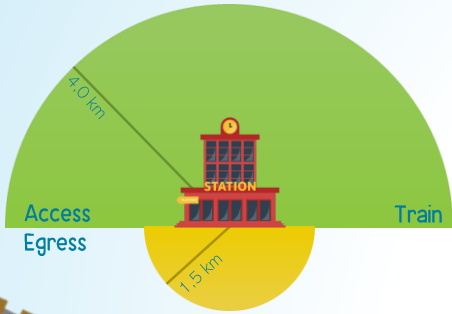
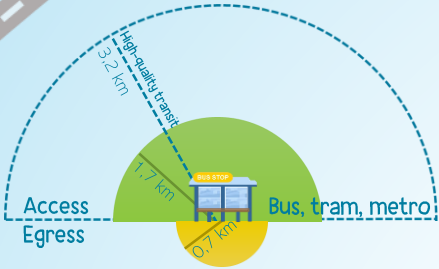
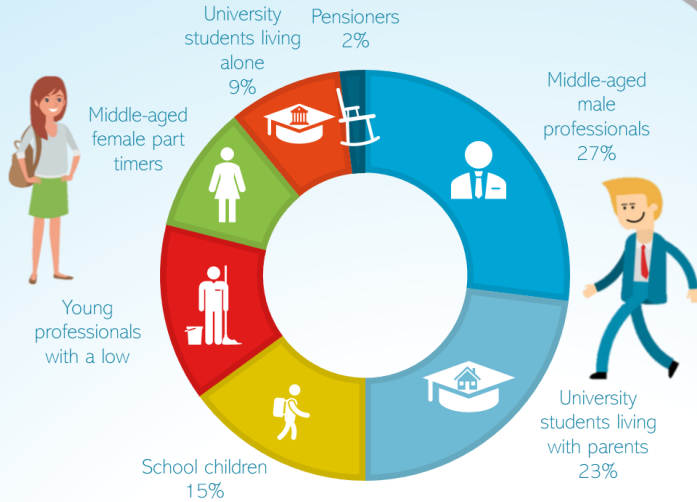


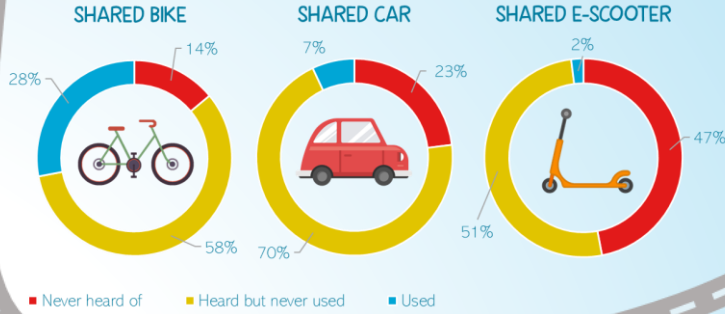
### Access and egress distances



### User characteristics



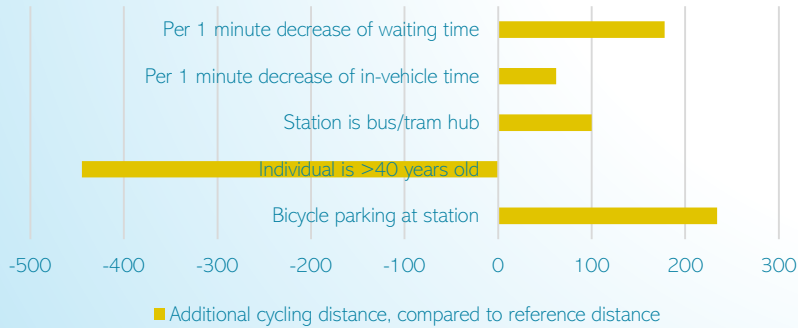
### Usage and familiarity



### Factors influencing the use of bicycle-transit



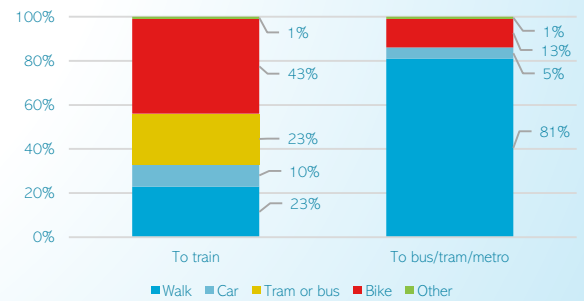
### Acceptable cycling distance to a tram stop



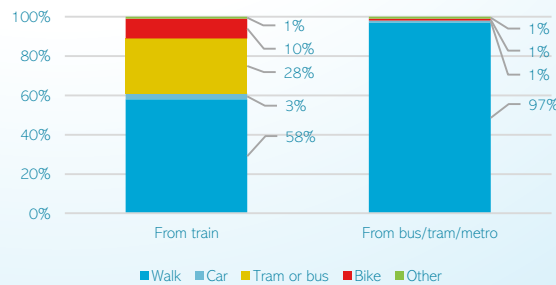
### Reasons to choose a further tram stop



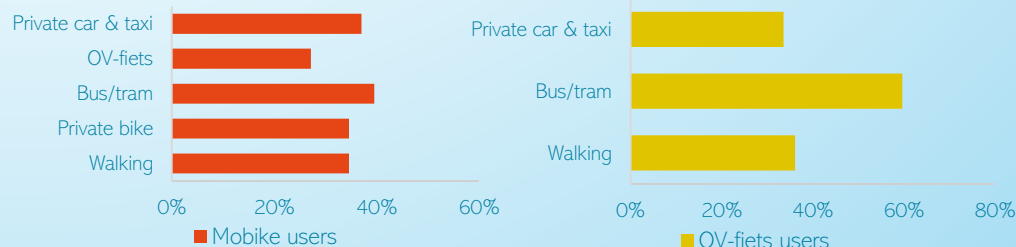
### Access modes



### Egress modes



### Modal shift as a result of bike-sharing systems (% participants using this mode previously)



\*An increase in train use was reported by 14% of the Mobike users and by 17% of the OV-fiets users

### References

- Shelat et al. (2018)
- Van Mil et al. (2020)
- Arendsen (2019)
- Rijsman et al. (2019)
- Ma et al. (2020)
- Ton et al. (2020)
- Brand et al. (2017)

For more information: <https://nielsvanoort.weblog.tudelft.nl/tag/cycling/>

