



Metro

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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE 
CHIEF EXECUTIVE OFFICER

FROM: JAMES L. DE LA LOZA 
CHIEF PLANNING OFFICER

SUBJECT: BIKE-TRANSIT CENTERS IMPLEMENTATION PLAN UPDATE

ISSUE

In 2003, Metro received a Community Based Transportation Planning Grant from Caltrans in the amount of \$171,000 for the preparation of a Los Angeles County Bike-Transit Centers Implementation Plan. Metro's grant partner is Bikestation Long Beach. Work began on the project in July 2003 and will be completed in October 2004. This report provides an overview of the project to date.

DISCUSSION

In 1996, Bikestation Long Beach was opened as the first Bike-Transit Center in Los Angeles County. The project is located adjacent to the Metro Blue Line and a number of bus lines and has been very successful in providing improved access to public transit for bicycle riders. Since the opening of the Long Beach Bikestation, a number of additional Bike-Transit Centers have opened in other West Coast cities including Berkeley, Palo Alto and Seattle.

The purpose of the Bike-Transit Center Planning Project is to create a toolkit for future bike-transit centers in Los Angeles County by providing standards and methodologies that can be used by Los Angeles County cities and agencies to determine the feasibility, location and operating requirements for bike-transit centers. Another goal has been to develop bike-transit center implementation plans for four communities that have expressed an interest in these facilities (Pasadena, Santa Monica, Norwalk and North Hollywood). A bike-transit center is a facility that provides at least twenty (20) fee-based secure bicycle parking spaces adjacent to a transit stop in an effort to encourage bike-to-transit connections. A bike-transit center could be a grouping of lockers, a locked enclosure with racks or a full service bicycle parking facility including other services.

The Bike-Transit Center Plan toolbox contains the following elements:

1. Site and Location Criteria
2. Demand Methodology

3. Design Standards and Models
4. Site Planning
5. Access Control and Membership Systems
6. Operating Scenarios and Strategies
7. Marketing Guidelines
8. Pricing
9. Funding Options
10. Case Studies

The individual community plans include specific site analysis, demand estimates, facility recommendations and site plans for bike-transit centers. They can be used by the cities in proposals to secure project funding. Attachment A provides a project overview of the Bike Transit Centers Implementation Plan. Attachment B provides proposed project recommendations for consideration in the upcoming revision of the Metro Bicycle Transportation Strategic Plan.

NEXT STEPS

Upon completion of the Bike-Transit Centers Implementation Plan, staff will transmit the project report to the Board. During this coming year, staff will begin work on the Metro Bicycle Transportation Strategic Plan, which will recommend updated policies and projects for our regional bikeway program. The Strategic Plan will replace the 1994 and 1995 Board approved Countywide Bicycle Policy Document and six Area Bicycle Master Plans. The Bike-Transit Center Plan will become an Appendix to the Strategic Plan.

ATTACHMENT(S)

- A. Project Overview
- B. Preliminary Policy Recommendations



BIKE-TRANSIT CENTERS
IMPLEMENTATION PLAN

Attachment A Project Overview

Grant Amount **\$171,000**

Time Frame **July 2003 – September 2004**

With funding from a Caltrans Community Based Transportation Planning Grant, Bikestation® and Los Angeles County Metropolitan Transportation Authority (Metro) developed the Los Angeles County Bike-Transit Center Implementation Plan (BTCIP). The BTCIP lays the groundwork and sets standards for creating a network of bike-transit centers with Metro transit throughout the County and provides tools that could be implemented by other cities and agencies.

A bike-transit center is a facility that provides at least twenty (20) fee-based, secure bicycle parking spaces adjacent to a transit stop in an effort to encourage bike-to-transit connections.

Why are bike-transit centers important?

Shifting park-and-ride users to bike-and-ride users represents enormous economic, environmental, and customer benefits to Metro:

1. Moving just 100 short-distance commuters from driving a car to riding a bicycle could represent a park-and-ride capital savings of \$850,000 to \$2.5 million.
2. This shift would also free up valuable car-parking spaces at impacted lots for long-distance commuters.
3. Bicycle results in air quality benefits.
4. Bike-transit centers help reduce the number of vehicles on the roadway system, thereby furthering Metro's Transportation Demand Management strategy.
5. Bike-transit centers have the potential to help capture a customer base untouched by Metro's current facilities.

Summary of Activities

The following is a summary of the activities that were undertaken as a part of the BTCIP:

- Creation of project goals, methods, and timeline
- Formation of a Technical Advisory Committee and local sub-committees comprised of representatives from each of the communities, project partners and technical experts
- Multiple meetings with representatives of each committee, end-user demand and pricing surveys at 3 Metro stations, and a focus group in Santa Monica
- Bicycle parking survey of 15 different transit agencies and municipalities countrywide
- Preparation of L.A. County Bike-Transit Center Network Plan and Tool Kit, and Implementation Plans for the four communities involved in the project: Pasadena, Norwalk, Los Angeles (North Hollywood), and Santa Monica

Each of the participating communities now has a plan or "tool kit" for implementation of at least one bike-transit center. In addition, the tool kit was developed so that other communities in the greater L.A. area who were not selected to participate in this study could easily plan and implement their own bike-transit center(s).

The tool kit contains the following information:

1. Site and Location Analysis
2. Demand Analysis
3. Design Standards and Models
4. Site Planning
5. Access Control and Membership Management Systems
6. Operating Scenarios and Strategies
7. Marketing Guidelines
8. Pricing
9. Funding Options
10. Case Studies



Elevation of Pasadena Bike-Transit Center Concept

For more information, contact Lynne Goldsmith at 213.922.3068, Metro Bicycle Program

Attachment B



BIKE-TRANSIT CENTERS IMPLEMENTATION PLAN

Proposed Project Recommendations

August 2004

Recommendations for Metro are:

- Consider Bike-Transit Centers in conjunction with joint development, transit oriented development, and other development at locations where bike parking demand can be demonstrated and/or where automobile parking demand is high.
- Evaluate emerging technologies for uniform access control and membership management systems and select a preferred system for bicycle parking facilities being added to the system.
- Implement a consistent color, signage and identification scheme for all bike-transit centers while recognizing local elements.
- Use consistent design concepts for future bike-transit centers.
- Select an operating scenario that will simplify administration, facilitate bi-lingual and customer-friendly access.
- Support Bike-Transit Centers by ongoing marketing and public relations programs.
- Develop a flexible bike parking pricing structure that encourages efficient and effective use of Metro bicycle parking facilities to encourage more bicycle use.
- Pursue creative financing, as well as traditional methods, for funding for Bike-Transit Center capital investment and operating costs.