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South Bay Cities Council of Governments  
North County Sub-Region  
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## Working Group and Sub-Regional Meeting Participants

We wish to thank the many cities and organizations that attended our meetings and participated with us in developing this countywide bicycle plan. We couldn't have accomplished this without you. We look forward to further collaborations.

## Table of Contents

<b>Section 1: Introduction and Plan Purpose.....</b>	<b>1</b>
Introduction.....	2
<b>Section 2: Metro’s Bicycle Transportation Policies.....</b>	<b>5</b>
Purpose.....	6
Vision.....	6
Policy Objectives .....	6
<b>Section 3: Bike-Transit Hubs .....</b>	<b>15</b>
Purpose.....	16
Bike-Transit Hubs.....	19
Bike-Transit Hub Access Plans .....	19
North Hollywood Bike-Transit Hub.....	21
Chinatown Bike-Transit Hub .....	27
Willow Bike-Transit Hub .....	33
Downtown Pomona Metrolink Bike-Transit Hub .....	39
Palmdale Metrolink Bike-Transit Hub .....	45
El Monte Bike-Transit Hub .....	53
Harbor Transitway (Exposition Park/USC) Bike-Transit Hub .....	59
LAX Bike-Transit Hub.....	65
Inglewood Bike-Transit Hub .....	71
South Gate Bike-Transit Hub.....	77
South Bay Galleria Bike-Transit Hub.....	85
West Hollywood Fairfax Bike-Transit Hub .....	91
<b>Section 4: Gaps in the Inter-Jurisdictional Bikeway Network.....</b>	<b>99</b>
Purpose.....	100
Setting.....	100
Summary of Major Gaps.....	107
Steps to Completing Gap projects .....	108
Resources .....	109



- Section 5: Project Implementation and Funding .....111**
  - Project Implementation Steps in Developing a Bikeway Project ..... 112
  - Federal Funding Programs ..... 113
  - State Funding Programs.....114
  - Local Funding ..... 116
  
- Appendix A: Bike-Transit Hub List ..... A-1**
  - Bike-Transit Hub Evaluation ..... A-2
  
- Appendix B: How to Conduct a Bike-Transit Audit..... A-11**
  - Conducting Bike-Transit Audits ..... A-12
  - Project Development Process ..... A-13
  
- Appendix C: Toolbox of Bicycle Facility Design Measures ..... A-17**
  - Toolbox of Measures ..... A-18
  
- Appendix D: Technical Guidance for Planners and Engineers..... A-45**



## Tables

Table 1	Gaps in the Inter-Jurisdictional Bikeway Network.....	102
Table A-1	Bike-Transit Hub List.....	A-3
Table A-2	Toolbox of Design Measures .....	A-18
Table A-3	Summary of Bike Path-Roadway Crossing Considerations.....	A-39

## Maps

Map 1	Bike Transit Hubs .....	18
Map 2	North Hollywood Bike-Transit Hub Recommendations .....	26
Map 3	Chinatown Bike-Transit Hub Recommendations.....	32
Map 4	Willow Bike-Transit Hub Recommendations .....	38
Map 5	Downtown Pomona Metrolink Bike-Transit Hub Recommendations.....	44
Map 6	Palmdale Metrolink Bike-Transit Hub Recommendations .....	51
Map 7	El Monte Bike-Transit Hub Recommendations.....	58
Map 8	Harbor Transitway (Exposition Park/USC) Bike-Transit Hub Recommendations.....	64
Map 9	LAX Bike-Transit Hub Recommendations.....	70
Map 10	Inglewood Bike-Transit Hub Recommendations .....	76
Map 11	South Gate Bike-Transit Hub Recommendations .....	83
Map 12	South Bay Galleria Bike-Transit Hub Recommendations .....	90
Map 13	West Hollywood Fairfax Bike-Transit Hub Recommendations.....	98
Map 14	Gaps in the Inter-Jurisdictional Bikeway Network, #1 .....	105
Map 15	Gaps in the Inter-Jurisdictional Bikeway Network, #2 .....	106





## **SECTION 1: INTRODUCTION AND PLAN PURPOSE**

## INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) prepared two companion transportation planning documents to improve mobility in the region through the use of bicycles: the Metro Bicycle Transportation Strategic Plan (Strategic Plan) and the Bicycle Transportation Account Compliance Document (BTA Document). These planning documents replace earlier 1996 sub-regional bicycle master plans but do not replace local planning documents.

