



**Metro**

**P&P10**

**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 20, 2010**

**SUBJECT: BICYCLE PROGRAM UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this status report on the implementation of our Bicycle Program Initiatives.

**ISSUE**

In May 2010, we updated the Board on the activities being undertaken to implement the 2006 Bicycle Transportation Strategic Plan (BTSP), support the Bicycle Roundtable formed in February, and further expand our Bicycle Program. In September, the Board adopted a motion directing us to look at various aspects of the bicycle program such as bikes on trains, improved signage, marketing materials, stair channels, bicycle parking, bike racks on buses and vanpools, and a customer code of conduct. We will provide further information on the September Board Directive in the November/December Board cycle. This report provides some preliminary information on the Directive and a current program update.

**DISCUSSION**

**Bicycle Transportation Strategic Plan**

The Bicycle Transportation Strategic Plan, adopted by the Board in 2006, will be updated over the next year and a half. A scope of work will be written and a Request for Proposal, to select a consultant, will be released in early 2011. We plan to involve the Bicycle Roundtable's Policy and Planning Subcommittee in the update of the plan.

## **Bicycle Roundtable**

Since our last report, the Bicycle Roundtable has become more formalized. The issues and initiatives that Roundtable participants requested us to address were grouped into "Themes": Policy and Planning, Implementation and Operations (Attachment A) paralleling our departments. Two subcommittees were formed to address the themes, a Policy and Planning Subcommittee and an Implementation and Operations Subcommittee. The Bicycle Roundtable has met as a whole three times and each subcommittee has met twice. The Subcommittees provide a forum for discussion of our activities and the Roundtable is used to report progress. These initiatives will help us to respond to the new direction from the U.S. Department of Transportation (to incorporate and fully integrate bicycle facilities as well as other non-motorized modes into our transportation projects), the State Complete Streets Act of 2008 and AB 375, Redesigning Communities to Reduce Greenhouse Gases.

## **Policy and Planning**

Bike Map - The 2010 Metro Bike Map was produced in-house and continues to be updated with current information to provide an on-line resource for the public and planners. The total miles of bike paths, bike lanes and bike routes in the county are 1,310, up by 58 miles of bike lanes since 2005.

Bicycle Parking - Bicycle parking is an on-going priority and a requirement of all our new transit projects. There are existing and new stations being planned where high capacity bicycle parking (parking for over 36 bicycles) is needed in a self-contained, secure facility to encourage first mile, last mile trips by bicycle. These are ordinarily at the Park and Ride, Terminus or Gateway stations in any transit project. Today, there are 548 bicycle lockers and over 1,000 bicycle rack parking spaces in our system. Bicycle racks are being added as needed. Stainless steel bicycle racks were purchased and installed at the Hollywood-Vine and Wilshire-Vermont stations. An analysis is being conducted of the latest technology for electronically controlled bicycle lockers. We need to examine the advances made in this technology for dependability and convenience since we first piloted these lockers five years ago. A video surveillance camera was also installed at the bicycle parking racks in Metro Headquarter's P1 garage for added security.

Inter-Agency Working Group - An informal countywide inter-agency working group, comprised of interested cities in the county, has been formed to begin discussions about a network of electronically controlled bicycle parking centers at high transit ridership stations. Claremont, Covina, and Long Beach have established these centers. Santa Monica is out to bid for one in their downtown and we will establish one at Hollywood-Vine and eventually Venice-Robertson on the Exposition line. The Cities of Long Beach and Los Angeles recently received

a Job Access and Reverse Commute (JARC) grant to establish parking at ten Integrated Mobility Hubs (first/last mile multimodal solutions – bicycle parking, bike sharing, and car sharing).

Folding Bike Implementation Plan – The development of this plan was funded by a Caltrans grant. Our partner, Calstart, has completed the data collection and is drafting the Plan. It will be available late this year. Funding will need to be identified to implement the program. The use of folding bikes on our trains and buses will accommodate more bicyclists on our transit system.

Bicycle Design Workshop - In June, we sponsored a Bicycle Design Workshop for planners and the public. This workshop focused on federal and state design standards, design experimentation, Complete Streets and innovative design options. Other workshops will be scheduled this fiscal year.

Call for Projects - We will be conducting a small 2011 Call for Projects. The Call will fund innovative bicycle design projects, bike lanes, bike paths, bicycle parking, bicycle education, bike sharing, wayfinding signage, and other improvements for bicycle access to transit. Since the beginning of the Call in 1992, an estimated \$121 million has been programmed for 147 Bicycle mode projects, and \$13 million for 42 Transportation Demand Management (TDM) projects involving bikes equaling approximately \$6 million per year through 2015. Additionally, several Regional Surface Transportation Improvement (RSTI) projects also included bike lanes.

