



**OPERATIONS COMMITTEE  
NOVEMBER 18, 2004**

**SUBJECT: FEASIBILITY OF CONVERTING THE END CAR ON THE METRO RED LINE TO ALLOW BICYCLES WITHOUT ANY RESTRICTIONS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file report on the feasibility of converting the last car on the Metro Red Line to allow bicycles without any restrictions.

**ISSUE**

At the June 22, 2004 Board meeting, staff was requested to report back to the Operations Committee the feasibility of converting the end car on the Metro Red Line to allow bicycles without any restrictions

**DISCUSSION**

On September 26, 2002, the Board of Directors adopted the current Metro Bike on Rail Policy, which increased the number of hours bicycles are allowed on the Metro Rail System. On the Metro Red Line, bicycles are allowed between North Hollywood/Wilshire Western and Union Station at all hours, except during weekdays between Wilshire Vermont and Union Station. Bicycles are prohibited from entering the Metro Red Line's four central business district stations from 6:30 am to 8:30 am and from 4:30 pm to 6:30 pm.

The existing Red Line bicycle restrictions were based on rush hour ridership patterns. In addition to our normal heavy ridership from the San Fernando Valley / Hollywood Vermont corridors to Downtown, the Metro Red Line experiences a significant commute pattern from Union Station to Wilshire/Vermont primarily due to passengers transferring from Metrolink, Metro Gold Line, Patsaouras Bus Plaza and Amtrak.

To address the Board's request, staff reviewed the Metro Bike on Rail Policy and those of Bay Area Rapid Transit District, San Francisco Municipal Railway, Altamont Commuter Express, San Diego Trolley, St. Louis Metro, Valley Transportation Authority (Santa Clara) and Sacramento Regional Transit Systems. Based on this review and considering Metro's operating environment, staff determined that converting the entire last car, or any portion thereof, on the Metro Red Line to allow bicycles without any restrictions is not feasible.

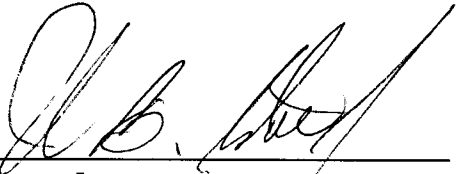
The reason for this decision was based upon evaluation of loss of seating capacity and logistical issues. A converted bicycle car would require the removal of all the seats from a minimum of sixteen rail cars including spares. The fully dedicated car would reduce seating capacity by 59 passengers per train amounting to 16% on a six-car train, 25% on a four-car train and 50% on a two-car train.

Dedicating the last car of the train to bicycles also presents a series of logistical issues. The track layout on the Metro Red Line requires that once a train arrives at a terminal, the last car of the train becomes the first car of that same train leaving. This issue could be addressed by dedicating the last car of the train for bicycles for one direction and the first car of the train for bicycles in the opposite direction. However, this option would increase Rail Operations overall operating costs, personnel and peak vehicle requirement, due to the additional switching required when reducing train length for off peak operation or swapping out cars for equipment related issues. For example, to reduce a six-car train to a four-car train, the train would be removed from the line at Union Station and sent to the Division 20 Yard. The first / second car would then be uncoupled from the train, then the third / fourth car would be removed from the train and sent to the yard. Then the first / second car would be re-coupled to the train in order for the first / last car to remain in the proper position. Additional peak vehicles and operators would be required for implementation. Without the car restriction, the first / second car of the train would be uncoupled from the train just east of the Union Station terminal and the rest of the cars would make the return trip (present practice). At least sixteen modified cars (31% of the total fleet) are required for this option. Metro staff does not recommend this due to its significant negative impact on train seating capacity, operating costs, personnel and fleet requirements.

## **NEXT STEPS**

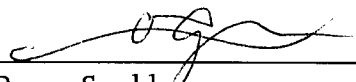
During the coming year, staff will begin work on the 2005 Metro Bicycle Transportation Strategic Plan, which will recommend updated policies pertaining to Bicycle access to trains. The Strategic Plan will replace the 1994 and 1995 Board approved Countywide Bicycle Policy document and six Area Bicycle Master Plans.

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