- The Strategic Plan is designed to be used by the cities, the County, and transit agencies in planning regionally significant bicycle facilities, setting priorities for improving mobility through the use of bicycles with transit, and filling gaps in the inter-jurisdictional bikeway network. The goal is to integrate bicycle use in all transportation planning: existing and future transit and transportation oriented development. This Plan provides a new look at bicycle use to relieve congestion, improve air quality, reduce vehicle miles traveled (VMT), and increase transit viability.
- The BTA Document is a reflection of local priorities and programs. The information is primarily a compilation of data collected from each city and the County: (1) existing and proposed bicycle facilities, activity centers, transit facilities, and bicycle parking mapped for use by local agencies; (2) estimates of past and future bicycle ridership; and (3) estimates of past and future expenditures.

We used a collaborative process in developing the Strategic Plan and the BTA Document. Over the course of a year, all cities, the County and local interest groups were invited to participate in Project Working Group Meetings and a series of sub-regional briefings. Each city and the County were individually contacted by mail and phone to collect local information and seek local participation. The Project Team, Working Group, Consultant Team, cities and stakeholder groups participating in the planning process are listed in the Acknowledgements.

## Metro Bicycle Transportation Strategic Plan

The 2005 Strategic Plan describes a vision for Los Angeles County that promotes bicycling as a viable transportation mode. This vision furthers the regional goals of improving the quality of life and economic well being for people residing, working and visiting Los Angeles County by outlining a bicycle infrastructure that improves overall mobility, air quality, and access to opportunities and resources.

The Strategic Plan establishes regional bicycle planning policies and provides tools that can be used by local agencies in creating their own bicycle plans. The Plan includes:

- A listing of 167 identified “bike-transit hubs” in the County
- Audit procedures for evaluating obstacles to bicycle access
- Non-motorized “best practices” in a tool box of design measures
- Gaps in the inter-jurisdictional bikeway network
- 12 prototype Bike-Transit Hub Access Plans in different geographical and demographic regions in the County

At this time, a few cities in the county have their own plans and Metro encourages and supports local planning efforts in all cities to accommodate bicycle use. The Strategic Plan does not attempt to duplicate local planning that accommodates bikeway infrastructure on inter-city arterials or rights-of-way. The cities and County benefit from developing local bicycle master plans, which supplement the regional plan.

The Strategic Plan can be used by local agencies:

- To locate bike-transit hubs and obtain data on each hub;
- To conduct a bike-transit hub audit;
- In applications for grant funding for the 12 Bike-Transit Hub Access Plans;
- To incorporate recommendations into larger arterial improvement projects;
- To identify gaps in the regional bikeway network; and
- As a component of sub-regional priorities.



## BTA Compliance Document

The 2005 BTA Compliance Document contains an inventory of existing and proposed bicycle facilities and maps in the county. To enable the maps to be legible, the county was divided into 17 map segments and each map is in the plan.

Each city and the County of Los Angeles provided the information for the tables and maps contained in the BTA Compliance report. All agencies were contacted numerous times to solicit local information, and each agency was asked to review the documentation and maps for accuracy. Only a few cities chose not to participate.

The BTA Document serves two purposes. First, it provides an inventory of all existing and proposed bicycle facilities in Los Angeles County. This information was used to publish a new Metro Bike Map for the public in 2006. Second, the BTA Document can be used by local agencies as the core component of a Bicycle Transportation Plan (BTP) to fulfill the requirements of the annual State Bicycle Transportation Account (BTA) grant program. A BTP is required only if cities intend to apply for State grant funds and it must contain specific information as listed in The Streets and Highway Code and described on the Caltrans website. The BTA Document will need to be supplemented by additional local information not available to Metro before being adopted by local resolution. A BTP is not required for Metro's Call for Projects, but is highly recommended. See the BTA Compliance Document for more information on BTA requirements.