Bike Surveys - We completed counts and surveys at seven stations along the Metro Orange Line Bike Path and Busway and at 20 rail stations. The reports are being finalized and results will be reported to the Board.

Bike Room at Hollywood-Vine and Transit Oriented Developments (TODs) – Staff has reached an agreement with Legacy Partners, the W Hollywood developer, to exchange the location of the existing bike room with other retail space on Vine Street. This agreement is being brought to the Board this month for authorization to proceed. The new space would operate as an unmanned, controlled space for bicycle parking with an option for part-time attendant, dependent upon a viable operating scenario and available funding. Simultaneously, we are drafting Bicycle Parking Standards for our TOD Projects.

## **Implementation**

The Go Metro map is being updated to include bicycle parking information. Go Metro maps are located online, in station backlit display cases, and as posters in rail cars. These are scheduled to be placed online by the December 2010 shake up. The backlit displays and rail car posters are also scheduled to be replaced during the normal update cycle.

Our Bike Map is being resized to fit in available spaces on the walls at rail stations. The target completion date is December 2010.

The Connections neighborhood maps are being redesigned and will include bicycle parking information at a minimum. Other bicycle route information is being evaluated for inclusion. The new, redesigned Connections maps will be systematically placed in stations as early as June/July 2011.

The Bicycle website is being updated and reorganized with the latest information. Both Facebook and Twitter accounts were established to provide more timely communication. Short instructional videos on riding buses and trains with bicycles will be developed for the website.

Signage is needed inside stations directing bicyclists to train cars and through entries and exits (turnstiles). A pilot project is being anticipated at two rail stations to evaluate the effectiveness of the signage. Full implementation requires evaluation, cost analysis and identification of potential funding sources. This will be brought back to the Board.

Stair channels are under consideration for inclusion into the Architectural and Design Standards at new stations. Estimates and an appropriate implementation strategy are being developed for the Board's consideration.

## **Operations**

We have created a Training Module and Bus Operator's Safety Information Guide focusing on pedestrian and bicycle safety. The Standard Operating Procedure (SOP) for bus operators will be updated to clarify how folding bikes can be carried onto buses.

Accommodation for bikes and large items, such as, luggage, strollers and rolling briefcases on our rail cars, is being re-evaluated.

## **NEW INITIATIVES**

The Southern California Association of Governments (SCAG) received a Caltrans Partnership Grant to establish a bicycle clearinghouse, countywide methodology for collecting data and the development of the first phase of a bicycle forecasting tool. As their partner, we will be providing in-kind services in support of the grant. This project will be completed in FY 2011-12.

## **NEXT STEPS**

We will return to the Board in the November/December cycle with a preliminary report in response to the September Board Directive. We will also continue meeting with the Bicycle Roundtable and its Subcommittees, initiate the scope of work to update our BTSP, and execute a Memorandum of Understanding with SCAG for our in-kind participation in the Caltrans Partnership Grant. We will continue to update the Board.

