



Board Report

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Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2016

SUBJECT: METRO ACTIVE TRANSPORTATION STRATEGIC PLAN

ACTION: ADOPT STAFF RECOMMENDATIONS

RECOMMENDATION

ADOPT the **Active Transportation Strategic Plan**.

ISSUE

The Active Transportation Strategic Plan (ATSP) (Attachment A) will serve as Metro's overall strategy for funding and planning active transportation infrastructure and programs in Los Angeles County. The ATSP demonstrates Metro's ongoing commitment to improving mobility in the region for people who walk, bike, and take transit as well as creating safer streets that benefit all roadway users. Many of Metro's recent investments and projects are a reflection of how the agency can work with local partners to serve the region, maximize the return on investment on our County's extensive and growing transportation network, and support the public's interest in more travel choices.

DISCUSSION

Effective walking and bicycling infrastructure are critical elements to facilitate first last mile connectivity to our extensive public transit network. Beyond the connection to transit, a high-quality, safe, low stress regional active transportation network can provide more transportation options and improve mobility. However, Metro often does not own or operate key elements of the public right of way, including pedestrian and bicycle facilities, beyond our station footprint. The ATSP builds on local and sub-regional planning already underway to develop a cohesive strategy for our County, and identify opportunities for Metro to work with local partners to implement it. The three main components to this ATSP are:

- First last mile station area access improvements
- Regional Active Transportation Network
- Support Programs, including performance metrics and monitoring

Stakeholder Engagement

Since early 2015, staff has sought input for the development of the ATSP by engaging and soliciting feedback from various Metro departments, agency partners, including the Metro Technical Advisory Committee (TAC) and its Subcommittees, sub-regional Councils of Governments (COG), the

California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), local governments, community organizations and other stakeholders. Staff also formed a project TAC, consisting of internal Metro departments and external stakeholders, to guide the development of the ATSP. Between August and December 2015, staff conducted numerous stakeholder workshops across the County to solicit input. These workshops were attended by over 370 attendees. An online survey was launched during Summer 2015 to gather additional input. Informed by these outreach efforts, a draft ATSP was subsequently released for stakeholder review and comment. Staff convened an Active Transportation Summit on March 1, 2016, and over 250 participants attended to provide further input to the draft ATSP. A list of ATSP stakeholder meetings is provided in the Stakeholder Outreach Matrix (Attachment B). A summary of stakeholder input to the Draft ATSP and staff's response is provided in the Public Comments and Metro's Response Matrix (Attachment C).

Countywide Active Transportation Network

The ATSP includes a Countywide Active Transportation Network, comprised of two key components: 1) first last mile active transportation improvements to 661 transit station areas; and 2) the Regional Active Transportation Network. The ATSP builds off the framework of the Metro First Last Mile Strategic Plan and includes improvements for people walking and biking to 661 transit station locations, including existing stations and those under construction for Metro Rail, Metro Rapid, and Metrolink; as well as high-ridership local bus stops served by Metro and municipal transit operators. These first first-last mile improvements are intended to improve regional access by connecting people to the extensive and growing transit network, and to maximize the benefits from transit investments that are being made across the County. The Regional Active Transportation Network, which includes bicycle facilities and shared used paths, consist of almost 2,000 miles of high-quality facilities for bicycling and walking that connect key regional origins and destinations across the County.

Identifying Annual Investments Needed and Funding Sources

In July 2014, the Metro Board of Directors passed Motion #25, directing staff to develop an active transportation finance strategy (Attachment D). Per Board directive, staff developed a preliminary high-level estimate of the cost to build out a high quality active transportation environment throughout Los Angeles County. Low, medium and high cost ranges are presented in Attachment E, based on increasing magnitudes of project scope, and, therefore, cost. The ATSP itself focuses primarily on the regional active transportation network and first last mile access to major transit stops/stations in the County; representing a subset of the total countywide active transportation needs outlined in Attachment E.

A list of eligible fund sources for active transportation improvements in the County that are controlled by various levels of government is provided in Attachment F. Note, however, the totality of projected needs exceeds eligible funds, as these resources must be distributed across many transportation priorities. The ATSP recognizes that no single funding source will pay for the tremendous active transportation needs in the County. Successful implementation of the ATSP could require multiple funding options, including leveraging existing resources; better positioning partners for local, regional, state, and federal grant funding opportunities; private sector contributions; and coordinating among multiple jurisdictional partners. Cost savings may be obtained from changes in policies that support greater and more integrated multi-modal transportation planning and project delivery using a

Complete Streets approach. In addition, Metro is considering a ballot measure for November 2016 that could provide additional funding for active transportation, including a two-percent set-aside for the Regional Active Transportation Program, with approximately half of those funds allocated for projects that will be consistent with the ATSP. An additional 2.5% is proposed in the potential ballot measure for Local Active Transportation Projects. The ballot measure also includes 16% allocation for local return, which can be used for active transportation projects. The draft expenditure plan for the ballot measure is currently available for public comment.

DETERMINATION OF SAFETY IMPACT

The ATSP will not have adverse safety impacts on our employees and patrons. A key element of the ATSP will be to promote a transportation network that improves safety for travelers.

FINANCIAL IMPACT

There is no financial impact.

Impact to Budget

There is no impact to the budget.

ALTERNATIVES CONSIDERED

The Board could decide to delay or forgo the adoption of the ATSP. This alternative is not recommended as it would not advance previous Board direction and policies, including:

- Board Motion: Environmental & Sustainability Efforts to Further Metro's Goals to Reduce Emissions, Clean the Air & Improve Urban Areas, February 2016
- Metro/SCAG Joint-Work Program, May 2015
- Complete Streets Policy, October 2014
- Board Motion: Developing an Active Transportation Finance Strategy, July 2014
- First Last Mile Strategic Plan and Planning Guidelines, April 2014
- Countywide Sustainability Planning Policy and Implementation Plan, December 2012
- Bicycle Transportation Strategic Plan, June 2006

NEXT STEPS

Upon approval, staff will initiate implementation of the steps identified in the ATSP and use a phased approach based on availability of resources.

ATTACHMENTS

Attachment A - Active Transportation Strategic Plan

Attachment B - Stakeholder Outreach Matrix

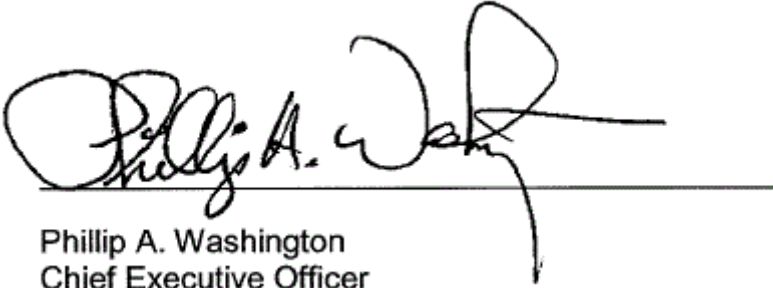
Attachment C - Public Comments and Metro's Response

Attachment D - Motion #25: Developing an Active Transportation Finance Strategy

Attachment E - Preliminary Estimate of Annual Active Transportation Needs in Los Angeles County
Attachment F - Funding Sources

Prepared by: Tham Nguyen, Transportation Planning Manager, (213) 922-2606
 Laura Cornejo, Deputy Executive Officer, (213) 922-2885
 Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer