



Metro

**PLANNING & PROGRAMMING COMMITTEE
JULY 20, 2011**

SUBJECT: BICYCLE POLICIES/PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this status report on the implementation of the September 23, 2010, and April 28, 2011, Board directives regarding enhancing bicycle policies/programs.

ISSUE

At the September 23, 2010, meeting, the Board directed the Chief Executive Officer (CEO) to report back on 10 Bicycle Program Directives. Additionally, at the April 28, 2011, meeting, the Board further directed us to: (a) provide information on numbers of standees on trains and the potential impact of removing seats, (b) a plan for mitigating vendors on our trains, (c) bicycle demand on each rail line, (d) a presentation of alternatives to taking bicycles on our trains, and (e) an update on the marketing plan for the new bike rules on Metro service.

With regard to the September 23, 2011, motion, the first report to the Board was provided in November 2010. Countywide Planning is coordinating with four departments to address the bicycle program: New Business Development, Operations, Communications and Construction, as shown in Attachment A.

With regard to the April 28, 2011, motion, Operations provided Expected Load Conditions and a plan for the mitigation of vendors. Planning provided information on bicycle demand and alternatives. Communications began implementing the marketing plan for the new bike rules as soon as they took effect.

This report updates the Board on the status of these two motions and other bicycle program activities.

DISCUSSION

We have convened internal working groups to address bicycle program policies. Attachment A provides updates on the 10 Directives from September 23, 2010,

and Attachment B provides responses to the four Directives from April 28, 2011. We are also working on the following activities to better integrate bicycles into our overall transportation system.

Bicycle Transportation Strategic Plan (BTSP)

We are pursuing potential opportunities for partnering with graduate school programs to enlist their assistance and services through the graduate program curriculum. We feel this is an innovative planning approach that engages academic institutions and students in conducting outreach meetings and identifying corridors and gaps in our countywide bicycle network. These activities will be supplemented by consultant efforts to complete other sections of the Plan. The Bicycle Roundtable's Policy and Planning Subcommittee will play a key role as we go forward.

Bicycle Roundtable

We are scheduling meetings as needed with the Bicycle Roundtable and Subcommittees as new issues arise to discuss or present progress. The Subcommittees were formed to work with us in the development of the Bicycle program. On June 27, 2011, the Policy and Planning Subcommittee met to discuss the Orange Line Busway/Bike Path Study, Bike and Rail Study, the Call for Projects, Rail Education Program and an update on the 10 Board Directives from September 2010.

In the fall, the Implementation and Operations Subcommittee will meet to review the Bus Operators' Training Module on pedestrian and bicycle safety.

Caltrans Partnership Grant

In collaboration with the Southern California Association of Governments (SCAG), we recently 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. This project will kick-off in the fall and be completed in FY13. We will co-manage the project and provide in-kind services in support of the grant.

Transit Oriented Development Guidelines for Bicycle Parking

We are developing bicycle parking guidelines for incorporation into our joint development design guidelines. This effort has been pursued in close collaboration with the Bicycle Roundtable and the New Business Development Department.

Bicycle Locker Rental Program

Under contract with us over the last five years, the Los Angeles County Bicycle Coalition manages the day-to-day bicycle locker rentals. There are 550 bicycle lockers at 40 stations for rent. This contract is expiring in September so we are completing another procurement to select a contractor to continue this work.

Bicycle Parking Station Request for Proposal (RFP)

A Request for Proposal for design and construction of unattended, secure, limited access bicycle parking rooms at specific stations (Gateway Garage, Hollywood-Vine, North Hollywood and El Monte) will be released in the upcoming months. The FY12 and FY13 Rail Capital and the El Monte Transit Station budgets contain funding for this bicycle parking. The El Monte station design will be the first of a series of stations to incorporate a bike room and bicycle stair channels. This new program will partially address the April 28, 2011, Board motion to "present alternatives" to taking bicycles on our trains.

