



Metro

Los Angeles County
Metropolitan Transportation Authority

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**OPERATIONS COMMITTEE
JULY 16, 2009**

SUBJECT: BIKE-ON-RAIL POLICY REVISIONS

ACTION: AMEND EXISTING BIKE POLICY AND ADOPT REVISED POLICY

RECOMMENDATION

Adopt the Revised Bike-On-Rail Policy

ISSUE

The current Bike-on-Rail policy dates back to September 26, 2002. Since that time, the rail system has grown and will continue to grow. Although the current policy allows for bicycles on board the Metro Rail system, there are several limitations that impede the full use of bicycles as an alternative mode of transportation. The main drawbacks of the existing policy are as follows:

- No bicycles allowed within the Central Business District that is defined as any rail station between Union Station Gateway and Wilshire Vermont
- No bicycles allowed during the AM and PM peak hours generally defined as between 6:30 AM-8:30AM and 4:30PM -6:30PM
- With the expansion of the rail system, the peak hour restrictions have become too cumbersome to effectively monitor
- Did not consider safety implications of large number of bicycles at any given time
- Did not direct bicycles to safe locations within the rail vehicles
- Led to violations of the fire and penal codes due to bicycles blocking doorways

POLICY IMPLICATIONS

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

- Allow access to bicycles at any time of the day
- Enhance safety by limiting the number of bicycles and directing them to appropriate locations within each rail vehicle
- Have no impact on the long range transit plan

- Allow the rail system to accommodate bicycles throughout the system as it grows and expands

OPTIONS (ALTERNATIVES CONSIDERED?)

Staff considered various alternatives. The alternatives considered were:

- No bicycles allowed in rail system
- Work within the existing bicycle policy
- Remove existing time restrictions
- Direct bicycles to safe locations and
- Limit the number of bicycles to two per vehicle for the safety of the general public

The input received from the cycling community indicated that the first two options above were unacceptable as it eliminated bicycles as an alternative mode of transportation. Alternatives 3-5 were combined as part of the revised policy (attached) thereby allowing greater ease of travel to the bicycle riding public and increased safety for all Metro patrons.

FINANCIAL IMPACT

The cost to develop additional signage to direct bicycles to designated locations is expected to be under \$25,000.00 and has been included in the FY10 budget in cost centers 3941, 3942, 3943 and 3944. It is expected that the cost will be split among cost centers 3941, 3942, 3943 and 3944 and projects 300022, 300033, 300044 and 300055.

Financial impact to Bus and Rail Operating and Capital Budget

The funding for this policy change will come from rail operating funds. These funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because rail operations will be the beneficiary of the expenditure. This activity is expected to increase ongoing operating costs by \$2000 per year due to on-going replacement of decals as necessary.

BACKGROUND or DISCUSSION

The current policy has become too restrictive due to time limitations. As the rail system has expanded, 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 before 6:00 am 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.

By eliminating time restrictions, MTA would allow access to the rail system without time restrictions. 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 Metro ridership leading to a more green environment.


NEXT STEPS

Mark the defined location for bicycles per vehicle after Board approval. Advertise the bicycle policy and rule changes located on www.metro.net and revise the existing marketing materials.

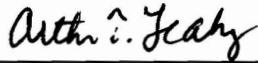
ATTACHMENT(S)

- A. Bike-On-Rail Policy – Current Version with Revisions
- A-1. Bike-On-Rail Policy – Current with Red Lined Revisions
- B. Bike-On-Rail Rules – Current & Revised Versions

Prepared by: Hector Rodriguez, Administration and Financial Services Manager



Michael J. Cannell
General Manager, Rail Operations



Arthur T. Leahy
Chief Executive Officer

BOARD REPORT ATTACHMENT A

BIKE-ON-RAIL POLICY – CURRENT VERSION WITH REVISIONS

Purpose

MTA promotes using bicycles as a viable transportation choice that is safe, easy and encourages bicycling to public transit in an effort to improve access throughout the Los Angeles County Transportation System. The new Bike on Rail Policy expands bicycle access on the Metro Rail System improving overall regional mobility. This policy implements MTA's commitment to increase the use of bicycles as a significant mode of transportation. When combining bicycles with transit, the distance a cyclist travels increases and travel times shortened. Additionally, in an effort to streamline existing procedures MTA has also eliminated the need for a bicycle permit. These improvements are designed to provide a more convenient choice for MTA customers.

