

# Metro Bike Hub Information



## General Description

A Metro Bike Hub is a high-capacity bicycle parking facility that provides secure bike parking in an enclosed room, such as a storefront space, building, or gated structure. Each facility utilizes controlled access, and CCTV provides security coverage; ample bike racks are available and arranged in an efficient manner. Registered users lock their bike to an available bike rack with their own lock. Operating models include attended services where staff perform registration support and assistance, provide retail sales for bike parts and repair services, and conduct other program activities such as bike education and outreach. Hubs can also operate as unattended, self-serve facilities. Users can gain access to different hub locations through a single registration.



## Location Considerations

Metro Bike Hubs are recommended at Metro stations where frequent transit service and the need for first-last-mile transit access have been identified. Metro Bike Hubs at transit stations should be near main entrances or within a close proximity of 50 FT. Visibility and location should be intuitive upon approaches from the public realm. For a Metro Bike Hub that is anticipated to be located on a Metro parcel as part of a joint development site, coordination with Metro's Joint Development team will be required. Location siting within such developments should be well thought out so that the facility is easy to find and within 500 FT of the station.

Metro opened the El Monte Metro Bike Hub in September 2015. Other planned locations within the Metro system through 2018 include: Hollywood/Vine Red Line, Culver City Expo Line, Union Station, and North Hollywood Red/Orange Line. Future planned locations beyond 2018 include Willowbrook/ Rosa Parks and Airport Metro Connector.

## Space Considerations

Space considerations for the size and capacity of a Metro Bike Hub will vary depending on anticipated demand and location context. Metro will provide design criteria and direction in identifying space needs through station ridership evaluation and formulating estimates for the number of bike parking spaces to be provided. Local municipal codes for bike parking will also need to be taken in to consideration. If an attended bike hub is anticipated, then operator repair/retail space will be required in addition to the space for bike parking. Example space needs for a self-serve facility with 24 bike parking spaces could be approximately 400SF, and for a facility with 200 bike parking spaces, necessary space could be approximately 3000SF.



## Cost Considerations

Depending on the location, capacity, design, staffing, and operating hours, costs will vary significantly.

### Estimated Metro Bike Hub Capital Costs:

- Unattended, self-serve: \$1,500 to \$5,000 per space
- Attended, full-serve: \$4,000 to \$10,000 per space

### Estimated Metro Bike Hub Annual Operating Costs:

- Unattended, self-serve: \$10,000 to \$50,000 per location
- Attended, full-serve: \$60,000 to \$200,000 per location

Operating scenarios include unattended and attended. Unattended facilities may be suitable for locations with demand for secure bike parking that replaces bike lockers where space is limited.

Attended Metro Bike Hubs should be considered where demand is high and the location is at a major transit station hub with multiple transit providers, bike share, mobility hub options, mixed land uses and other retail business and services.

Demand for retail and/or repair services at some locations may justify providing this additional amenity.

## Timing Considerations

Planning, implementation, and development will require coordination with Metro and ample lead-time is necessary to account for bike hubs already in implementation and coordination with outside entities including local agencies and other stakeholders.

Process/Steps Involved As a Metro Bike Hub facility, the following process and steps shall be:

- Coordinate with Metro Planning for development, review, and evaluation of proposed location to identify needs, operational program and plan, funding sources, etc.
- Meet Metro design standards utilizing the Metro Bike Hub established branding, access technology requirements, equipment specifications, and operational procedures.
- May require Metro Board approval for locations not on Metro property and/or not included in planned stations for bike parking improvements.
- Create or contribute to an escrow account for developer fees to provide capital funds and funding for at least three years of operational support.
- Identify station sponsorship opportunities.