## New Plan Differs from Previous Plan

The first Metro bicycle plans were developed 10 years ago for each sub-region and consisted of a compilation of countywide local plans proposing 1,365 miles of on-street and off-street bicycle facilities. Only a fraction of these facilities were built. With the current situation of scarce resources, urban congestion and a handful of cities in the County with bicycle plans, it is unlikely to see this trend change. Metro's 2006 regional plan has shifted the focus from arterial bikeways to a strategy of using bicycles with transit to fully utilize and enhance the regional transit

system. To be effective, this strategy is not reliant on the build-out of an entire arterial bikeway system in every city, but does rely on improved access to transit. Focusing improvements at bike-transit hubs is a relatively simple opportunity for linking bikes with transit and increasing the effectiveness of bicycles for travel without a huge investment of infrastructure and right-of-way.

The plan also includes a section devoted to gap closures on a regional network primarily composed of bike paths not necessarily reliant on transit. The gaps can be filled by on-street or off-street facilities. These include completion of the river bike paths, rails-with-trails, or on-street connectors between two facilities or communities.

## Resources Used to Develop Plans

The Plans were developed through the input and/or review of the following:

- Metro Project Team and Metro staff
- Strategic Plan Working Group (local agencies and interest groups)
- Consultant Team
- Metro Technical Advisory Committee, Streets and Freeways Subcommittee, and Transportation Demand Management Subcommittee
- Metro sub-regional representatives
- 1994 MTA Los Angeles Countywide Bicycle Policy Document
- 2001 MTA Long Range Transportation Plan for Los Angeles County
- 2004 Bike Transit Center Implementation Plan
- 2004 Enhanced Public Outreach Project for Metro's Bicycle Transportation Strategic Plan
- Regional bicycle policies from around the country, including Portland (OR), San Francisco Bay Area Metropolitan Transportation Commission (MTC), St. Louis (MO), North Texas Council of Governments, Puget Sound Council of Governments, St. Paul (MN)





## **SECTION 2: METRO'S BICYCLE TRANSPORTATION POLICIES**

## PURPOSE

There is tremendous untapped potential for bicycle use in place of automobile trips to work, to transit, for short errands or to recreational destinations. This document identifies strategies that, if implemented, would increase the use of bicycles. In addition to reducing automobile trips, bicycle use increases personal mobility, reduces traffic and parking congestion, decreases energy use, makes public transit more viable, and improves air quality and health.

As the Regional Transportation Planning Agency for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) has prepared a Bicycle Transportation Strategic Plan (BTSP) to be used as a guide for Metro and local jurisdictions in setting regional bicycle transportation priorities. The BTSP identifies bike-transit hubs around the County, gaps in the regional bikeway network, and recommends access improvements in selected locations.

The Bicycle Transportation Policies included in this section provide a vision for the County, along with policies, strategies, actions and performance indicators to implement the vision for more bicycle transportation use in the region. Unless another department or agency is specifically identified, the majority of strategies are intended for implementation by Metro Planning. Due to the far-reaching actions called for in this document, many of the strategies suggested go beyond the current scope of Metro's bicycle planning activities. Additional planning resources will be required to fully realize the vision. It is important to increase agency cooperation, identify new revenue sources, and develop community partnerships for Metro's BTSP policy objectives to be achieved.

## VISION

The overall vision for the Strategic Plan is to provide regional leadership in making bicycling an integral part of travel choices in the region, integrating bicycle planning and facilities in transportation projects, and

promoting the linkage between bicycling and the countywide transit network.

## POLICY OBJECTIVES

The Metro policy objectives are as follows:

- I. Bicycle Planning & Funding: Provide Visionary Leadership in Planning and Funding Projects and Programs that Improve Access and Mobility
- II. Bicycle Parking: Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential and Transit Locations
- III. Bikes-to-Transit: Improve Bicycle Access to Transit Systems
- IV. Bike to Work: Promote and Increase Employer Bicycle Incentives
- V. Bicycle Promotion: Provide Leadership in Building Partnerships, Funding, and Resources for Marketing Bicycle Use as a Legitimate and Healthy Means of Transportation
- VI. Bicycle Education & Safety: Increase and Promote Bicycle Education and Safety Programs

For each policy objective, strategies, actions and performance indicators have been developed. The key performance indicators in each section provide the framework to evaluate progress toward these goals.



## Policy Objective I

Bicycle Planning & Funding: Provide Visionary Leadership in Planning and Funding Projects and Programs that Improve Access and Mobility.

