SUBJECT: ACTIVE TRANSPORTATION AGENDA

ACTION: RECEIVE AND FILE SHORT AND LONGER-TERM STRATEGIES

RECOMMENDATION

Receive and file the Active Transportation Agenda including short and longer-term strategies for promoting walking and biking. Attachment A describes the Agenda.

ISSUE

At the April, 28, 2011 meeting, the Board directed the creation of Active Transportation Agenda including the consideration and advancement of new strategies addressing eight active transportation objectives. "Active transportation" is considered to be all methods of travel that are human-powered, the most common modes being walking and bicycling. This report includes an Active Transportation Agenda that presents short and longer-term strategies responding to each of the eight objectives. The short-term strategies outline existing programs and new actions we will pursue with existing resources (and with resources from pending grant awards) in the next year. To complement these actions and more fully address the objectives of the motion, we plan to develop an Active Transportation and Design Policy to be considered by the Board within 18 months. The policy will establish a Standard of Excellence for Active Design across the agency to ensure that all types of transportation investments contribute to a future urban form that encourages walking, biking, and transit-use.

DISCUSSION

In April 2011, the Ad Hoc Sustainability Committee advanced the Health and Active Transportation motion, consistent with and in support of, a regional Sustainable Communities Strategy/Regional Transportation Plan that achieves the greenhouse gas emission reduction goals of Senate Bill 375. The motion recognized Sustainable Community Strategies as opportunities to establish transit-supportive land-use patterns and invest in active transportation strategies that will improve regional accessibility, while also meeting greenhouse gas reduction and public health goals. Active transportation is recognized as a low-cost, non-polluting alternative to driving that
incorporates physical activity into daily life and can help to create healthier and more sustainable communities.

The Board motion directed exploration of the following active transportation objectives:
- Improve first and last mile connections to transit facilities
- Promote walking and biking for short-trips to reduce congestion on streets and freeways
- Partner with public health, housing, planning and environmental agencies on innovative programs and financing mechanisms
- Ensure active transportation options are advanced through the land-use and transportation elements of the Sustainable Communities Strategy/Regional Transportation Plan
- Increase countywide capacity for developing and implementing Safe Routes to School and Safe Routes to Transit programs that target youth, senior and low-income populations whose transportation options are most impacted by community design
- Plan and design Metro facilities to promote physical activity and health, through tools like health impact assessments and design guidelines
- Ensure the needs of pedestrians and bicyclists are considered and addressed in planning and/or design of projects that we fund or implement
- Promote the interim and permanent use of Metro-owned rights-of-way for active transportation.

Short-Term Strategies
The adopted Long Range Transportation Plan (LRTP) supports active transportation by promoting the development of bicycle facilities and pedestrian improvements throughout Los Angeles County. As a result, programs and projects are underway that address the eight active transportation objectives outlined in the motion. These programs and projects are reflected in the agenda and fall into eight categories: Bicycle Planning, Employee Programs, Funding, General Education/Events/Outreach, Highways, Pedestrian Planning, Regional Studies/Partnerships, Rights-of-Way Use, and Station Area Planning.

The Call for Projects program is the agency’s most widely recognized contribution to active transportation. In the 2011 Call for Projects, the Board approved over $39 million for active transportation, including approximately 10% of programmed funding to pedestrian planning, approximately 14% to bicycle planning (up from 7% in 2009) and approximately 5% to a combination of Transportation Demand Management and Transportation Enhancement Activities both of which prioritize improvements that facilitate walking and biking. The Regional Surface Transportation Improvements (RSTI) mode also included active transportation enhancements associated with larger arterial improvement projects resulting in an additional $778,000 for bikeways and over $2.24 million for pedestrian infrastructure. The Active Transportation Agenda includes conducting an analysis of the Sustainability Section of the Call for Projects to further expand the program’s contribution to active transportation in the future.
Beyond the Call for Projects, the agenda includes new efforts initiated in 2011, such as Bike Sharing and a Safe Routes to School Pilot Program, as well as ongoing efforts ranging from the promotion of Bike to Work Week to the Bicycle Locker Rental program. The Safe Routes to School Pilot Program is a direct result of the Health and Active Transportation motion. We pursued grant funding to support the program pursuant to the motion and were awarded funding in mid-October.

