

Bikestation Development Services

Bikestation plans, designs and operates bike-transit centers, enabling bicycling and other alternatives to be an integral part of the transportation system. Bikestation has an extensive history of project management and consulting experience in the following areas:

Design/Build Development • Needs Assessment • Technology and Administrative Systems
Concept Innovation • Operational Support • Public/Private Partnerships

Bikestation’s 12-year history of helping to develop such facilities in the United States speaks for itself: all of the facilities we’ve been actively involved with developing and/or operating are thriving today. Bike-transit facilities are quite complex, especially public facilities. Putting together funding and public/private partnerships; determining efficient design, needs, resources, and operating plan; developing and administering technology; building the facility, and creating a vibrant and viable center through effective ongoing outreach, marketing, and customer service can be a daunting challenge. Bikestation can help simplify and guide the process, and to this end, we have created a list of the types of assistance that we offer as well as the associated costs.

Total operating costs of a bike-transit center will range from \$25,000 per year for a fully automated, unstaffed facility, up to \$150,000 per year for a fully staffed, full service facility. (Note that first year operations will be higher, decreasing thereafter to amounts noted above.) Capital costs of bike-transit centers currently in operation or in the advanced budgeting stages in the United States (of which there are approximately 25) range anywhere from \$25,000 for a secure room or cage to over three million dollars.

There are many ways in which we can individualize assistance, but it may be useful for you to divide them into general categories:

Option #1: Total Development

Bikestation is retained to cover extensive development (based upon a scope of work) of the bike-transit center (or centers.) Typically, this would include some consulting on the assessment of needs and resources, design development, operations planning, build-out of facility, inclusion in the Bikestation network, administration of the access control and membership systems, and/or operation of the facility upon opening. Please note that Bikestation will operate facilities only in very limited circumstances; our preference is to draw from the resources of a community to enable operations by a local entity such as a bike shop or local nonprofit advocacy group.

Option #2: Consulting

In this case, Bikestation may be retained for consulting services, including needs assessments, facility and operations plan development, design / build RFP development, funding applications, partnership development, public outreach facilitation, technology upgrades and development and marketing programs. Bikestation may or may not be involved in the operations of the facility.

Option #3: Licensing

Because a technology and membership system to enable 24/7 bike parking is expensive to develop and administer, a facility can choose to be part of (essentially “plug into”) the Bikestation system. This includes administration of members and potential members, the system itself, insurance, and inclusion on our website and in our other marketing materials. Bikestation members have access to all of our public facilities.

Each facility will be unique according to the needs and resources of its community, therefore exact figures in the early development stages are not possible or useful. However, we have tried to put a realistic figure to Bikestation’s costs and fees where possible. Please see the following graphs for further information.

Service (Annual Operating Costs)	Number of Bike Parking Spaces			
	< 100	100-199	200-299	300 +
Licensing of Trademark and inclusion in Coalition; Administration, addition of page to Bikestation Coalition website and marketing materials	\$10,000	\$11,500	\$12,500	\$13,000
Membership and access control system: Administration of members and technology, website, inclusion in Bikestation Coalition marketing materials, and reporting (includes licensing fee)	\$25,000	\$29,000	\$32,000	\$35,000
Liability Insurance	\$950	\$1,025	\$1050	\$1,075
Banking, online store and Merchant systems	\$1,000	\$1,200	\$1,500	\$1,750
Payroll and Bookkeeping Services - including processing fees	\$1,000	\$1,100	\$1,200	\$1,300
Marketing Materials	cost of time and materials plus 15% administration fee			
Staffing	\$45 / hour			
Consulting: including needs assessments, facility and operations plan development, design/build, RFP development, funding applications, partnership development, public outreach facilitation, technology upgrades and development, marketing programs	Depends on scope of work and consultant rate.			