Strategy	Action Steps	Key Performance Indicators
1. To meet Metro's Long Range Transportation Plan goal of doubling bicycle ridership.	<ul style="list-style-type: none"> <li>a) Provide funding for bikeway projects.</li> <li>b) Update Metro Call for Projects (CFP) eligibility criteria to reflect regional priorities.</li> <li>c) Prioritize bikeway project applications of regional significance.</li> <li>d) Metro and cities work together to support, develop and encourage legislation for advancing bicycle use.</li> <li>e) Encourage cities/agencies to staff a bicycle coordinator or non-motorized position.</li> </ul>	<ul style="list-style-type: none"> <li>a-c) <i>Metro CFP</i></li> <li>d) <i>Coordinate with cities and Metro Government Relations and Regional Programming Staff annually.</i></li> <li>e) <i>In outreach to cities, promote need for local expertise; create model job description.</i></li> </ul>
2. To regularly update Metro's Bicycle Plan.	<ul style="list-style-type: none"> <li>a) Update Metro Bicycle Transportation Strategic Plan (BTSP) every five years.</li> <li>b) Metro staff will evaluate proposed gap closure projects for regional significance.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>By 2009.</i></li> <li>b) <i>Before next CFP.</i></li> </ul>
3. To incorporate bicycle accommodation in Metro-funded and Metro-led transportation projects.	<ul style="list-style-type: none"> <li>a) Continue coordination with Metro's Countywide Significant Arterial Network Plan.</li> <li>b) Train Metro Project Managers to encourage bicycle accommodation in all transportation projects.</li> <li>c) Encourage arterial or parallel corridor improvement projects to include bicycle facilities.</li> <li>d) Continue to encourage multi-modal projects in Metro CFP and bicycle accommodation in roadway improvements.</li> <li>e) All bicycle-related projects funded through Metro CFP must be designed according to Caltrans design standards.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Transmit GIS bicycle shapefiles to South Bay Area Team to produce maps that include bicycle facilities.</i></li> <li>b) <i>Arrange for one bikeway training in LA per year beginning in FY07.</i></li> <li>c) <i>On-going.</i></li> <li>d) <i>Next CFP.</i></li> <li>e) <i>Initiate site visits in cooperation with Caltrans; require design review.</i></li> </ul>



Strategy	Action Steps	Key Performance Indicators
<p>4. To increase technical assistance to cities and County in grant applications.</p>	<ul style="list-style-type: none"> <li>a) Encourage local agencies to complete and adopt Bicycle Master Plans that meet Caltrans Bicycle Transportation Account (BTA) requirements.</li> <li>b) Assist cities in developing regionally significant projects and project funding applications for the CFP.</li> <li>c) Hold CFP Bikeway Mode Workshop.</li> <li>d) Provide feedback on unsuccessful Call for Projects applications.</li> <li>e) Provide technical design workshops to local jurisdictions.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Provide cities with requirements, checklist, and guidance in adopting plans by July 2006.</i></li> <li>b) <i>Outreach to each sub-region to generate project ideas for CFP.</i></li> <li>c) <i>Within one month of the conclusion of a CFP.</i></li> <li>d) <i>Conduct one bike mode workshop in each sub-region in advance of CFP application deadline.</i></li> <li>e) <i>Conduct one workshop per year on bikeway design and publicize Caltrans training workshops.</i></li> </ul>
<p>5. To research new sources of funding.</p>	<ul style="list-style-type: none"> <li>a) Seek additional funding sources for regionally significant projects and programs.</li> <li>b) Integrate bicycle improvements with other street improvements around transit that is funded by regional impact fees, if adopted as regional transportation mitigation.</li> <li>c) Publish annual funding list for bikeway projects on Metro website.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>On-going coordination with Metro Regional Planning and Programming; apply for annual planning grants.</i></li> <li>b) <i>Coordinate with planning to incorporate bicycle infrastructure as part of regional impact fee mitigation.</i></li> <li>c) <i>New opportunities and website notification to all sub-regions by July 2006 with updates.</i></li> </ul>