**Longer-Term Strategy**

As a complement to the short-term strategies and to expand our impact, we will present to the Board an Active Transportation and Design Policy within the next 18 months. The Policy will establish a Standard of Excellence for Active Design across the agency providing the foundation for a longer-term strategy to ensure that all types of transportation investments contribute to a future urban form that encourages walking, biking and transit-use. The standards will initially address three planning areas: first-last mile transit connections, highway planning and development, and bicycle parking at transit stations. These standards will be informed by technical analysis and engagement with our stakeholders, and will likely include design guidance or criteria for projects.

The potential mobility benefits of this policy could be significant. According to the Southern California Association of Government (SCAG), in Los Angeles County 99.1% of the population lives a short bike ride from transit (2 miles or less) and 93.5% of the population lives a short walk from transit (0.5 miles or less). While travel distances in the county accommodate walking and biking to transit, the region’s auto-oriented design often precludes this option. In 2009, 28% of traffic fatalities in Los Angeles County were pedestrians and 4% were bicyclists.

We currently incorporate accommodations for cyclists and pedestrians on a project-by-project basis and consider multimodal impacts in the evaluation of Call for Projects applications. The commitments in the proposed policy would seek to raise the bar from a practice of accommodation to a standard of excellence.

**NEXT STEPS**

We will continue with the implementation of the short-term strategies in the Active Transportation Agenda and prepare technical studies to support the development of an Active Transportation and Design Policy. We will establish a community participation framework for policy development. We will update the Board on our efforts.

**ATTACHMENTS**

A. Active Transportation Agenda

Prepared by: Alexandra Oster, Transportation Planner II
Sarah Jepson, Sustainability Policy Manager
Diego Cardoso, Executive Officer, Countywide Planning
### Active Transportation Agenda

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➕ Bicycle Parking Design Guidelines for Joint Development Program  
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➕ Active Transportation and Design Policy (pending Board approval) |
Strategy Descriptions

1. Short Term Strategies

Bike Planning
*Bicycle Transportation Account (BTA) Compliance Document*
This is an inventory and mapping of existing and proposed bicycle facilities in the county, bicycle trip estimates, and past and future expenditures for bicycle facilities. The information for this document was compiled from information provided by the 89 local jurisdictions within the county. By adopting Metro’s plan as their own, any city and the County, can become eligible for the State BTA grant program.

*Bicycle Parking*
In 1994, the first Bicycle Locker Rental program was established by the Board. The purpose of the Bicycle Locker Rental Policy is to enable the agency to provide secure bicycle lockers wherever possible in our system and implement adopted policies to maximize the utilization of existing bicycle lockers. In providing bicycle lockers at our transit hubs, riders are encouraged to store their bicycles at the station rather than taking them onto the train or driving to the station. Bicycle locker renters indicate in surveys that if they cannot securely lock their bicycle at the station, they would likely drive. Today, there are 527 bicycle lockers and over 900 bicycle rack parking spaces in our system. Bicycle racks are being added as needed.

*Bicycle Roundtable*
The Bicycle Roundtable is a forum for the public, particularly local bicycle advocates to discuss bicycle policy and planning. The Roundtable has two subcommittees, the Policy and Planning Subcommittee and an Implementation and Operations Subcommittee. The Subcommittees provide a forum for discussion of Metro activities and the Roundtable is used to report progress. These initiatives will help Metro to respond to the new direction from federal and state policies.

*Bicycle Database Clearinghouse*
Through funding from Caltrans, Metro in partnership with the Southern California Association of Governments (SCAG) will establish a bicycle clearinghouse, create a countywide methodology for collecting data and develop the first phase of a bicycle forecasting tool. This project will be completed in FY 2011-12.

