

1. Are there potential opportunities to better integrate transit and cycling at transit hubs/terminals (improved access and secure bike parking)?
 - a) Definitely need to have secure bike parking at main transit hubs/terminals.
 - b) There should be more bike parking at transit stops in general.
 - c) Request that LTC look at the cost saving of bike stations in industrial workplace locations as an alternative to extended transit infrastructure in getting commuters to and from their destination. Europe has a number of cities with bike rental at transit stations.
 - d) Noted that Portland OR has staffed bike parking and repair maintenance availability at key transit stations.

 2. Can cycling and frequent transits co-exist on the same corridor?
 - a) Believe it can. A member believes it can and saw it (and rode it) frequently in Europe where the bus and cycling routes were the same with no cars permitted (except where there were turning lanes. It works OK, although riders and bus drivers do need to be aware and respectful of each other. In general, the cyclists travel as fast as the buses overall (due to the bus stops) and just need to have lanes wide enough that the cyclists can pass the buses when they are stopped for passenger pick-up/drop-off.
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