## Policy Objective II

### Bicycle Parking: Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential, and Transit Locations.

Strategy	Action Steps	Key Performance Indicators
1. To expand the number of high quality end-of-trip bicycle facilities in the countywide region to create a Metro network of bike-transit centers.	<ul style="list-style-type: none"> <li>a) Evaluate locations at Metro facilities where additional bicycle parking is needed.</li> <li>b) Prepare update of the Metro Bicycle Parking Plan to reflect current priorities.</li> <li>c) Submit annual bicycle parking report to the Metro Streets and Freeways Subcommittee highlighting program benefits.</li> <li>d) Promote bicycle parking facilities within all local jurisdictions and at bus and rail hubs.</li> <li>e) Pursue creative financing partnerships, as well as traditional methods, for funding capital investment and operating costs for bicycle parking facilities at regional transit hubs and other locations.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Prepare annually.</i></li> <li>b) <i>Update report by July 2007.</i></li> <li>c) <i>Present annually.</i></li> <li>d) <i>On-going.</i></li> <li>e) <i>On-going.</i></li> </ul>
2. To expand and improve the efficiency and safety of the Metro Bicycle Locker Program and other bicycle parking facilities.	<ul style="list-style-type: none"> <li>a) Initiate a secure bicycle parking system that allows for both reserved and on-demand lockers, and study the feasibility of using space-efficient solutions such as unattended bicycle cages or other options at stations with limited space.</li> <li>b) Evaluate emerging technologies for uniform access control and membership management systems.</li> <li>c) Develop a flexible bike parking pricing structure for bicycle lockers or bicycle stations.</li> <li>d) Encourage bike-transit centers in the design of new parking facilities.</li> <li>e) Improve security of bicycle parking.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>On-going – Implement and evaluate demonstration project at N. Hollywood for applicability elsewhere in the system by December 2006.</i></li> <li>b) <i>On-going.</i></li> <li>c) <i>Update pricing structure in FY07.</i></li> <li>d) <i>On-going.</i></li> <li>e) <i>Regularly meet with sheriffs to discuss and improve security of bicycle parking at Metro stations.</i></li> </ul>



Strategy	Action Steps	Key Performance Indicators
<p>3. To implement bicycle parking design and management system.</p>	<ul style="list-style-type: none"> <li>a) Install bicycle racks in close proximity to station entrances and transit stops to increase rack use.</li> <li>b) Bicycle lockers should be located as close as the nearest car parking space at Park-and-Ride lots.</li> <li>c) Canopies (shelter) should be provided over bicycle parking wherever possible.</li> <li>d) Implement a consistent color, signage, and identification scheme for bicycle parking.</li> <li>e) Select an operating system for Metro that will simplify administration and facilitate multi-lingual and customer-friendly access.</li> </ul>	<ul style="list-style-type: none"> <li>a-d) <i>Develop design guidance in the Bicycle Parking Plan that can be revised as needed.</i></li> <li>e) <i>Prepare a locker management RFP for implementation in FY07.</i></li> </ul>
<p>4. To encourage bicycle facilities in commercial, business, and joint development projects around transit.</p>	<ul style="list-style-type: none"> <li>a) Encourage cities to adopt ordinances requiring the provision of bicycle parking and other amenities, such as shower and locker facilities.</li> <li>b) Require space for bicycle parking in all Metro Joint Development projects by adding language and changing documents to existing templates.</li> <li>c) Encourage wayfinding signage to bicycle parking and other facilities.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Provide cities with copies of model ordinances.</i></li> <li>b) <i>Prepare bicycle parking guidelines and design for Joint Development Projects.</i></li> <li>c) <i>Coordinate with Metro's Joint Development staff by September 2006.</i></li> <li>d) <i>Discuss in bicycle design workshops.</i></li> </ul>



