First Last Mile Planning

Active Transportation Strategic Plan

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...

$125 million in private investment

60% in reduction in fuel costs

800 new jobs

Affordability

Increased Employment and Private Investment

Physical Activity and Injury Reduction

Sick Day Reduction

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.
Process

**Spring 2015**
Existing conditions analysis

**Summer 2015**
Active transportation network development

**Fall 2015**
Cost estimates

**Summer 2016**
Plan adoption

Station area access improvements

Regional active transportation facilities

Supporting policies & programs
Background: Relevant Metro Documents

- Bicycle Transportation Strategic Plan
- Countywide Sustainability Planning Policy
- First Last Mile Strategic Plan
- Mobility Matrices
- Long Range Transportation Plan
- Complete Streets Policy
- Active Transportation Strategic Plan

Timeline:
- 2006
- 2009
- 2012
- 2014
- 2015
- 2016
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: Pacific / Clarendon Station Area

Metro Active Transportation Strategic Plan

Pacific / Clarendon

Walkshed Analysis - Existing Conditions

Population and Employment

Population
11,892

Employment
4,031

Points of Interest

Population (2010)

28

Population 10-19
32.4%

Population 20-29
7.9%

Land Use

Walk Score (1-100)
95

Bike Score (1-100)
N/A

Transit Score (1-100)
N/A

Bicycle Facilities

Intersection Density
124 Count

Ridership Activity

Route Directness
4.3

Journey to Work

Calendrised Score
55.6% Drive Alone

Collision by Mode

Total: 1,351

Pedestrian
41

Bike
6

Transit
138

Car
20.4%

Journey to Work

Calendrised Score
55.6% Drive Alone

Collision by Mode / KSI

Total: 1,351

Pedestrian
41

Bike
6

Transit
138

Car
20.4%

Active Transportation Strategic Plan

Metro | Fehr & Peers | Melendrez | Mathis Bolton | Associates