Active Transportation Strategic Plan

Open House Workshop
August 2015
Agenda

• Introduction
• Background, Goals & Objectives
• Overview of Active Transportation Strategic Plan Process and Approach
• Progress to Date
  – Station Area Access Improvements
  – Regional Active Transportation Network
  – Supporting Policies and Programs
• Outreach Process & Request for Input
• Next Steps
Background: Relevant Metro Documents

- Bicycle Transportation Strategic Plan (2006)
- Countywide Sustainability Planning Policy (2009)
- First Last Mile Strategic Plan (2012)
- Mobility Matrices (2014)
- Long Range Transportation Plan (2015)
- Complete Streets Policy (2016)
- Active Transportation Strategic Plan
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Goals

- Improve access to transit
- Establish active transportation as integral elements of the transportation system
- Enhance safety
- Promote clean transportation options
- Improve public health
- Foster healthy, equitable, and economically vibrant communities
Objectives

- Identify improvements that **increase access** to transit for people who walk and bike.
- Create a **regional active transportation** network.
- Develop **supporting programs and policies** related to education, encouragement, enforcement, and evaluation.
- Guide **future investments**.
- Develop a **funding strategy**.
Metro and Regional Investments

- Measure R: $35 billion in funding over 30 years
- 12 transit & 16 highway projects in the works
- Federal matching funds
- $5.2 billion in local return
- 5 rail lines under construction
- 87 miles of existing Metro rail and 80 stations
- 183 Metro bus routes at nearly 16,000 bus stops
Why Active Transportation?
Active Transportation Strategic Plan 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**
First/Last Mile Improvements
Regional Network
Support Programs
Station Area Access Improvements:
661 Station Areas
Station Area Access Improvements: Existing Conditions Analysis

LAND USE
Depicts the types of existing land uses around the station area.

LAND USE DIVERSITY
Each dot represents a household or job in the area. Dots are shown randomly in the areas based on the income in the census block.

BICYCLE FACILITIES
Shows existing and planned bike lanes, routes, paths, and protected facilities.

RIDERSHIP ACTIVITY
Shows the number of people getting on and off at each stop or station.

WALK SCORE (1-100)
Reports the Walk Score for the area
97

BIKE SCORE (1-100)
Reports the Bike Score for the area
59

TRANSIT SCORE (1-100)
Reports the Transit Score for the area
100

ROUTE DIRECTNESS
Represents the amount of out of direction travel needed to get to destinations in the walkshed. Higher scores are more direct.
4.4

INTERSECTION DENSITY
Measures the number of intersections within walkshed.
119 Count
40 Score (1 - 100)

JOURNEY TO WORK
Shows who people who live in the walkshed typically go to work.
21.1% Walk
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)
Regional Network Desire Lines
Outreach Process

Summer 2015:
- Sub-regional workshops
- Outreach to key stakeholders
- Launch online survey

PROJECT TIMELINE

SUMMER 2015
> Workshop Round 1
> Website Launch

FALL-WINTER 2015
> Workshop Round 2

SPRING 2016
> Workshop Round 3
> Comment on Draft Plan

MID-2016
> Plan Completion
Online Survey

- Visit www.metro.net/walkbikeroll
- Click on link “Take our Survey!”

LA County Major Transit Stops
Please select major transit stop location(s) on the map below where you think improvements are most needed in Los Angeles County.

Tell Us More
Survey – Active Transportation Strategic Plan

2. Based on answer to #1 above, tell us what challenges exist to walking and bicycling access to those locations?
- Freeway Ramps
- Poor sidewalk conditions or lack of sidewalk
- Poor crosswalks or lack of crosswalks
- No safe place to bicycle
- Vehicle speed and traffic (due to freeway ramps)
- Poor lighting
- Poor signage
- Lack of enforcement of traffic violations
- No shade
- No bicycle parking (for example, no bicycle racks)
- Personal safety concerns
- Destinations are too far away
- Bad driver behaviors
- Lack of worksite facilities (for example, showers or lockers)
- Other challenges not listed above

3. Suggest additional routes or locations that you think need improvement for people on foot or bike.
Consider suggesting locations or routes that fill a gap in the bikeway network, cross major barriers (such as freeways, rivers, or rail lines), connect to multiple cities or communities, and/or provide access to regional destinations (such as employment centers, shopping districts, government facilities).
Next Steps for Tonight: Breakout Groups

A. Regional Network:
   • Identify desire lines
   • Discuss barriers
   • Discuss preferred regional bikeway types

B. Active Transportation Implementation:
   • What are the challenges?
   • How can we work together towards implementation?
   • Discuss potential strategies

C. Other Subregions:
   • Identify desire lines
   • Discuss barriers
   • Discuss preferred regional bikeway types
Thank you!

Tham Nguyen
Transportation Planning Manager
Countywide Planning & Development

(213) 922 – 2606
nguyentha@metro.net

Metro Active Transportation Webpage: metro.net/walkbikeroll