## Policy Objective III

### Bikes-to-Transit: Improve Bicycle Access to Transit Systems.

Strategy	Action Steps	Key Performance Indicators
1. To improve bicycle access to existing and future bike-transit hubs.	<ul style="list-style-type: none"> <li>a) Survey existing bicycle use on bus and rail.</li> <li>b) Survey existing bicycle parking use at Metro hubs to plan future needs.</li> <li>c) Identify and remove barriers and bicycle safety hazards and improve access, wayfinding, etc. in the area of bike-transit hubs.</li> <li>d) Work with Metro's Area Teams to budget bike-transit hub access plans and to ensure that bicycle access is addressed in the design of new and existing transit stations.</li> <li>e) Encourage development of and prioritize funding for bike-transit hub improvements in Metro CFP.</li> <li>f) Encourage local jurisdictions to seek funding and implement bike-transit hub improvements as stand-alone projects or incorporated into larger arterial projects.</li> <li>g) Research and document experience of shared bike-bus lanes and foster the use of bus-only lanes by bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Work with bus and rail operations to determine feasibility of conducting bicycle counts, the method and frequency starting June 2006.</i></li> <li>b) <i>By December 2006.</i></li> <li>c) <i>As funds become available, conduct more bike-transit hub access plans.</i></li> <li>d) <i>Quarterly Meetings to be held beginning July 2006.</i></li> <li>e) <i>Develop incentives for next Call for Projects.</i></li> <li>f) <i>Outreach to sub-regions and Streets and Freeways subcommittee.</i></li> <li>g) <i>Report completed by January 2007.</i></li> </ul>
2. To coordinate with Rail Operations to facilitate bicycle access on Metro Rail.	<ul style="list-style-type: none"> <li>a) Continue communications with Rail Operations to implement strategies to improve bicycle access on Metro Rail that work toward partial or full lifting of peak hour restrictions.</li> <li>b) Study the feasibility of bicycle racks on new light rail cars.</li> </ul>	<ul style="list-style-type: none"> <li>a-b) <i>Coordinate with Rail Operations and Rail Fleet Services to develop consensus and implement strategies.</i></li> </ul>
3. To coordinate with Bus Operations to facilitate bicycle access on buses.	<ul style="list-style-type: none"> <li>a) Continue communication with Bus Operations to ensure all Metro buses go into service with functioning bicycle rack.</li> <li>b) Determine feasibility of increasing bicycle capacity on new and replacement racks for buses in County.</li> <li>c) Continue funding bicycle racks for buses.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Request Bus Operations develop Operating Standards to measure compliance.*</i></li> <li>a-c) <i>Coordinate with Metro Bus Operations to study feasibility, develop consensus and implement strategies.; report findings to Metro Bus Operator Subcommittee.</i></li> <li>c) <i>Metro CFP</i></li> </ul>



# Policy Objective IV

## Bike to Work: Promote and Increase Employer Bicycle Incentives.

Strategy	Action Steps	Key Performance Indicators
1. To increase bicycle commuting.	<ul style="list-style-type: none"> <li>a) Coordinate with Metro Customer Communications program to jointly develop techniques for promoting bicycle ridership with employees; promote bicycle clubs.</li> <li>b) Develop methods to acknowledge employers and bicycle commuters (Metro Planning, Commute Services, and Marketing)</li> <li>c) Publicize number of employers promoting bicycling, number of new bicycle riders, etc.</li> <li>d) Provide information to local employers and businesses about employee bicycle commute trip incentives, and provide businesses with technical assistance in auditing their bicycle parking needs.</li> <li>e) Provide information to employers about promoting bicycle use: programs for loaner bicycles, electric bikes, and other options.</li> </ul>	<ul style="list-style-type: none"> <li>a-b) Publish feature stories about employers in Metro publications.</li> <li>c) Provide report on bicycle employer programs and statistics in next plan update and in Metro publications.</li> <li>d) Create a bicycle commuting and parking brochure for local employers in FY06.</li> </ul>
2. To continue and expand support for "Bike to Work" (BTW).	<ul style="list-style-type: none"> <li>a) Metro Planning to co-sponsor promotional events or campaigns (with giveaways).</li> <li>b) Work with cities, employers, and agencies in the County to create "BTW" events (Metro Media Relations, Public Relations, and Commute Services).</li> <li>c) Promote BTW theme throughout the year in employer outreach (Metro Commute Services)</li> </ul>	<ul style="list-style-type: none"> <li>a-c) On-going.</li> </ul>
3. To widely distribute bicycle map.	<ul style="list-style-type: none"> <li>a) Create LA County Bike Map (Metro Program Development)</li> <li>b) Inventory new facilities (Metro Planning) and revise public bicycle map (Metro Program Development).</li> <li>c) Provide Metro bicycle maps on website.</li> </ul>	<ul style="list-style-type: none"> <li>a) By June 2006.</li> <li>b) Update LA County Bike Map every five years with inventory.</li> <li>c) Update LA County Bike Map website as needed.</li> </ul>



## Policy Objective V

### Bicycle Promotion: Provide Leadership in Building Partnerships, Funding, and Resources for Marketing Bicycle Use as a Legitimate and Healthy Means of Transportation.