*Bicycle Racks on Metro Vanpool Vehicles*
Metro staff has had preliminary meetings with leasing companies to discuss the feasibility and cost of adding bicycle racks to the back or top of MTA vanpool vehicles. The lease contracts for the vanpool vehicles are set to expire in 2012 and Metro staff in the interim will determine next steps for implementation.

*Bicycle Transportation Strategic Plan*
This is a regional document that has been designed for use by local agencies to plan for bicycle facilities around transit and set priorities to improve regional mobility.
The goal is to link bicycles to transit and integrate bicycle facilities in transportation projects. This plan provides a fresh look at enhancing travel options with bicycle use. The 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. Metro is currently in the process of updating the Bicycle Transportation Strategic Plan. This plan will include additional information regarding bikeway transportation corridors and network connections, gaps in connectivity, potential bicycle parking and bicycle sharing locations and first/last mile strategies.

**Bicycle Design Criteria and Design Review for Metro Transit Projects**

In September 2010, the Board directed staff to take the necessary next steps to ensure all future transit station designs incorporate stair channels or ramps to better accommodate for bicyclists. The motion stipulated that robust bicycle facilities should be incorporated in all transit project designs (e.g., increase bicycle parking at high demand stations and adjacent bike lanes or bike paths) to facilitate first mile/last mile transit access by bike.

**Bicycle Parking Design Guidelines for Joint Development Program**

The Bicycle Team is working with Joint Development on a project-by-project basis to create design guidelines for bicycle parking. For all new Joint Development projects, New Business Development and Planning staff will consult and coordinate during the planning, environmental, design, entitlement and construction of transit oriented development projects in an effort to provide quality bicycle parking facilities. Such consultation and cooperation will begin at the earliest stages of conceptual design and continue through the completion of construction.

**Bike on Transit Policy**

In April 2011, the Board approved the removal of peak-hour bike-on-rail restrictions, so that bicycles are allowed on Metro trains anytime. The Bike Team is in the process of carrying out systemwide bicycle counts on all the rail lines to better determine the number of riders that capitalize on this policy. This survey will also assess space constraints and issues with storage of strollers, luggage, etc. Once the data has been evaluated, we will make recommendations on how to best retrofit Metro trains for bicycles and how to allocate train car space more efficiently. Currently all Metro local and rapid buses also provide space to carry two bicycles. The Metro Liner buses on the Metro Orange line have capacity for three bicycles.

**Folding Bike Implementation Plan**

The development of this plan was funded by a Caltrans grant. We partnered with Calstart to carry out the data collection and draft the Plan. The use of folding bikes on our trains and buses will accommodate more bicyclists on our transit system.

**Bike Sharing**

While we have supported bike share programs through the Call for Projects Program, in August 2011, the Board moved to explore opportunities for launching a pilot bike share program at strategic locations at our rail and bus rapid transit stations; determine if the program can be
funded through public private partnerships as currently done around the world; report back with a strategic plan for implementing such a program and funding options.

Employee Programs

*Bicycle Parking Incentive*
Employees are eligible to receive a discounted fee for renting a Metro bike locker ($10) every six months. Regular customers rent at $24 every six months.

*Bicycle Commuter Incentive*
Employees that commute to work regularly using their bicycle, now receive $20 a month in rewards. Employees are given gift cards as an incentive for bicycling to work to be used towards the purchase/maintenance/storage of their bicycles.

Funding

*Measure R Local Return*
Measure R is a half-cent sales tax in Los Angeles County that was approved in November of 2008. The Local Return for Measure R provides funding to cities that can be used to further the implementation of active transportation projects. The City of Los Angeles has committed 10% of these funds to bike and pedestrian programs.

