



Metro

Metropolitan Transportation Authority

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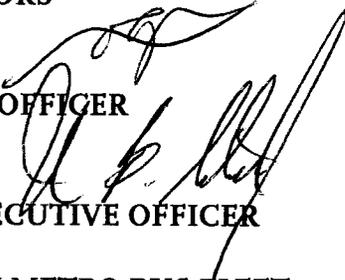
JANUARY 07, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JOHN B. CATOE, JR.
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: BICYCLE RACKS ON METRO BUS FLEET



ISSUE

Director Fasana requested from Vehicle Technology an update on the installation of bicycle racks on our bus fleet.

DISCUSSION

In 1998, Metro adopted a policy of installing bicycle racks on all Metro buses. Since that time, all new Metro buses have had front mounted bicycle racks installed to accommodate two bicycles.

Staff has continued to evaluate updated bicycle rack designs, and is considering implementing three-bicycle rack configurations or interior mounted bicycle racks on some new vehicles.

When Metro began installing bicycle racks on buses, the only bus bicycle racks commercially available were front-mounted two-bicycle configurations. At this time, a few bicycle rack manufacturers now provide three-bicycle configurations for transit buses. The current two-bicycle configuration is approximately \$400/bus and the incremental cost for the three-bicycle configuration is approximately \$350/bus. However, there are some safety concerns and visibility issues that are still being reviewed with the three-bicycle designs.

Separately, the first articulated buses scheduled for use on the Orange Line will begin arriving with interior bicycle racks across from the rear entrance door. This configuration, similar to what is used on Metrolink trains, will accommodate two bicycles inside the vehicle. Because there will be off-board fare payment provisions on the Orange Line, bicycle passengers will be able to load bicycles directly at this location without entering the vehicle at the front door. Metro intends to test this configuration on the Orange Line before making a

final decision about whether to outfit the remaining 170 articulated buses on order with interior or exterior (front mounted) bicycle racks.

There is no immediate financial or budgetary impact due to this item. If Metro adopts the larger three-bicycle configuration, it will increase the cost for each bus bicycle rack replacement by approximately \$350. This cost would be included in future bus replacement costs.

NEXT STEPS

Staff will acquire a small number of three-bicycle configuration racks for review and testing. Separately, the first 30 articulated buses will be delivered with interior bicycle racks to accommodate two bicycles. Both of these configurations will be reviewed in service before a final recommendation is made on what type(s) of bicycle racks will be used in future vehicle procurements.

ATTACHMENT(S)

Prepared by: Richard Hunt, Service Sector General Manager, San Fernando Valley
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