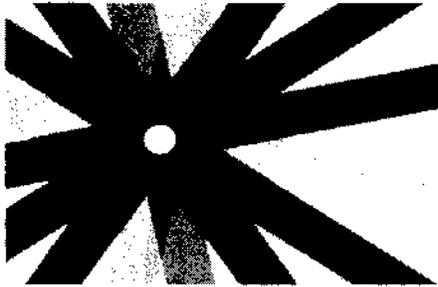
## **ATTACHMENT**

### A. Bicycle Themes

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# Metro Bicycle Roundtable

## Metro Bicycle Roundtable Subcommittee Themes

<b>I. Theme: POLICY AND PLANNING SUBCOMMITTEE</b>
<b>Bicycle Planning</b>
<ul style="list-style-type: none"> <li>• Begin by building action plan</li> <li>• Emphasize bicycling for all trips, not just commuting</li> <li>• More outreach meetings (including for Call for Projects)</li> <li>• Conduct counts; share data</li> <li>• Emphasize countywide network and Complete Streets</li> <li>• Too much focus on expensive bike paths</li> <li>• Add SWITRS data to Bicycle Transportation Strategic Plan (BTSP) to identify where improvements should be planned</li> <li>• Convert to on-demand lockers</li> <li>• Develop bike share at stations</li> <li>• Integrate local Bicycle Master Plans (BMPs) into Strategic Plan (Volume 1 and 2)</li> <li>• Improve collaboration with non-profits</li> <li>• Share lessons learned</li> <li>• Deduct points in Call for Projects (CFP) Regionally Significant Transportation Improvement (RSTI) category for projects that do not include a bicycle component (or add points for projects that do)</li> <li>• Require a sustainability element in all motorized projects</li> <li>• Emphasize bicycle accommodation in freeway interchange, arterials or bridge/overpass projects in CFP</li> <li>• Fund education, safety and encouragement projects in CFP</li> <li>• Fund innovative and experimental designs in CFP Project Planning</li> <li>• Bicycle Advisory Committee for all projects</li> <li>• All projects should incorporate Complete Streets concepts</li> <li>• Plan for improved access to transit stations in new projects</li> <li>• As part of new projects, emphasize improvements at major intersections around transit stations</li> <li>• Metro could establish a Bike Working Group.</li> <li>• There could be breakout sessions to help Metro staff develop planning policies.</li> </ul>
<b>Joint Development</b>
<ul style="list-style-type: none"> <li>• TOD's need same level of bicycle access to station entrance as pedestrians and autos</li> <li>• Provide bicycle parking within convenient access to station entrance with good visibility</li> <li>• Allow vendors at stations</li> </ul>
<b>Long Range Planning &amp; Coordination Group</b>
<ul style="list-style-type: none"> <li>• Integrate Metro's BTSP into Long Range Transportation Plan (LRTP)</li> <li>• Emphasize bicycling as equal footing as other modes</li> </ul>
<b>Parking Policy</b>
<ul style="list-style-type: none"> <li>• Revise Metro parking policy; no free car parking</li> </ul>

<ul style="list-style-type: none"> <li>• Bicycle parking should have lower price point than autos</li> </ul>
<b>Transit Planning</b>
<ul style="list-style-type: none"> <li>• Wilshire Corridor bus service does not accommodate bikes</li> <li>• Connect Metro stops to activity centers and attractions</li> </ul>
<b>Funding/Regional Programming</b>
<ul style="list-style-type: none"> <li>• Increase funding for bicycle projects in CFP</li> <li>• Fund maintenance for roads heavily used by buses and near bus stops</li> <li>• Fund pavement projects</li> <li>• Use Prop C funding for bike and ped improvements</li> </ul>
<b>Government Relations</b>
<ul style="list-style-type: none"> <li>• Support legislation that increases bicycle use</li> <li>• Advocate for non-motorized in Washington</li> <li>• Include bicycle projects in federal earmark proposals</li> </ul>

<b>II. Theme: IMPLEMENTATION SUBCOMMITTEE</b>
<b>Station Planning/Engineering and Construction Departments</b>
<ul style="list-style-type: none"> <li>• Improve access to transit stations</li> <li>• Emphasize improvements at major intersections adjacent to transit stations</li> <li>• Allow designs to accommodate growth in bicycle use and to expand bicycle parking</li> <li>• Design/ retrofit stations and construct stair channels for bike wheels</li> </ul>
<b>Communications</b>
<ul style="list-style-type: none"> <li>• Promote more bicycle use in campaigns</li> <li>• Use public art model for bike parking</li> <li>• Improve website (with Planning)</li> <li>• Livable Communities message; emphasize public health and community safety in messages about benefits of cycling and benefits to reduce climate effects; partner with CDHS</li> <li>• Bicycle information/ route maps inside all Metro stations</li> <li>• Lower volume of transit TV</li> <li>• Make bike rules more obvious</li> <li>• Post messages that promote safety and bicycling inside transit vehicles</li> <li>• Increase wayfinding and other directional signs</li> </ul>

<b>III. Theme: OPERATIONS SUBCOMMITTEE</b>
<b>(Bus, Rail)</b>
<ul style="list-style-type: none"> <li>• Allow bikes on escalators</li> <li>• More capacity on trains/ remove seats</li> <li>• Clarify bike rules</li> <li>• Provide clear instructions/signage on where bikes should go in trains</li> <li>• Provide straps to hold bikes on trains</li> <li>• Add places for cyclists to hold onto inside trains</li> <li>• Define train and bus capacity</li> <li>• Install bike racks in station mezzanines</li> <li>• Train bus operators to be more alert for cyclists; improve training</li> <li>• Change policy to allow bikes inside buses when racks are full [at night if buses are not full]</li> <li>• Evaluate success of triple bike racks in Long Beach and consider for Metro</li> </ul>