First Last Mile Planning

91%
Walk, bike, roll, or take transit to rail or Bus Rapid Transit stations.

9%
Drive & park or are dropped off at stations.

50%
of Metro transit riders live in a household that does not own a vehicle...

...and 1/2
of Metro transit riders who drive and park at the station live close enough to walk or bike.

64%
of transit riders make at least one transfer to complete their one-way trip, utilizing nearby active transportation networks.

(Statistics are from the Metro 2011 System-Wide On-Board Origin Destination Study, as reported in the First Last Mile Strategic Plan.)
Benefits of Active Transportation

As Los Angeles County expands its public transit, bicycling and walking networks, residents, employers and local governments can expect tremendous benefits from active transportation investments.

The benefits of walking and bicycling are significant.

Benefits include increased mobility, economic development for government, local communities and businesses, healthier individuals and safer streets.

The average cost-benefit ratio is 1:13 for active transportation investment.

ECONOMICS:

Walking and bicycling are more cost-effective modes of transportation than driving due to lower operating costs for individuals and lower implementation and maintenance costs for communities.

In Lancaster, CA...

$8,698

$308

$125 million

60%

800 NEW JOBS

Affordability

Increased Employment and Private Investment

HEALTH & SAFETY:

An active lifestyle is known to improve personal fitness. Designing for active transportation also creates safer and healthier streets.

In the last 5 years of data, LA County saw

21,064

24,521

21,064

24,521

INJURED IN COLLISIONS WITH MOTOR VEHICLES

150 MINUTES OF PHYSICAL ACTIVITY PER WEEK

DIE CYCLING INJURIES BY 50%

99%

REDUCE SIDEWALK RIDING BY 90%

40,000 FEWER SICK DAYS EACH YEAR

1.3 FEWER SICK DAYS ANNUALLY

$195.67

$160.76

$149.79

$146.01

On average, people walking and using bicycles spend more per month at local retailers than people driving.

Bicycle parking is more cost-effective than vehicular parking.

The average estimated cost of parking per space is:

$65-$90 PER BIKE

$20,000 PER CAR*

*Based on 2017 data.

Source: LA County Health Care Agency.
Background: Relevant Metro Documents

- Bicycle Transportation Strategic Plan
- Countywide Sustainability Planning Policy
- First Last Mile Strategic Plan
- Mobility Matrices

Timeline:
- 2006: Long Range Transportation Plan
- 2009
- 2012: Complete Streets Policy
- 2014: Metro Complete Streets Policy
- 2015
- 2016: Active Transportation Strategic Plan
Sample Facility Types

- Sidewalk
- Class I - Shared-Use Path
- Class II - Buffered Bicycle Lane
- Class III - Bicycle Route
- Class IV - Protected Bicycle Lane
- Class IV - Protected Bicycle Lane (Bi-Directional)
Example of Existing Conditions Analysis:
1st Street / Soto Station Area

Soto Walkshed Analysis - Existing Conditions

- **Population and Employment**
  - Population: 9,386
  - Employment: 1,430

- **Points of Interest**
  - ABC
  - Saxophone store

- **Land Use**
  - Residential
  - Commercial

- **Land Use Diversity**
  - High

- **Walk Score (1-100)**
  - 89

- **Bike Score (1-100)**
  - 72

- **Transit Score (1-100)**
  - 70

Soto Bikeshed Analysis - Existing Conditions

- **Population and Employment**
  - Population: 43,529
  - Employment: 9,110

- **Points of Interest**
  - ABC
  - Saxophone store

- **Land Use**
  - Residential
  - Commercial

- **Land Use Diversity**
  - High

- **Walk Score (1-100)**
  - 89

- **Bike Score (1-100)**
  - 72

- **Transit Score (1-100)**
  - 70

**Additional Information**

- **Intersection Density**
  - 150

- **Journey to Work**
  - 9.9% Walk

- **Calazyroscreen Score**
  - Total: 81

- **Collision by Mode**
  - Pedestrian: 14
  - Bicycle: 16
  - Drive Alone: 4

**Logos**

- Metro
- Fehr Peers
- Melendrez