



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway |
Los Angeles, CA

22

**OPERATIONS COMMITTEE
APRIL 21, 2011**

SUBJECT: REVISION TO BIKE-ON-RAIL POLICY & IMPLEMENTATION PLAN

**ACTION: APPROVE AMENDMENT TO BIKE-ON-RAIL POLICY AND AUTHORIZE
LRV SEAT REMOVAL**

RECOMMENDATION

- A. Approve the removal of peak hour restrictions necessary to be effective immediately and direct that staff return with a consistent amendment to the Customer Code of Conduct.

- B. Authorize the CEO to administratively revise bike rules in the future to reflect Board adopted bicycle policies that do not conflict with the Customer Code of Conduct.

ISSUE

In September 2010, the Board directed the CEO to “develop a cost estimate, implementation schedule, and possible funding sources for retrofitting MTA trains for bikes” (Directive #3) and “propose a Revised Customer Code of Conduct and develop a ‘How to Ride Metro’ document to help customers with bicycles and other large belongings, including luggage, strollers and rolling briefcases, safely board and ride MTA’s system during peak hours” (Directive #4).

The current Bike-on-Rail policy dates back to September 26, 2002 (Attachment A). Although the current policy allows for bicycles on board the Metro Rail system, there are limitations that impede the full use of bicycles as an alternative mode of transportation. The revised policy proposal is to remove the current restrictions during peak hours on all lines and in all directions.

DISCUSSION

The revised policy would allow for full access to the rail system and would allow bicycles to be a viable alternative mode of transportation for the first and last segment of a trip. The revised policy will:

- Allow access to bicycles at any time of the day;
- Will enhance safety by directing bicycles to appropriate locations within each rail vehicle;
- Have no impact on the Long Range Transportation Plan;
- Allow the rail system to accommodate bicycles throughout the system as the use of bicycles for transportation grows and expands.

Once this policy change is approved by the Board, Metro's Customer Code of Conduct, which is an ordinance that may only be revised with Board approval, will be submitted to the Board for amendment to reflect the changes the Board approves and the posted rules will be revised accordingly. As the rail system has expanded, the current policy has become too restrictive due to time limitations. The effective time restrictions have lengthened the time restriction period. As an example, a person boarding the Gold Line at Sierra Madre Villa would need to ensure that the train departed long before 6:00 A.M. in order not to receive an infraction before arriving at Union Station and then, the cyclist would have to ride through downtown out to Wilshire-Vermont before being able to board the rail system and continue the trip. Under this example, the bicycle patron is impacted by a 2 ½ hour restriction in each direction in addition to the Central Business District restrictions.

Elimination of time restrictions would allow unfettered access to the rail system. This would encourage more people to ride transit knowing that they would be allowed to begin and end their trips using bicycles; reduce their carbon footprints as more cars come off the road and increase MTA ridership leading to a more sustainable environment.

In October 2008, the Board received a report from Metro Rail Operations with the proposal to remove seats in subway cars. Since that time, seats were removed on the Metro Red Line only. Since July 2009, there have been meetings with stakeholders and reports to the Board that continued the discussion of seat removal in LRVs and provided the drawings (see Exhibit B).

FINANCIAL IMPACT

The \$950,000 necessary for removal of seats and will come from this year's budget and will also be budgeted in the FY 12 Rail Operations Budget in cost centers: 3941, 3942, and 3943, under projects 300022, 300033 and 300055. These funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity.

ALTERNATIVES CONSIDERED

The option to retain the time and directional restrictions is not recommended as it would not advance the Bicycle Board Directives, Metro's Sustainability planning efforts, and Metro's Bicycle Transportation Strategic planning goals.

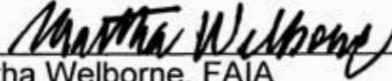
NEXT STEPS

1. Advertise the changes through the Source, Metro website and revising the existing marketing materials and posters in train cars.
2. Change the Code of Conduct.
3. Begin the removal of seats as soon as possible.

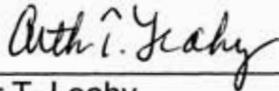
ATTACHMENTS

- A. Existing Bike-on-Rail Policy with Proposed Changes
- B. LRV Seat Removal

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EXISTING BIKE RULES ADOPTED 2002

STRIKE-OUTS REFLECT NEW PROPOSED CHANGES

~~Weekdays: bikes are allowed on trains except for the following times and directions:~~

~~**Weekdays 6:30 a.m. – 8:30 a.m.**~~

~~**Metro Blue Line** Long Beach > 7th/Metro
Metro Gold Line Sierra Madre Villa > Union Station
- Atlantic > Union Station~~

~~**Metro Green Line** Norwalk > Marine~~

~~**Metro Red Line** Union Station <-> Wilshire/Vermont (both directions)~~

~~**Weekdays 4:30 p.m. – 6:30 p.m.**~~

~~**Metro Blue Line** 7th/Metro > Long Beach
Metro Gold Line Union Station > Sierra Madre Villa
- Union Station > Atlantic~~

~~**Metro Green Line** Marine > Norwalk~~

~~**Metro Red Line** Union Station <-> Wilshire/Vermont (both directions)~~

- Folding bikes are allowed on the train at any time. Make sure the bike is properly folded.
- ~~There are no restrictions during weekends and holidays.~~
- Allow other passengers to exit and enter the train before boarding.
- If an arriving train is crowded, you must wait for a train with available room. Law enforcement may ask you to wait.
- While on a train, you must hold onto the bike and kickstand must always be up.
- Your bike must not block the train operator's door, aisle ways or train doors.
- Give priority to wheelchair passengers in designated areas.

