



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2008**

SUBJECT: BICYCLE LOCKER RENTAL PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

A. Authorize the Chief Executive Officer to:

1. Increase the bicycle locker rental fee from \$15.00 semi-annually/\$25.00 annually to \$24.00 semi-annually with no annual lease option;
2. Increase the bicycle locker rental fee with variable pricing of up to \$36.00 semi-annually at certain high demand stations with waiting lists (Attachment A); and

B. Delegate to the Chief Executive Officer the authority to set bicycle locker rates.

ISSUE

In 1994, the first Bicycle Locker Rental program was established by the Board. The fees initially approved were \$45 for six months and \$70 for 12 months. In 1996, the fees were reduced to their current rate of \$15.00 for six months and \$25.00 for 12 months. With the increase in bicycle use, the demand for bicycle lockers has gone up. Because the fee is so low (the equivalent of 7 to 8 cents per day), we suspect many people rent the lockers, but infrequently use them. Our recommended rate at \$24.00 for six months is less than the Bay Area Rapid Transit District, which currently charges \$30.00 for six months.

We now have waiting lists at many stations where lockers are fully leased, but may also be sitting empty on a particular day because long-term renters are not using them as frequently. Higher pricing and shorter lease terms may help to encourage greater daily utilization of these lockers. Those with less need for the locker will relinquish their leases, thereby making the lockers available to those who would use them on a more frequent basis.

Presently, there are 291 bicycle lockers in our system with 81% occupancy rate and a waiting list of 199 people. Attachment A illustrates the stations with waiting lists. As we endeavor to satisfy the demand indicated by the Bicycle Locker Waiting List by adding more lockers to

the system, it becomes increasingly important to ensure effective utilization of the lockers through proper pricing. Flexibility is required in the fee structure to find the right balance that guarantees the lockers are affordably priced, but still fully used.

Feedback from the past three Bicycle Locker Surveys conducted by our Bicycle Program staff has shown that 70% or more of the renters are willing to pay more than the current rate for guaranteed secure bicycle parking. Since the Board established the current fee structure, Board action is needed to change the bicycle locker fees. Further, we are asking that the Board delegate to the CEO authority for future changes to the bicycle locker fee structure to insure that underutilized lockers are turned over more frequently.

POLICY IMPLICATIONS

Bicycle parking is a key strategy in the Board adopted 2006 *Metro Bicycle Transportation Strategic Plan* (BTSP), 2003 *Metro Parking Policy* and is an element of the Draft 2008 Long Range Transportation Plan (LRTP). The BTSP states that the agency will encourage high quality bicycle parking at transit stations. This policy is being implemented by providing secure bicycle lockers wherever possible in our system and investigating other options for high capacity bicycle parking. The proposed actions further implement Board adopted policies by maximizing the utilization of existing bicycle lockers.

OPTIONS

The options considered prior to making this recommendation include:

1. Maintaining the same locker rental fee that has existed over the past 12 years;
2. Adopting a flat fee structure that would charge the same rate at all stations; and
3. Adopting a fee structure other than that recommended.

None of these options is recommended as the low fee structure will not encourage maximum utilization of the existing lockers. Further, a flat fee structure at all stations will not assist us in achieving more efficient utilization of lockers at high demand stations. Other fee structures than the one proposed would be possible; however, the one being recommended is our best estimate of a structure that would balance the competing demands for keeping lockers affordable while still pricing them high enough so that there is enough turnover and they are fully utilized.

FINANCIAL IMPACT

The FY 09 budget includes \$38,689 for the administration of the Bicycle Locker Rental Program in Cost Center 4350, Project 405510, Task 06.001.11. We contract with the Los Angeles County Bicycle Coalition (LACBC) for the day-to-day management. Rental fees from the program are used for ongoing maintenance and repair of lockers and racks, replacement of racks and other miscellaneous program expenses. As this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for future year budgeting.

BACKGROUND

Bicycle racks do not offer the same level of security as a bicycle locker. In providing bicycle lockers at our transit hubs (see Attachment B), riders are encouraged to store their bicycles at the station rather than taking them onto the train or driving to the station. Bicycle locker renters indicate in surveys that if they cannot securely lock their bicycle at the station, they would likely drive.

As rail ridership has increased so has bicycle use. The increasing use of bicycles on rail lines has accelerated the need for more secure bicycle parking at stations as train capacity has become a premium. Survey results from the 2004 *Metro Enhanced Public Outreach Project*, found that a lack of secure bicycle parking was an obstacle to bicycling as reported by 55% of field respondents and 31% of online respondents.

NEXT STEPS

Upon Board approval, we will notify current renters and implement the new fee structure for all new contracts and renewals. We will continue to add new bicycle lockers to the system. We will keep the Board apprised of any changes to the program.

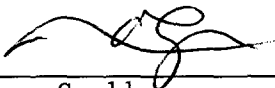
ATTACHMENTS

- A. Stations with Bicycle Locker Waiting Lists
- B. Bicycle lockers

Prepared by: Lynne Goldsmith, Transportation Planning Manager and Bike Planning
Manager
David Mieger, Deputy Executive Officer
Renee Berlin, Executive Officer, Transportation Development and
Implementation



Carol Inge
Chief Planning Officer



Roger Snoble
Chief Executive Officer

