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.

HEALTH & SAFETY:

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

In the last five years of data, LA County saw:
- 21,064 bicyclists and 24,521 pedestrians
- Injuries in collisions with motor vehicles
- 35% of American adults do not achieve the recommended 150 minutes of physical activity per week
- 2,228,000 cycling injuries by 50%
- The addition of physical barriers can drop the injury rate by 99%
- The average cost-benefit ratio is 1:13 for active transportation investment

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.

ECONOMICS:

- In Lancaster, CA...
  - $10.6 million investment
  - 800 new jobs
  - $125 million in private investment

Affordability

<table>
<thead>
<tr>
<th>Mode</th>
<th>Average Trip Distance</th>
<th>Average Trips Per Month</th>
<th>Average Trips Per Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>$195.67</td>
<td>7.5</td>
<td>9.3</td>
</tr>
<tr>
<td>Bicycle</td>
<td>$160.76</td>
<td>2.9</td>
<td>11</td>
</tr>
<tr>
<td>Walk</td>
<td>$149.79</td>
<td>2.5</td>
<td>8.3</td>
</tr>
<tr>
<td>Vehicular</td>
<td>$146.01</td>
<td>7.8</td>
<td>9.5</td>
</tr>
</tbody>
</table>

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 vs. $20,000 per car.*
Process

**SPRING 2015**
- EXISTING CONDITIONS ANALYSIS

**SUMMER 2015**
- ACTIVE TRANSPORTATION NETWORK DEVELOPMENT

**FALL 2015**
- COST ESTIMATES

**SUMMER 2016**
- PLAN ADOPTION

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**STATION AREA ACCESS IMPROVEMENTS**

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**REGIONAL ACTIVE TRANSPORTATION FACILITIES**

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**SUPPORTING POLICIES & PROGRAMS**
Background: Relevant Metro Documents

Active Transportation Strategic Plan

- 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)