

# Bicycle & Pedestrian Transit Access

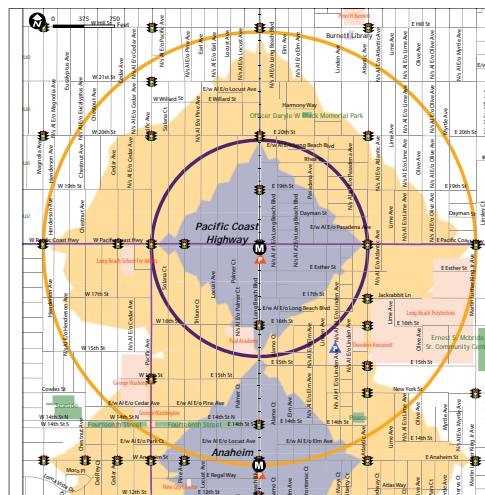
Improving nonmotorized access to transit is fundamental to building transit ridership, is an important part of designing our communities for active living, and encourages walking and biking as regional modes of transportation.

Bicycling and walking are important elements of an integrated, intermodal transportation system. Improving connections between nonmotorized transportation and mass transit can transform transit hubs into vibrant public spaces, stimulating economic and community development.

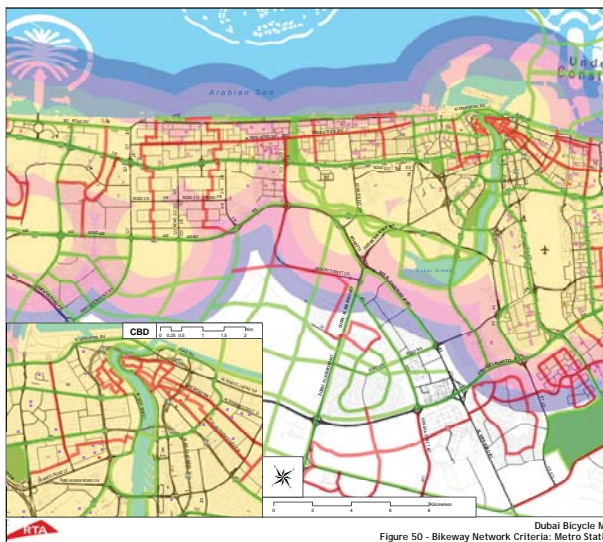
Alta's planners, designers and landscape architects understand that the success of multi-modal projects demands a fully integrated approach that includes bicycle and pedestrian connections to transit that are safe, easy and convenient; secure bicycle parking that meets latent demand; well-designed way-finding signage; and bicycle access aboard transit vehicles.



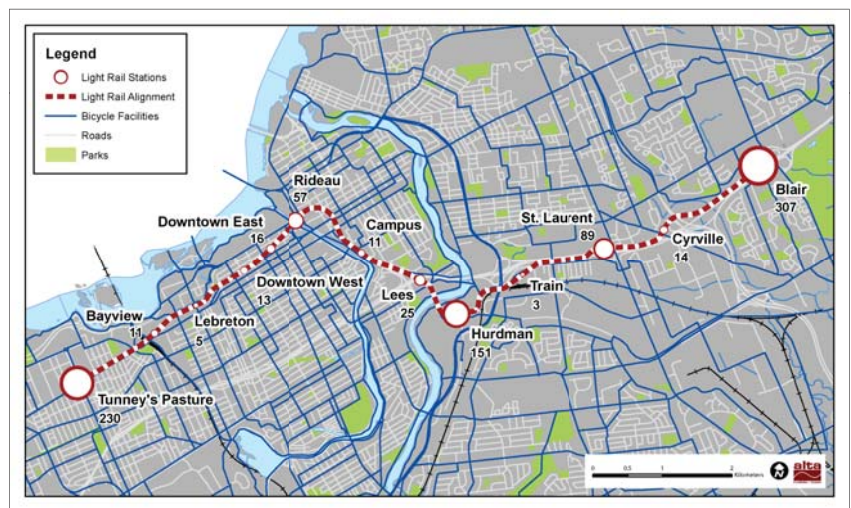
Alta works with transit agencies nationwide on policy, training, equipment, and infrastructure to improve bike-transit integration.



This catchment area graphic from the Long Beach Blue Line Access Plan depicts walking and biking distance areas: the purple line encompasses a 1/4 mile radius and the orange line encompasses a 1/2 mile radius.



Alta's Bikeway Network Plan for Dubai, UAE Bikeway network connected to transit stations.



Alta is reviewing bicycle and pedestrian access and parking at light rail stations as part of a Pedestrian and Cyclist Movement Study for the City of Ottawa.