The Chief Executive Officer is responsible for ensuring that the Policy is converted to an action plan, budgeted and appropriately implemented. Staff will establish rules and procedures to ensure compliance with this Policy.

Policy

1. It is the policy of the MTA to minimize peak hour restrictions for bicycles on its rail lines to the extent possible balanced against passenger safety concerns to provide the best possible service and flexibility to bicycle commuters.
2. To reduce conflict with the movement of other passengers, bicyclists must access the platform via stairs or elevators. Boarding is on a first come, first served basis and travelers in wheelchairs or the elderly have first priority in boarding or exiting the trains. Bicycles are to be walked at all times on station platforms or on the stairs leading to the platform. Bicyclist shall not board crowded trains.
3. MTA promotes safe passenger conditions on all their systems. It is the cyclist's responsibility to ensure safe operations of their bicycle when traveling on the MTA system and to minimize the potential for liability, damage and injury to other passengers. The cyclist must hold onto their bike and have the kickstand remaining up at all times while on the train. Fuel powered, tandem or three-wheeled bicycles are not permitted on the trains. Bicycles are not permitted to block the train doors or aisles.
4. To ensure the safety of all passengers, a maximum number of bicycles per vehicle at defined locations shall be identified and implemented.

BOARD REPORT ATTACHMENT A-1

BIKE-ON-RAIL POLICY – CURRENT WITH RED LINED REVISIONS

Purpose

MTA promotes using bicycles as a viable transportation choice that is safe, easy and encourages bicycling to public transit in an effort to improve access throughout the Los Angeles County Transportation System. The new Bike on Rail Policy expands bicycle access on the Metro Rail System improving overall regional mobility. This policy implements MTA's commitment to increase the use of bicycles as a significant mode of transportation. When combining bicycles with transit, the distance a cyclist travels increases and travel times shortened. Additionally, in an effort to streamline existing procedures MTA has also eliminated the need for a bicycle permit. These improvements are designed to provide a more convenient choice for MTA customers.

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4. To ensure the safety of all passengers, a maximum number of bicycles per vehicle at defined locations shall be identified and implemented.

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The Central Business District area stations include but are not always limited to stations from Union Station to Wilshire/Vermont.¶
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BOARD REPORT ATTACHMENT B

BIKE-ON-RAIL RULES – CURRENT & REVISED VERSIONS

Bikes on Metro Rail (Current Metro Rules Published on www.metro.net)

Rules

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

Weekdays 6:30-8:30am	
Metro Blue Line	Long Beach > 7th/Metro
Metro Gold Line	Sierra Madre Villa > Union Station
Metro Green Line	Norwalk > Marine
Metro Red Line	Union Station <> Wilshire/Vermont (both directions)
Weekdays 4:30 - 6:30pm	
Metro Blue Line	7th/Metro > Long Beach
Metro Gold Line	Union Station > Sierra Madre Villa
Metro Green Line	Marine > Norwalk
Metro Red Line	Union Station <> Wilshire/Vermont (both directions)

- Folded bikes are allowed on the train at any time.
- 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 doorway of the train operator.
- 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.

Bikes on Metro Rail (Revised)

Rules

- There are no time restrictions.
- For the safety of the general public, only two bikes per rail vehicle is permitted and at designated locations.
- 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 doorway of the train operator.
- 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.
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- Failure to obey rules may result in you receiving a citation.