New Bike on Rail Policy

On April 28, 2011, the Board approved the removal of peak hour restrictions for bicycles on our trains and authorized the CEO to administratively revise bike rules that are not in conflict with the Customer Code of Conduct. We announced these new policies during Bike to Work Week in May, wrote an article for The Source, began a ridership education program (described below) and produced a brochure entitled "Take your bike on Metro Rail – Anytime!" We are preparing for the removal of seats on the Metro Green and Gold light rail vehicles and designing signage for inside the rail cars. In the fall, we will be planning for wayfinding signage inside and outside of the stations to help direct people with bicycles.

Bike on Rail Education Program

We are conducting a Bike on Rail Education Program with the objective of educating and increasing customer awareness on how to ride Metro. The program began July 11, 2011, and runs through August 18, 2011, at all rail stations. Passengers with large items will be instructed on where to board and store these items on our trains. We are utilizing the services of college interns to greet and instruct our transit riders on the safe and appropriate use of designated areas. At the April 2011 meeting, the Board asked questions about bicycle demand on each rail line and the impact of bicycles on the number of standees. This program will include counting the number of riders with large items (bicycles, luggage, carts, and strollers) as well as passengers with wheel chairs.

Marketing of New Bike Rules

Efforts to build awareness of the new bike rules began immediately following the Board meeting, with postings of special promotional banners and detailed information on Metro's website, metro.net, explaining that bikes are now permitted on Metro Rail at all times and in all directions. The strategy has been to focus on the positive message that Metro welcomes bike riders while clearly explaining the courtesy and safety guidelines that apply to bikes on the system. Current riders are being reached through on-board materials, while outreach is being extended through employee transportation coordinators, bike organizations and social media.

In early May, posters were placed in rail cars announcing the change, and a brochure detailing the new bike rules and explaining the use of designated bike areas on rail cars was distributed on buses and trains. In addition, items on the new rules appeared in the Metro Monthly on-board publication, in Metro Briefs newspaper ads, and on the video monitors in underground stations. An e-blast was sent to Employee Transportation Coordinators at 1000 companies around the County explaining the changes to bike regulations; items on the subject also appeared on Metro's Facebook page, The Source and El Pasajero. An announcement on the recorded "Messages on Hold" explains the change as well for callers to 323-GO-METRO. A press release detailing the changes also was issued.

Folding Bike Implementation Plan

In April, we completed the Folding Bike Implementation Plan in partnership with CALSTART, a local non-profit organization involved in clean alternative energy technologies. The Plan was funded through a Caltrans Community Based Transportation Planning Grant in 2009. Folding bicycles work well with transit (trains and buses) as they act as a carry-on item that will fit under seats to help overcome space constraints. The Plan provides an overview of implementation strategies for public and private programs, folding bicycle attributes, and survey data on interest/knowledge of folding bicycles and incentives. The Plan is available on the website at http://www.metro.net/projects/bikeway_planning/

NEXT STEPS

In addition to the other tasks mentioned above, we will be updating Metro's 2003 Bicycle Parking Plan over the next six months using internal resources. We will also be conducting a Bicycle Locker Satisfaction Survey and beginning the procurement process for the four bicycle parking stations.

ATTACHMENT

- A. Status Matrix September 2010 Board Bicycle Program Directives
- B. Responses to April 2011 Board Motion

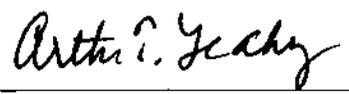
Prepared by: Lynne Goldsmith, Bicycle Program Manager,
Countywide Planning & Development
Shahrzad Amiri, Deputy Executive Officer,
Countywide Planning & Development
Diego Cardoso, Executive Officer,
Countywide Planning & Development
Warren Morse, Deputy Executive Officer, Communications
Hector Rodriguez, Executive Officer, Operations Administration