- In an evacuation, leave your bike on the train; do not let it block aisles or doors.
- In stations, you must use elevators or stairs-not escalators.
- You cannot ride a bike or other wheeled device on the platform or in the station; walk with your bike.
- Tandem, 3-wheeled, or fuel-powered bikes are not allowed.
- Bicyclists under 14 years old must be accompanied by an adult.
- Failure to obey rules may result in you receiving a citation.

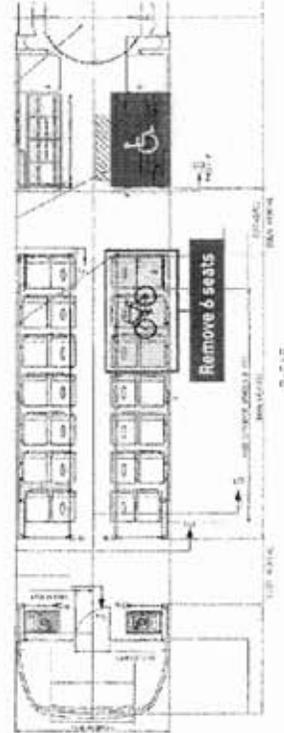
NOTE: Communications is working with us on presentation of new rules for trains.

Siemens P2000 LRV Seat Removal



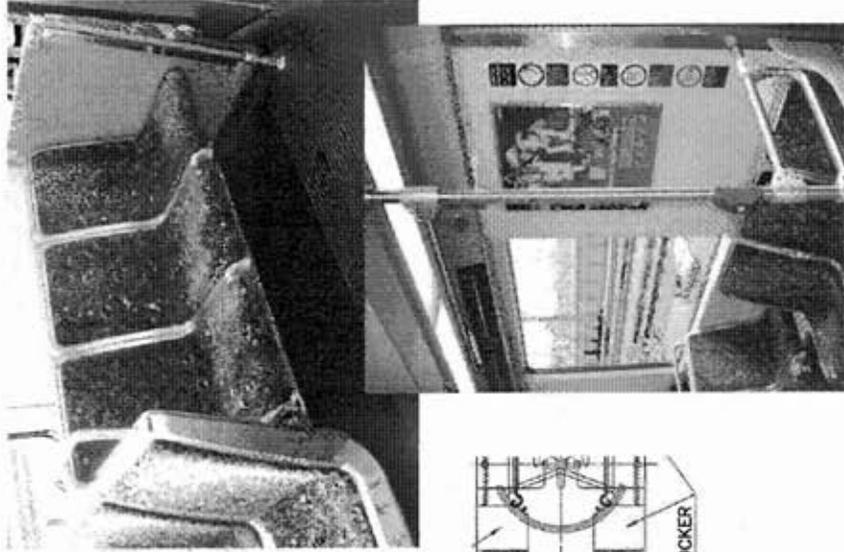
Six Double Seats

- Large floor repair area
- Windscreen removal
- Relocate door pushbutton
- New ceiling handrail



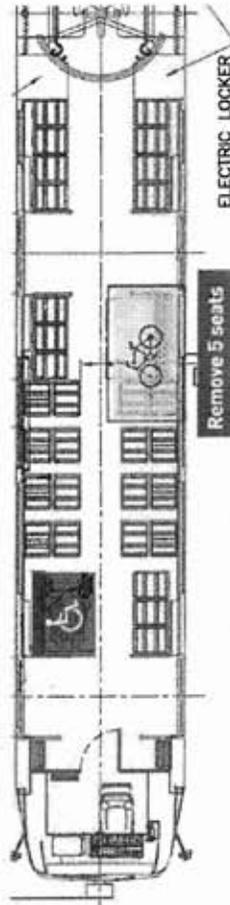
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P2550 Seat Removal

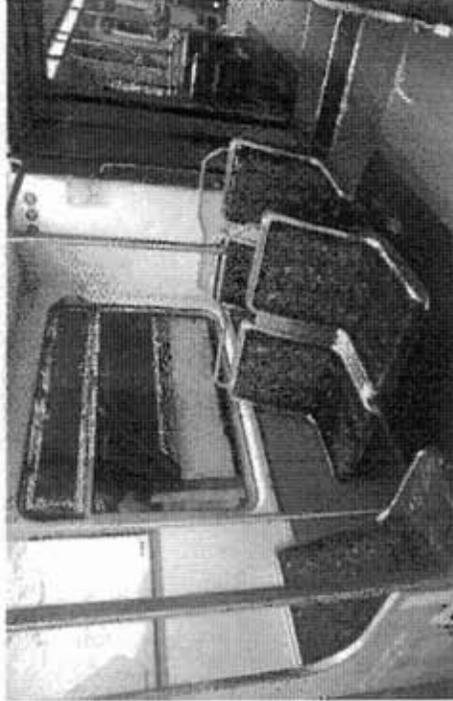


3 Longitudinal & 2 Double Seats

- Small floor repair area (cantilevered seats)
- Windscreen removal (floor must be patched)
- Relocate door pushbutton
- New ceiling handrail



P865/P2020 Seat Removal



1 Longitudinal & 4 Double Seats

- Small floor and wall repair area
- Windscreen removal
- New ceiling handrail
- Additional articulation space