Strategy	Action Steps	Key Performance Indicators
1. To promote benefits of walking and bicycling as ways to improve mobility, congestion, air quality, and health.	<ul style="list-style-type: none"> <li>a) Work with health care providers and school bicycle education programs to highlight benefits of bicycling.</li> <li>b) Support “active living” campaigns.</li> <li>c) Promote use of bicycles with Metro employees through Wellness Program, Safety Program, and/or Employee Rideshare; provide maps/brochures to Sector offices.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Develop a plan for targeted outreach by June 2006.</i></li> <li>b) <i>On-going.</i></li> <li>c) <i>By June 2006.</i></li> </ul>
2. To update and create promotional campaigns.	<ul style="list-style-type: none"> <li>a) Work with local bicycle coalition and local jurisdictions to promote bicycle use, bike-friendly businesses, events, and programs (Metro Planning).</li> <li>b) Include locations of Metro bicycle parking on all Metro system maps (Metro Marketing).</li> <li>c) Update and create brochures, website, maps, etc. and other marketing materials to be used for handouts at conferences and workshops (Metro Planning &amp; Marketing).</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Develop materials with Marketing &amp; Rideshare targeting businesses; submit articles to the Los Angeles Bicycle Coalition for their newsletter by June 2006.</i></li> <li>b) <i>Coordinate with Marketing Department to revise system maps and brochures in FY 06.</i></li> <li>c) <i>On-going.</i></li> </ul>
3. To develop media campaign focus on bicycle transportation.	<ul style="list-style-type: none"> <li>a) Use traditional public relations strategies, such as press releases, news features, PSAs, cable shows, public affairs shows, Metro Briefs advertising, Metro News on the buses and trains, and Metro Quarterly magazine (Metro Media &amp; Marketing).</li> <li>b) Promote bicycle use with transit on on-board rail posters and bus cards (Metro Planning &amp; Marketing).</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Coordinate with Media Relations.</i></li> <li>b) <i>Coordinate with Marketing.</i></li> </ul>
4. To create Metro Bicycle Club.	<ul style="list-style-type: none"> <li>a) Work with Metro Event Coordinator or Wellness Program and employers to create Bicycle Club.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>By FY07.</i></li> </ul>
5. To build alliances that promote bicycle facilities.	<ul style="list-style-type: none"> <li>a) Participate in planning activities and coalitions that have as its objective to build more bicycle facilities that can be used for transportation.</li> <li>b) Promote Metro bicycle strategies for the next transportation reauthorization bill.</li> <li>c) Create partnership opportunities with WestStart in the “First Mile Challenge” campaign.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Attend planning meetings around the County that involve bicycle facilities.</i></li> <li>b) <i>Support regional projects for next TEA Reauthorization in five years.</i></li> <li>c) <i>Contact WestStart to evaluate partnership opportunities by June 2006.</i></li> </ul>



## Policy Objective VI

### Bicycle Education & Safety: Increase and Promote Bicycle Education and Safety Programs.

Strategy	Action Steps	Key Performance Indicators
1. To promote youth and adult bicycle education and safety programs.	<ul style="list-style-type: none"> <li>a) Support local agency efforts on bicycle education and safety.</li> <li>b) Contract with a bicycle professional and sponsor periodic educational classes on bicycle safety in targeted locations.</li> <li>c) Develop and seek funding for programs that make helmets, lights, and reflective clothing available in low-income communities.</li> <li>d) Use publications, websites, and other media to promote bicycle safety at rail stations.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Incorporate bicycle safety into training courses for local agencies.</i></li> <li>b-c) <i>Seek additional funds for annual programs.</i></li> <li>d) <i>On-going.</i></li> </ul>
2. To research opportunities for bicycle safety programs targeting motorists as part of Metro's on-going safety campaign.	<ul style="list-style-type: none"> <li>a) Investigate partnerships with The Automobile Club of Southern California (AAA), law enforcement, the Office of Traffic Safety, and other relevant community organizations to reach motorists.</li> </ul>	<ul style="list-style-type: none"> <li>a) <i>Contact Auto Club and Office of Traffic Safety and law enforcement in calendar year 2006.</i></li> </ul>



## **SECTION 3: BIKE-TRANSIT HUBS**