*Call for Projects (CFP)*
The CFP is a biannual, competitive grant program that assists in funding regionally significant capital projects. The 2011 application process awarded 10% of programmed funding to pedestrian planning, 14% to bicycle planning (up from 7% in 2009) and 5% total for Transportation Demand Management (TDM) and Transportation Enhancement Activities (TEA). This amounted to $17,326,656 for bikeway improvements, $12,790,400 in pedestrian improvements, $3,774,000 for TDM and $2,685,000 for TEA. The Regional Surface Transportation Improvements (RSTI) mode awarded grants to projects that set aside dedicated funding for bikeways and pedestrian improvements. In total, these approved projects allocated $778,000 for bikeways and over $2.24 million for pedestrian infrastructure. An analysis of the Sustainability Section for future CFP will also be carried out to determine how to further expand the program’s contribution to active transportation in the future.

*Job Access and Reverse Commute Program (JARC)*
We are a designated recipient of federal JARC funds and recommend eligible projects, program funding, and file and execute FTA grant applications, agreements, and contracts. The JARC Program looks to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low income individuals. It also aims to transport residents of urbanized and non-urbanized areas to suburban employment opportunities regardless of their income. In 2010, the Board approved $14.7 million in JARC funding for projects within LA County. The Cities of Long Beach and Los Angeles received a JARC grant to establish first/last mile multimodal solutions at 10 Integrated Mobility Hubs. The Integrated Mobility Hubs will provide a centralized distribution of first mile/last mile mobility options for individuals transferring from transit or light rail to places of employment and/or job training centers. These mobility options include secure bicycle parking, vehicle sharing, hourly car rentals, folding bike leasing program, and demand responsive jitney service. The mobility hubs would be installed at up to 10 strategic station locations within the County focusing on Metro light-rail stations in transit-dependent and
highly densified areas within a close proximity to major employment centers and educational facilities.

**General Education/Events/Outreach**

*CicLAvia*

We have served as one of the major partners for the three CicLAvia events held in October 2010, April 2011 and October 2011 in the City of Los Angeles. The CicLAvia events provide a car-free environment for bicyclists, pedestrians, skaters, etc. to take control of the streets and experience new neighborhoods. Another CicLAvia event is tentatively planned for April 2012 and we will continue to be a participating sponsor.

*Bike to Work Week*

We participate annually in national Bike to Work Week. Coordinating with other local and regional entities, we help to facilitate events throughout the week to encourage Los Angeles residents to use active transportation to commute to work. Moreover, on Bike to Work Day, bicyclists are given free rides on all Metro bus and rail lines. During this year's Bike to Work Week, 4,500 people participated in various events during.

*Bike Outreach and Education*

The Bicycle Planning Team, with assistance from our Communications Department, has expanded its outreach and educational efforts to promote countywide bicycling programs. We create and distribute Bicycle Pocket Guides, which provide valuable information on rules for taking bicycles on transit, location of bicycle parking, information on bicycle rules and safety tips. In 2010, we also updated the Los Angeles County Bicycle Map that incorporates all bicycle paths, lanes and routes that exist throughout the county. Not only is this map provided online and in print form, but it is also displayed in numerous transit stations to help bicyclists navigate throughout the Los Angeles region.

**Highways**

*Bicycle Detection Technology Project*

Within the Signal Category under the Highway Program, we are working with Sensys Networks to serve as a Beta Testing Site for their new micro-radar detection system that has the ability to distinguish bikes from vehicles. The Highway Team is coordinating with the Bike Team to deploy this technology at one or two sites to assess detector accuracy and to determine whether or not this could be a viable technology solution for the region. The expectation is that we will try to deploy this technology on both a Class 1 bike path and also in a regular mixed flow lane. Upon completion of this beta test, we will evaluate possible future applications, if the technology proves successful.

**Pedestrian Planning**

*Pedestrian Priority Improvement Program*

Our Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County.
Safe Routes to School Pilot Program
We collaborated with the Los Angeles County Department of Public Health (LACDPH) and other organizations to apply for funding to create a pilot program that can support local Safe Routes to School (SRTS) efforts. SRTS programs have the potential to increase the number of children and adolescents walking and bicycling to school, improve pedestrian and bicycle safety, and decrease school-related vehicle trips to improve air quality and reduce traffic congestion in school zones. In October 2011, we received $500,000 to carry out this pilot program.

