

## **BICYCLE (ACTIVE TRANSPORTATION) TRAVEL DEMAND MODELING MOTION**

There is a groundswell of effort being carried out by the MTA and municipal jurisdictions throughout Los Angeles County to plan for and invest in bicycle infrastructure as part of the *Active Transportation* planning concept acknowledging a holistic transportation system conducive to bicycling and pedestrian activities. *Active Transportation* produces enriched health, reduced traffic congestion and air pollution, economic vitality, and an overall improved quality of living increasingly important and valuable for the residents of Los Angeles County;

### Background:

- At the April, 28, 2011 meeting, the MTA Board directed the creation of an *Active Transportation* Agenda, which includes advancing and addressing eight active transportation objectives.
- Los Angeles County jurisdictions have to comply with the mandate of SB 375 and the Sustainable Community Strategy to enact policies and programs to meet or exceed a greenhouse gas emission reduction targets as set forth in statute.
- The Call for Projects program is the agency's most widely recognized contribution to Active Transportation allocating approximately 14% of its funding to bicycle planning and 10% to pedestrian planning.
- According to the Southern California Association of Government (SCAG), in Los Angeles County 99.1% of the population lives a short bike ride from transit (2 miles or less) and 93.5% of the population lives a short walk from transit (0.5 miles or less).

During the process of conducting the Congestion Mitigation Fee Study, jurisdictions have identified a robust list of bicycle related projects such as the Integrated Mobility Hubs that include bike sharing facilities as a way to mitigate the impact of growth in their communities. However, bicycle related projects have not been able to be modeled in this Study. Thus, the benefit of these bicycle and pedestrian projects (Integrated Mobility Hubs) cannot be quantified in a similar manner as intersection improvements and roadway capacity projects.

Presently, regional and county transportation agencies across the country, including the MTA, do not currently possess the technical travel demand modeling capability to measure and quantify the benefit and cost of investing in bicycle related projects (*Active Transportation* infrastructure). The bicycle mode of the (*Active Transportation*) transportation category is a transportation category lacking the technical travel demand modeling capability performance measures that can be quantified through a rigorous modeling assessment.

**Amendment to Planning and Programming Item NO. 10**  
**by Directors O'Connor, Najarian and Huizar**  
**January 18, 2012**

It is increasingly important in the development of MTA transportation policy to have the capability to prioritize transportation investment by comparing the benefit and cost of the various modes of transportation with criteria that are consistent across all modes, including bicycle (active transportation) infrastructure projects.

**We, THEREFORE, MOVE that the MTA Board direct the CEO to do the following:**

- 1. Modify the existing contract of the Congestion Mitigation Fee Study (as Modification #3) with the additional tasks to develop the technical travel demand modeling capability to estimate travel demand by bicycle and, if possible, in conjunction with other active transportation travel such as walking.** This modeling capability could be used to quantify the congestion reduction benefit and other mobility benefits of the bicycle related projects (Active Transportation) identified thus far in the list of projects of the Congestion Mitigation Fee Program currently under development with jurisdictions.

This technical travel demand modeling capability could also be utilized to model bicycle investment (*Active Transportation*) in other major MTA activities such as the Long Range Transportation Plan, Short Range Transportation Plan, Call-for Projects, Transit Corridor Planning, Joint Development, SB 375 GHG compliance, and other critically important transportation activities carried out by MTA;

2. Work with the MTA OMB to provide the necessary funding for the remainder of FY 11-12 and continue the funding in the budget preparations for FY 12-13 to develop this technical travel demand modeling capability for bicycle travel (active transportation) and execute the contract modification to the existing contract of the Congestion Mitigation Fee Study not to exceed \$1.5 million.
3. Develop a phased work plan that includes investigating the state of the practice in this field, identifying performance measures; and collecting the necessary data to develop the technical travel demand modeling capability for bicycle travel (Active Transportation) that works for Los Angeles County.
4. Coordinate with the appropriate stakeholders that would provide the input to develop a technical travel demand model for bicycle travel and, if possible, other active transportation such as walking that reflects the complexity and diversity of MTA's transportation initiatives across Los Angeles County.