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...
$125 MILLION in private investment
$10.6 MILLION in public safety investments leads to...
60% in cost savings
800 NEW JOBS

$308
$8,698

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 bicycles & 24,521 pedestrians injured in collisions with motor vehicles.

35% of American adults do not achieve the recommended...
150 MINUTES OF PHYSICAL ACTIVITY PER WEEK

DEDICATED BIKE LAKES CAN PREVENT CYCLING INJURIES BY 50%
THE ADDITION OF PHYSICAL ACTIVITY CAN DROP THE INJURY RATES BY 99%

CYCLING TO WORK
MENTAL HEALTH BENEFITS
Doubled LA County's bicycle mode share from 0.9% to 1.8%.
Could result in at least 40,000 FEWER SICK DAYS EACH YEAR.

AVERAGE TRIPS PER MONTH
AVERAGE TRIPS DISTANCE

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.

$65-$90 PER BIKE
$20,000 PER CAR

$195.67
$160.76
$149.79
$146.01

7.5
2.9
2.5
7.8

9.1
11
8.3
9.5

Source: MTA, 2015.

Metro | Fehr Peers | Meléndrez

*Cost estimates vary depending on location and parking type. Contact your local parking authority for accurate costs.
Process

<table>
<thead>
<tr>
<th>Spring 2015</th>
<th>Summer 2015</th>
<th>Fall 2015</th>
<th>Summer 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing conditions</td>
<td>Active transportation</td>
<td>Cost estimates</td>
<td>Plan adoption</td>
</tr>
<tr>
<td>analysis</td>
<td>network development</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
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)
North County Subregion

- Active Transportation Strategic Plan Station Area Locations
- Metrolink

North County Subregion

- Castaic Lake
- Santa Clarita
- San Fernando Valley Subregion
- Lancaster
- Palmdale
- Angeles National Forest
Example of Existing Conditions Analysis:
Palmdale Metrolink Station Area