Regional Studies/Partnerships
2012 RTP Active Transportation Chapter
We are actively involved in the development of the Regional Transportation Plan (RTP) and have provided feedback on the active transportation components. As part of the 2012 RTP, SCAG will include a separate chapter on Active Transportation in Southern California. This section will evaluate existing conditions, identify deficiencies and needs analysis and provide preliminary recommendations on next steps.

Urban Greening Grant to Improve Park and Ride Lots
The Urban Greening Plan will provide a blueprint for transforming park & ride lots adjacent to transit into a 180+ mile network of green, open spaces. We have over 100 park & ride locations throughout the county, with approximately 50 directly adjacent to rail stations and major bus stops. Financed through Measure R, we plan to develop an additional 15 major rail and rapid transit projects over the next 30 years, if not sooner should the federal America Fast Forward transportation financing program be approved. Accompanying this expansion will be the creation of numerous park & ride facilities. Anticipating this massive expansion, we seek to create a plan that will ensure our park & ride facilities are developed sustainably and in a manner that promotes the maximum utilization of the transit system. An Urban Greening Plan that includes both green infrastructure and programming elements will help achieve this goal and address broad community needs. Additionally, this plan will illustrate opportunities for recreation on Metro property and identify areas for improvements to bicycle and pedestrian infrastructure.

Mobile Source Air Pollution Reduction Review Committee (MSRC) Multi-Mobility Hubs
As a member of the MSRC, we are working to create multi-mobility hubs at major transit centers. The FY 2010-2011 Work Program for the MSRC allocated up to $1 million towards the creation of multi-mobility hubs to assist public transit users, especially rail users, and offer end-of-the-commute transportation options such as car-sharing, bicycle sharing, etc. These projects most likely will involve public/private partnerships, and the options will be tailored for each location/project to address the unique needs of a particular hub. The MSRC is currently carrying out research to investigate multi-mobility hub projects to identify stakeholders, what has already been done, and what potential role the MSRC can play.

Project RENEW TOD
We are collaborating with Project RENEW to further sustainable communities planning and develop more walkable and usable transit-oriented districts. Some of these activities include leveraging currently funded project activities from the Call for Projects. As part of the Federal

* Contingent upon grant funding and Board approval.
American Recovery and Reinvestment Act (ARRA), the County of Los Angeles Department of Public Health received a 2-year grant from the federal Centers for Disease Control and Prevention ("CDC") to sponsor the Renew Environments for Nutrition, Exercise, and Wellness in Los Angeles County ("RENEW") projects. Project RENEW consists of 10 health-based initiatives throughout Los Angeles County.

**Right-of-Way Use**

*Right-of-Way Preservation Guidelines*

According to the Board adopted Right-of-Way Preservation Guidelines, construction of a bikeway and/or pedestrian path is permitted along the right-of-way so long as the path is designed so that the sponsor can demonstrate that it will not have to be relocated or removed to allow for construction or operation of a future transportation project. Bikeways and/or pedestrian paths usually require wider right-of-ways and that the bike path and associated pedestrian path and landscaping be contained within a limited area along the outer edge of the right-of-way. Exceptions to the guidelines for bikeways and/or pedestrian paths for Metro right-of-way segments may be made only at the discretion of the Board.

**Expo Line Bike Path**

In partnership with three municipalities (Culver City, Los Angeles and Santa Monica), the Exposition Construction Authority is installing a bicycle facility along the new Expo light rail line. The bicycle facility for Phase I includes a combination of reserved bike lanes on the street and an off-street bike path from La Cienega to Wesley Street in Culver City, with part of the bikeway along the Metro right-of-way. $14,577,000 is budgeted for the design and construction of a Bikeway along the Expo LRT Phase 2 alignment.

**Metro Orange Line Extension Bike Path**

In partnership with LADOT, we are extending the bike and pedestrian path along the Metro Orange Line northward for an additional four miles. Construction has commenced on the extension that stretches from the exclusive right-of-way terminus at Canoga to the Chatsworth Amtrak/Metrolink Station.

