

EMAC10

**Motion by Mayor Antonio R. Villaraigosa
Enhanced MTA Bicycle Policies & Programs**

Executive Management and Audit Committee

September 16, 2010

MTA customers have a right to enjoy bicycling as a viable mode of transportation.

According to MTA's Bike to Work Week Pledge, 4,500 people or less than one percent bicycled to work in Los Angeles County in 2010.

MTA continues to encourage bicycling to work and other destinations by expanding bicycle access on MTA's transit system.

MTA is also in the process of finalizing new bicycle facility standards for all new Transit Oriented Development projects.

As MTA's transit system continues to grow, the facilities that link cyclists and pedestrians to transit must also continue to expand to improve regional connectivity.

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I THEREFORE MOVE that the MTA Board direct the CEO to do the following and report back no later than the December 2010 Board cycle:

Funding

1. Recommend increased bicycle funding in the 2011 Call for Projects (tentative goal increasing modal category from 7% to 15%, subject to future MTA Board approval)

Current Transit System

2. Develop a phased plan for the installation of triple bicycle racks on all MTA buses (estimated cost \$1.6 million)
3. Develop a cost estimate, implementation schedule, and possible funding sources for retrofitting MTA trains for bikes
4. Propose a Revised Customer Code of Conduct and develop a "How to Ride Metro" document that helps customers with bicycles and other large belongings, including luggage, strollers and rolling briefcases, safely board and ride MTA's system during peak hours
5. Identify the feasibility and cost of adding bicycle racks to the back or top of MTA vanpool vehicles
6. Provide an estimated cost and potential funding source to install improved bicycle/stroller/luggage wayfinding signage at all rail and bus stations

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Current Transit System (continued)

7. Incorporate bicycle mode messages in all marketing materials and campaigns and provide an update on the status of MTA's Bicycle Safety Advertising Campaign on buses
8. Work with the Los Angeles Sheriff's Department Transit Security Bureau to summarize crimes on MTA property affecting bicycles and bike facilities and recommend appropriate measures to improve bicycle security

Future Transit Projects

9. Include in all future transit station designs stair channels or ramps so that bicyclists can wheel their bikes safely up and down staircases
10. Incorporate robust bicycle facilities in all transit project designs (e.g. increase bicycle parking at high demand stations, adjacent bike lanes or bike paths, i.e. Expo and Orange Line) to facilitate first mile/last mile transit access by bike

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