T' would be required to first purchase a permit and to agree to the restrictions of the program, thus providing an effective means to enforce the regulations of this program; and
- WHEREAS: The proposed program does not require any capital expense by the M.B.T.A.; and
- WHEREAS: The proposal calls for the program to commence in the spring of 1985 and for the future of the program to be determined by an evaluation at the end of a period of approximately six months; therefore, be it
- RESOLVED: That the City Council of the City of Cambridge supports this program for a demonstration program of weekend bicycle access to the Red, Blue, and Orange lines of the M.B.T.A.; and be it further
- RESOLVED: That the City Clerk send copies of the resolution to M.B.T.A. General Manager James O'Leary and to Transportation Secretary Frederick Salvucci.

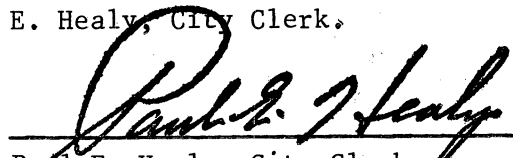
In City Council December 10, 1984.

Adopted by the affirmative vote of 9 members.

Attest:- Paul E. Healy, City Clerk.

A true copy;

ATTEST:-


Paul E. Healy, City Clerk.

Order # 12

5-752

C.D. Sullivan re: resolutions supporting
the proposal of the Boston Area Bicycle
Coalition submitted to the MBTA for a
demonstration program of weekend bicycle access
access to the Red, Blue & Orange Lines.

In City Council,

December 10, 1984

12/10/84

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