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.

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

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

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
- 800 new jobs
- 60% of camouflaged safety improvements due to

Affordability

- $308
- $8,698

Increased Employment and Private Investment

- $65-$90 per bike vs. $20,000 per car

Physical Activity and Injury Reduction

- 21,064 bicyclists
- 24,521 pedestrians

- 20% of American adults do not achieve the recommended 150 minutes of physical activity per week

- In the past five years, LA County saw 21,064 bicyclists and 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

- In the past five years, LA County saw 21,064 bicyclists and 24,521 pedestrians injured in collisions with motor vehicles

- The addition of bicycle lanes can reduce cycling injuries by 99%

- The addition of physical barriers can drop the injury rate by 90%

- Cycling to work can reduce sick days annually by 1.3 fewer sick days annually

- Doubling 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 trip distance of bicycling is 7.5 miles, average trip distance of driving is 9.3 miles

- Average trips per month of bicycling is 2.9, average trips per month of driving is 11

- The average estimated cost of parking per space is $195.67 per bike vs. $160.76 per car

- 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.
Background: Relevant Metro Documents

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

- 2006: Long Range Transportation Plan
- 2009: Complete Streets Policy
- 2012: I want a mobile future
- 2014: Active Transportation Strategic Plan
- 2015: Metro Origin-Destination Study Review
- 2016: Metro 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)
Example of Existing Conditions Analysis: Brand / Broadway Station Area