

Summary of Policy

The Los Angeles County Metropolitan Transportation Authority (the agency) recognizes bicycling as a viable commuting alternative to the single occupant vehicle and has made it an integral part of its multimodal vision for Los Angeles County's transportation system. As a component of the Long Range Transportation Plan, the agency funds projects that connect transit to bicycle facilities.

The Bike-on-Rail Policy fulfills the intent of this provision by encouraging linked trips between bicycles and transit and improving access for cyclists wanting to use the Rail system. Staff has worked closely with the Los Angeles County Bicycle Coalition on policy issues.

Bicycling is a viable transportation choice that is safe, easy and integrated with the transportation system to extend the range of travel for cyclists. The revised policy requires the posting of rules at all light and heavy rail stations, eliminates the need for bike permits, and allows more liberal access to Metro Rail trains. Peak hour restrictions are minimized, and reverse commutes are allowed on all lines except Red Line rail stations from Union Station through Wilshire/Vermont.

Rules for bicyclists include accessing platforms via stairs or elevators only, walking bicycles through stations, holding onto bicycles at all times, not boarding crowded trains and giving priority to elderly and handicapped passengers. Fuel powered, tandem and three-wheeled bicycles are not permitted on the Metro Rail system.

Historical Perspective

The Bike-On-Rail policy is the culmination of efforts that began in 1991, when the Board first allowed bicycles on board the

Blue Line. Over the ensuing years the Board expanded the hours that bicycles could be accommodated on trains, eliminated the fee for permits, and ultimately the permits themselves.

In 1994, the Board adopted the *Los Angeles Countywide Bicycle Policy Document*. It articulated how the organization would plan, program, and fund the bicycle facilities as part of its multimodal transportation vision. It focused on the development of a countywide bike network linking the regional bus and rail network with residential communities and regional activity centers.

In 2006, the Board adopted the adopted two bicycle planning documents; the Metro Bicycle Transportation Strategic Plan, and the Bicycle Transportation Account Compliance Document.

These two plans supersede the previous Countywide Bicycle Policy Document and six area bicycle plans.

The Bike-On-Rail policy reflects just one policy area of a much larger set of strategies that encourage and develop bicycling as transit mode.

Last Board Action

September 26, 2002 – Bike on Rail

The Board adopted the revised Bike on Rail Policy.

Attachment

Bike on Rail Policy

See Related

[Metro Bicycle Transportation Strategic Plan](#), June 2006, Metropolitan Transportation Authority

[Metro Bikeway Planning website](#)

Bike on Rail Policy

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. Peak hours are generally defined as morning and afternoon time periods when transit riding is heaviest, usually 6:30-8:30am and 4:30-6:30pm.
- 2.** Reverse commutes shall be allowed on the Metro Light Rail lines (e.g. Blue, Green, & Gold) and on the Metro Red Line outside the Central Business District area stations. Reverse Commute is generally defined as movement in a direction opposite the majority flow of traffic, such as from the central city to a suburb during the morning peak period. The Central Business District area stations include but are not always limited to stations from Union Station to Wilshire/Vermont.
- 3.** 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.
- 4.** 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.