Martha Welborne, FAIA
Executive Director Countywide Planning



Lonnie Mitchell
Chief Operations Officer



Arthur T. Leahy
Chief Executive Officer

STATUS MATRIX SEPTEMBER 2010 BOARD BICYCLE PROGRAM DIRECTIVES
JULY 2011 REPORT

MOTION #	RESPONSIBLE SBU	ACTIONS
<p>1. Recommend increased bicycle funding in the 2011 Call for Projects (tentative goal increasing modal category from 7% to 15%, subject to future MTA Board approval).</p>	<p>Countywide Planning</p>	<p>Directive Complete – In the 2011 CFP, the Bikeway Mode funding was increased to 15%, from \$8 million to \$15.9 million.</p>
<p>2. Develop a phased plan for the installation of triple bicycle racks on all MTA buses (estimated cost \$1.6 million)</p>	<p>Operations, Countywide Planning Communications</p>	<ul style="list-style-type: none"> • Continue work on Omnibus Bill to increase in length of buses from 36 inches to 40 inches to allow triple bike racks. The Bill is modeled after AB 652, Vehicle Code (VC) 35400.7 allowing Alameda County this exemption. • Identify and develop solutions for new and currently existing vehicles to meet existing VC for the installation of triple racks. New bus vehicles have bumper designs that are less protrusive and can accept triple racks to comply with VC 35400 such as those operated by Santa Clarita Transit.
<p>3. Develop a cost estimate, implementation schedule, and possible funding sources for retrofitting MTA trains for bikes</p>	<p>Operations, Countywide Planning Communications</p>	<ul style="list-style-type: none"> • In April 2011, the Board approved the removal of peak hour restrictions on Metro trains. • Operations has begun the removal of seats on the Metro Gold and Green Lines and removal of luggage/stroller/bicycle decals in articulated areas (required by Fire Life Safety) to free this area as an aisle. • Metro Blue line trains will be monitored for bicycle usage and capacity and numbers of standees; new bicycle counts are being conducted as part of the education program. • Communications is developing signage and decals for

ATTACHMENT A

<p>4. (a) Propose a Revised Customer Code of Conduct and (b) develop a "How to Ride Metro" document that helps customers with bicycles and other large belongings, including luggage, strollers and rolling briefcases, safely board and ride MTA's system during peak hours</p>	<p>Office of CEO/ Ethics, Communications, Operations, Countywide Planning</p>	<p>trains with new rules. <ul style="list-style-type: none"> Planning is conducting a Bikes on Rails - Bicycle Planning & Education Program in July-August 2011. <p>(a) Existing "Code of Conduct" will be revised in October. (b) Future How to Ride campaigns will include people with bicycles. New materials are being developed for the bicycle program.</p> </p>
<p>5. Identify the feasibility and cost of adding bicycle racks to the back or top of MTA vanpool vehicles</p>	<p>Communications</p>	<p>Vanpool vehicles are leased. Preliminary discussions with leasing companies indicated that they want to do a risk assessment. This will require further discussion when lease contracts expire in 2012.</p>
<p>6. Provide an estimated cost and potential funding source to install improved bicycle/stroller/luggage wayfinding signage at all rail and bus stations.</p>	<p>Communications Countywide Planning</p>	<ul style="list-style-type: none"> Conducted audit of Pershing Square and other key stations where barriers exist to accessing rail stations with bicycles. Will be implementing new wayfinding signage for bicycles at the same time with system upgrades to ADA signage.
<p>7. (a) Incorporate bicycle mode messages in all marketing materials and campaigns and provide an update on the (b) status of MTA's Bicycle Safety Advertising Campaign on buses</p>	<p>Communications</p>	<p>Directive Complete – Bicycle information will be added to all new materials as they are developed and will follow phased implementation schedule as new systems are added. Bicycle map decals have been added to the system. (b) Bus operators training module was completed on bicycle and pedestrian safety; On-street bicycle skills and bicycle vehicle code information materials will be developed and transit media will be considered for distributing safety messages.</p>