**Station Area Planning**

*Metro Orange Line BRT Sustainable Corridor Implementation Plan*

In partnership with the City of Los Angeles, we were awarded technical assistance from the Southern California Association of Governments (SCAG) to prepare the Metro Orange Line BRT Sustainable Corridor Implementation Plan. This plan identifies a range of improvements to the 14 Metro Orange Line station areas – such as land use changes, catalyst projects, streetscape improvements, and transit connections— that will increase transit use, advance sustainable development principles, and facilitate transit-oriented districts (TOD). The report provides recommendations to prioritize station areas for different types of investments in order to facilitate successful TOD from a vision to reality. The plan will also identify improvements to transit station accessibility, particularly for bicyclists and pedestrians. The final report will be released in March 2012.
Eastside Access Program
The Eastside Access Program is a Measure R funded project with a voter approved $30 million Transit Capital allocation. Using urban design tools including art, lighting and landscaping, multi-modal linkages from the Metro Gold Line Eastside stations to the surrounding neighborhoods will be created. The project aims to strengthen neighborhood identity, pedestrian/bicycle activity and way finding.

Metro Rail Transit Program Station Design Review
We are currently reviewing stations from the passenger, design, and branding perspectives. The project will include assessing Metro's existing rail system with special emphasis on light rail transit and above ground elements of the heavy rail system; interviewing key staff members from support departments such as maintenance, security, creative services, etc.; conducting a literature review of other systems; identifying issues of concern, inconsistencies and lessons learned; and developing a "kit of parts" for future station designs.

Union Station Master Plan
We are currently in the early phases of developing a Master Plan for Union Station. The Master Plan will include a station access and connectivity plan to La Plaza, Olvera Street, Little Tokyo, etc. Integration of pedestrian and bicycle access and facilities will be studied.

2. Longer-Term Strategies

Active Transportation and Design Policy (pending Board Approval)

The purpose of this policy is to promote active design in the capital projects that we implement and fund. Incorporating active design into project development will leverage all types of transportation improvements to achieve a built environment that is oriented toward walking, biking, and transit-use. As the transit system expands, this orientation will be critical to realizing the projected growth in transit ridership and meeting housing and employment demand in transit corridors, while minimizing congestion. Through the policy, we will establish a Standard of Excellence for Active Design including design guidance for first-last mile connections to transit, highway projects, and bicycle parking at transit stations, as described below.

1. First-Last Mile Connections
The policy will establish systemwide transit access targets by mode to optimize access and ridership. To achieve the targets, the policy will provide guidance on the physical design of the pedestrian and bicycle catchment areas surrounding transit stops and stations to achieve targets. This guidance will be developed in partnership with the Southern California Association of Governments and with input from the subregional agencies, cities and community stakeholders to ensure its relevance to all parts of the county. The guidance will inform our transit project development and environmental studies, as well as, projects we fund through the Call for Projects or other programs. It will provide minimum standards to be achieved, as well as, recommend cost-effective options for maximizing the long-term benefit of transportation investments.
2. Highway Projects
The policy will establish guidance for promoting bicycle and pedestrian travel through project planning and development processes. This guidance shall be developed in partnership with Caltrans, building upon existing context-sensitive approaches, and with input from the subregional agencies, cities and community stakeholders. It will recognize the tensions and mobility trade-offs that exist between automobile speeds and active transportation, establish a hierarchy for modal access consistent with existing regulations and the agency's core values, and provide standard procedures for minimizing tensions through project design.

3. Bicycle Parking at Transit Stations
The policy will include a bicycle parking plan update that provides design strategies and tools essential for providing quality bicycle parking for our properties including transit stations, joint development areas and operating facilities. The plan will provide a review and inventory of existing facilities as well as guidance and specifications for the installation of new bicycle racks, high-capacity bike parking, bike lockers, and identify space for bike-share program opportunities. Implementation of the plan will improve the attractiveness of bicycle parking at transit properties, increase the overall bicycle and transit mode, and promote sustainable transportation systems.