Capital Costs

Membership and access control system, Installation	\$12,000	\$14,000	\$15,500	\$17,000
Bike Racks	cost of racks + shipping, insurance & installation			
Facility	\$25,000- \$3 million +			





Bikestation Long Beach (1996 and 2005)
Bikestation Palo Alto (1999 and 2006)
Bikestation Berkeley (1999)
Bikestation Seattle (2003)
Bikestation Embarcadero (2004)

Bikestation Santa Barbara (2006)
Informal consulting on:
Millennium Park Bicycle Station (2004)
Cherry Creek's Bike Rack (2004)
Fruitvale's Bicycle Station (2004)



Relevant Consulting Projects List

Salt Lake City Intermodal Transportation Hub, September 2008 - Present

Client information: Utah Transit Authority, 3600 S 700 W, Salt Lake City, UT 84130

Contracted to develop a Bicycle Transit Center Plan, including public engagement, needs assessment, design, recommended operating scenarios and costs estimation for the proposed facility.

Santa Monica Parking Structure 2, August 2008 - Present

Client information: KPFF Consulting Engineers, 6080 Center Drive, Suite 300, Los Angeles, CA 90045

Provided conceptual renderings for a funded bike-transit center in City of Santa Monica parking structure 2, including 3 scenarios as well as operational planning, such as budgeting, vendor considerations and a review of systems involved in the economic and operational sustainability of the facility.

Santa Monica Parking Structures 7 and 8, March 2008-present

Client information: Pugh + Scarpa, 2525 Michigan Avenue, Building F1, Santa Monica, CA 90404

Retained to assist client in development of improvements to City of Santa Monica parking structures 7 and 8. Provided conceptual renderings for bike-transit centers on the ground floor of each building.

Santa Monica Promenade Bike-Transit Center Locations, January 2008

Client information: City of Santa Monica, 1685 Main Street, Santa Monica, CA 90401

Provided site visits to three potential bike-transit center locations on the promenade for initial consultation.

Mexico City Bike-Transit Center Locations, August 2007 and October 2008

Client information: ITDP, 127 W. 26th St., Ste. 1002, New York, NY 10001

Presented bike-transit center concepts, in Spanish, to government agencies including the Mayor's office, Department of Environment, Sistema de Transporte de Mexico City, Redevelopment Agency, Director of Planning, and Secretary of Transportation. Provided initial input on possible locations, services and operation.

Washington DC Department of Transportation (DDOT) Union Station Redevelopment Project, January 2005 - June 2008

Client information: Parsons, 1133 15th Street, NW, Washington DC 20005

Sub consultant to Parsons for bicycle component of project. Provided siting of a bike-transit facility, assistance with recommendations on traffic flow, design of facility, operations plan, public input and response to contractors on design and construction of facilities.

Los Angeles County Metro Bike-Transit Center Implementation Plan, February 2003 - October 2004

Client information: LA County Metro, One Gateway Plaza, Mail Stop: 99-22-5, Los Angeles, CA 90012-2952

Development of design standards, siting analysis, operating scenarios, marketing guidelines, signage and wayfinding, community and stakeholder outreach, funding requirements and sources, demand/cost/price analysis, and programming. Final report received the American Planning Association's 2005 Planning Project Award.

Santa Barbara Bike-Transit Center Needs Assessment, May 2003 - August 2005

Client information: City of Santa Barbara, PO Box 1990, Santa Barbara, CA 93102

Development of a programming and operating plan, associated space/design needs, input on traffic flow in and around project site, community and stakeholder outreach, demand analysis, funding requirements and sources.

Puget Sound Regional Council Bikestations Project, December 2001 - June 2002

Santa Barbara Bicycle Parking Design Study and Development Strategy, 1999-2001

Fort Collins Bike Depot Feasibility Study, 2000-2001

Eastern Cambridge Feasibility Study, 2000-2001

Bike-Transit Center Feasibility Study for the City of Pittsburgh, 1998-1999

Bikestation envisions communities where bicycling is an integral part of the transportation system, resulting in cleaner air, safer streets and healthier living. Each facility is as unique as the city it inhabits and Bikestation can help determine what's best for each community. As bicycle ridership grows, Bikestation will continue to find new and innovative strategies to solve transportation dilemmas and enhance overall quality of life.

I hope this is useful to you in your decision to develop a bike-transit center or learn about how you can be affiliated with the Bikestation network. Again, this is a complex process; I welcome any questions you may have. I look forward to speaking with you.

Andréa White-Kjoss, Executive Director, Bikestation[®]