<p>8. Work with the Los Angeles Sheriff's Department Transit Security Bureau to summarize crimes on MTA property affecting bicycles and bike facilities and recommend appropriate measures to improve bicycle security.</p> <p>9. Include in all future transit station designs stair channels or ramps so that bicyclists can wheel their bikes safely up and down staircases</p>	<p>Office of CEO, LASD, Countywide Planning</p>	<p>Thefts and vandalism statistics have been reviewed and problem sites identified. Appropriate actions are being evaluated.</p> <ul style="list-style-type: none"> • El Monte station design includes stair channels; once in operation an evaluation and surveys will be conducted and published. • Other stations on the Exposition line are being evaluated. • Evaluating which stations and criteria are appropriate for stair channels, particularly at stations without escalators, to be incorporated into Metro's design criteria. • Signage for new stair channel bike identification will need to be developed.
<p>10. Incorporate robust bicycle facilities in all transit project designs (e.g. increase bicycle parking at high demand stations, adjacent bike lanes or bike paths, i.e. Expo and Orange Line) to facilitate first mile/last mile transit access by bike.</p>	<p>Countywide Planning, Capital Management (Construction) Communications</p>	<p>Countywide Planning, Communications</p> <ul style="list-style-type: none"> • Current Design Criteria being re-evaluated. • Bicycle program conducting design review for station access and parking in all new projects. • Bicycle parking demand study will be conducted as a component of Bicycle Strategic Plan to identify stations for access controlled, high capacity bicycle parking. • Developing branding for new bicycle parking stations; incorporate into Metro Signage Standards and create new signage elements for unique facilities. • Bicycle program will be working with Bicycle Roundtable to develop recommendations for first and last mile access into all new transit projects.

RESPONSES TO APRIL 2011 BOARD MOTION
JULY 2011 REPORT

(a) Segments and numbers of standees per peak-hour: including average length of trip for standees, amount of time currently standing and the potential impact created by the removal of 4-6 additional seats per LRT vehicle:

Alternate consideration for Metro Blue Line is to not remove seats at this time and change the bicycle storage area to the rear door areas of each car and the front door areas of non-leading cars (must keep the Train Operator exit clear). Approximately 10 bikes per 3-car train. This is possible due to a different seat configuration on the Metro Blue Line cars. The net sum for additional standees will still be consistent with the number of bikes on board. There will be a capacity reduction for standees, as the bikes will occupy standing room rather than former seating areas. As the implementation starts on other lines, we will evaluate the Metro Blue Line to determine if seat removal is ultimately necessary.

Los Angeles County Metropolitan Transportation Authority										
Metro Light Rail - Expected Load Conditions - removal of seats in Light Rail Vehicles (by Direction and Hour of Day)										
	Total Passengers #	Existing Seat Configuration (76 Seats per Car)			Standing Passengers	Available Capacity (Max = 133*)	Changed Seat Configuration (5 Seats removed + 4 New Bikes & Riders)			Peak Loading Segment Station to Station
		Seats / Seated Passengers	Seats / Seated Passengers	Standing Passengers			Total Passengers Expected	Seats / Seated Passengers	Standing Passengers	
Light Rail Line										
Blue Line (6min Hdwy; 10 TPH)										
Southbound; 6-7pm	119	76	43	14	76	71	52	2	123	Wash-Slauson
Blue Line (5min Hdwy; 12 TPH)										
Southbound; 6-7pm	100	76	24	33	76	71	33	21	104	Wash-Slauson
Avg. Pass.Ride Time - 18.5 min.										
Green Line (7.5min Hdwy; 8 TPH)										

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Westbound; 7-8am	111	76	35	22	115	71	44	10	Imp./Wilm-Vermont
Green Line (6min Hdwy; 10 TPH)									
Westbound; 7-8am	89	76	13	44	93	71	22	32	Imp./Wilm-Vermont
Green Line (5min Hdwy; 12 TPH)									
Westbound; 7-8am	75	75	0	58	79	71	8	46	Imp./Wilm-Vermont
Avg. Pass.Ride Time - 11.5 min.									
Gold Line (7.5min Hdwy; 8 TPH)									
Northbound; 5-6pm	109	76	33	24	113	71	42	12	Lin Hghts-Union
Gold Line (6min Hdwy; 10 TPH)									
Northbound; 5-6pm	88	76	12	45	92	71	21	33	Lin Hghts-Union
Gold Line (5min Hdwy; 12 TPH)									
Northbound; 5-6pm	74	74	0	59	78	71	7	47	Lin Hghts-Union
Avg. Pass.Ride Time - 19.5 min.									
Notes:									
# - Total passenger numbers from onboard survey observations conducted Apr. 2010 - Mar, 2011, represent peak hour conditions for peak direction of travel.									
* - Maximum scheduled load capacity is currently 175% (57 standees for 76 seats per car) of the seated load									
^ - Maximum scheduled load capacity will be 125% (54 standees and 71 seats per car) of the seated load.									

(b) A plan for the mitigation of vendors/recycling and other activities currently present on the Metro Blue Line

There are currently no statutes preventing recyclers to ride the train(s), however, Transit Services Bureau (TSB) South is currently:

- Conducting 100% fare enforcement operations at least twice per shift at various passenger stations throughout the Metro Blue & Green line operations.
- Directing those recyclers to the area(s) of the train(s) where they are not blocking the aisles or getting in the way of other patrons.
- Citing ALL violators with no proof of fare.
- Arresting and issuing citations to all illegal vendors; and confiscating their wares.
- Arresting ANYONE with outstanding warrants, misdemeanor violations, Parole/probation violations, etc.

During a 3 hour Fare Enforcement operation, we are averaging 63 Fare Evasion citations and Penal Code 640 violations (eating, drinking, disturbing, smoking, fare evasion etc). Our Plain Clothes operations have proven the most efficient and effective to combat the Illegal vending operation, with each event netting 3-5 vendors of items such as candy, incense, and CDs. The biggest hurdle is still the lack of support from Compton Court. We have violators telling us that they would rather be given a citation than purchase fare because "they know Compton won't do anything." Even when cited for Habitual Fare Evasion, the fine is minimal and those interviewed have stated (to detectives) that the risk is worth it, and even if they are taken before a judge, "nothing really happens."

Although we face this lack of support, TSB continues to make a direct and concerted effort to mitigate the various illegal activities and Quality of Life issues on the Metro Blue and Green lines.

(c) Bicycle demand on each rail line

Bicycle ridership has grown over the past two years with the increase in gas prices and by people who choose to be car free, use transit and use available options to get to transit. It will continue to grow in the future with the popularity of the mode and activities that encourage bicycling, such as CicLAvia events and social bicycle riding.

The integration of bicycles into our transit system offers a mobility option that expands our transit service by 2 to 3 miles or more while contributing to a sustainable transportation system. People using bicycles are practicing "Active Transportation" and healthy lifestyles, all of which we are trying to encourage through Metro programs and the County Public Health Department.

We conducted counts and surveys at 19 rail stations last year and found that bicyclists are a small, but important subset of Metro riders. About 12% of the bicycle trips to and from the rail station replaced a motor vehicle trip and 1.3% of all trips on rail (~3,273

daily trips) are made by individuals with bicycles. In addition, 11% of respondents to the survey “rarely” have access to a motor vehicle and 36% never have access.

The Bicycle Program plans to conduct routine counts of people using bicycles on our rail system to identify trends.

- Our experience with seat removal on the Metro Red Line improved circulation and reduced circulation conflicts inside the trains without complaints from passengers.
- Bicycles expand the transit service area by 2-3 miles.
- Bicycle use is a very sustainable and a healthy urban mobility option.
- We are closely working with our Bicycle Roundtable which provides advice and input regarding better integration of bicycles onto our transit system as a viable alternative to connect and expand a transit trip.

(d) Alternatives

In addition to accommodating bikes on our transit vehicles, We are developing and encouraging alternatives for bicycle parking, folding bicycles or other rental or shared use bikes. Projects Metro is involved in are:

- In the Call for Projects and through the JARC grant, we funded bike sharing, folding bikes, and expanded bicycle parking stations and multi-mobility hubs. (Bike Share programs depend upon city programs that involve public and private property.)
- We funded a folding bike demonstration program in Pasadena through our 2009 Call for Projects TDM mode (Fold 'n Go Pasadena) that will improve the ability of bicyclists to fold and “carry-on” bikes on our buses and trains.
- We currently provide free bicycle racks at stations for short term parking and a bicycle locker rental program for long term secure parking.
- In FY 12, we will be expanding our own bicycle parking by installing bicycle parking stations at Gateway, Hollywood & Vine, North Hollywood and El Monte.
- We completed a Folding Bike Implementation Plan to kick-start other folding bike programs that can be implemented by cities or employers and we are seeking implementation funding.
- We are seeking funding for a First Mile, Last Mile Transit Connections Project which is a comprehensive program to incorporate transit and non-transit components at transit hubs.

