



We're planning ways to make it easier to walk, bike and roll in LA County.



Metro®

2023 Active Transportation Strategic Plan

Executive Summary

Metro is excited to present its updated 2023 Active Transportation Strategic Plan (ATSP) to support the development of a world-class transportation system in LA County. The 2023 ATSP includes proposals for First/Last Mile (FLM) improvement areas, regional bikeways and pedestrian districts. The first ATSP was adopted in 2016 and was prefaced by several Metro Board motions calling for the agency's proactive role in countywide active transportation. This update of the ATSP is an opportunity to advance Metro's and other agencies' policies related to climate, social equity and sustainability that have been adopted in the years since the 2016 ATSP.

The planning process included four key phases – *Goals and Objectives, Network Development, Implementation Strategies, and Draft and Final Plan* – each supported by rich community engagement programs that included a total of seven Zoom webinars and workshops attended by 336 participants, 33 in-person events across the nine LA County subregions, and a community survey that garnered over 1,800 responses. In addition, a Technical Working Group (TWG) was convened to guide Metro's overall planning approach and to review draft plan components at each stage of the process.

Goals and Objectives (Chapter 2): The 2023 ATSP goals and objectives reflect recently adopted and relevant plans, as well as TWG input and outreach to the community. The 2023 ATSP goals are centered on Equity, Safety and Comfort, Accessibility, Connectivity and Sustainability, with each goal being supported by two to three objectives. Finally, a comprehensive set of performance measures is presented and will be tracked periodically to assess the level of plan implementation over time.

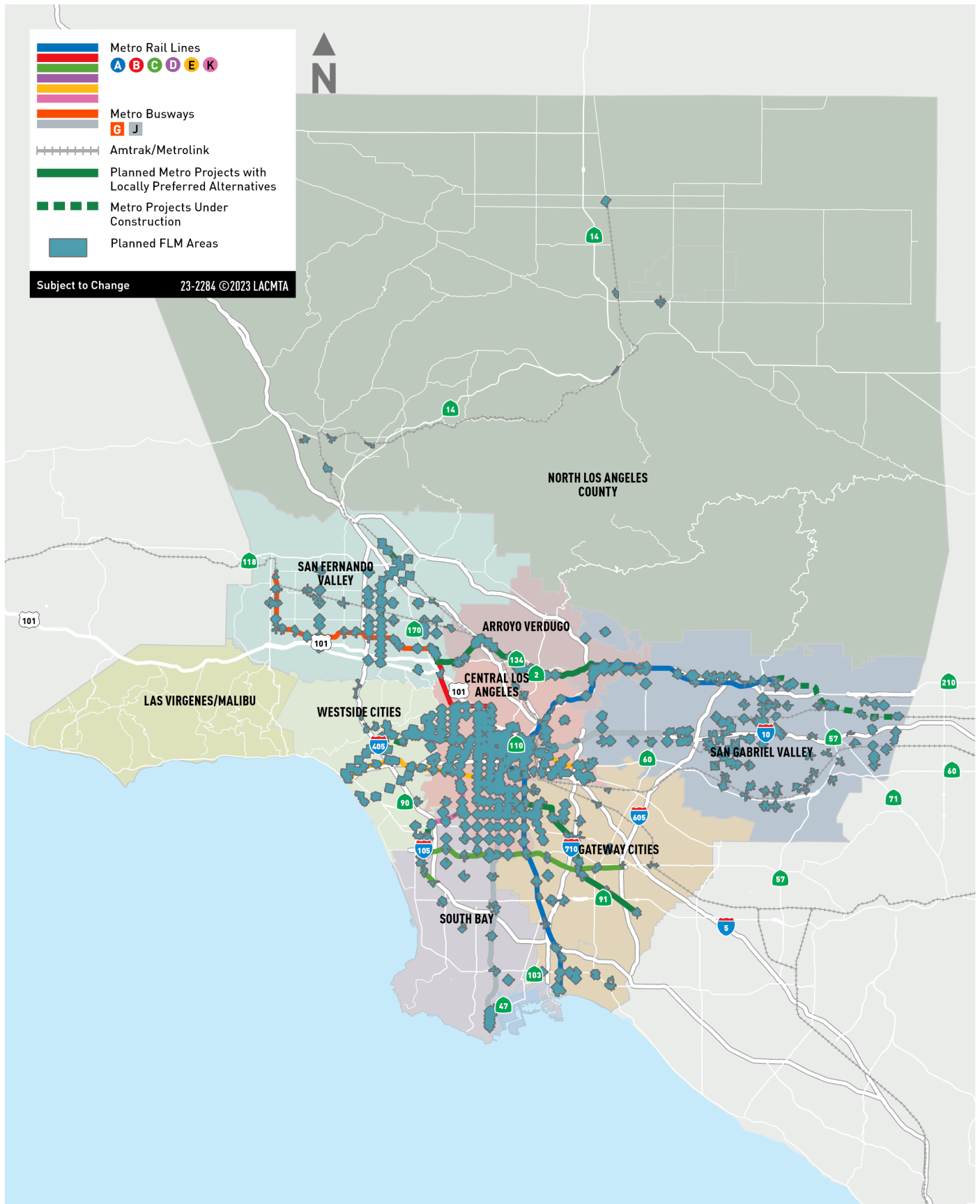
Network Development (Chapter 3): Three pillars of a comprehensive, planned active transportation network for LA County are presented in the 2023 ATSP. The three pillars consist of FLM areas, pedestrian districts and regional bikeways. See **Figures E-1 through E-3** on the following pages.

Implementation Strategies (Chapters 4 - 7): Several important implementation strategies were developed as part of the 2023 ATSP, including prioritizing and phasing each of the three networks, costing the networks, and inventorying grant funding sources available for building the three networks.





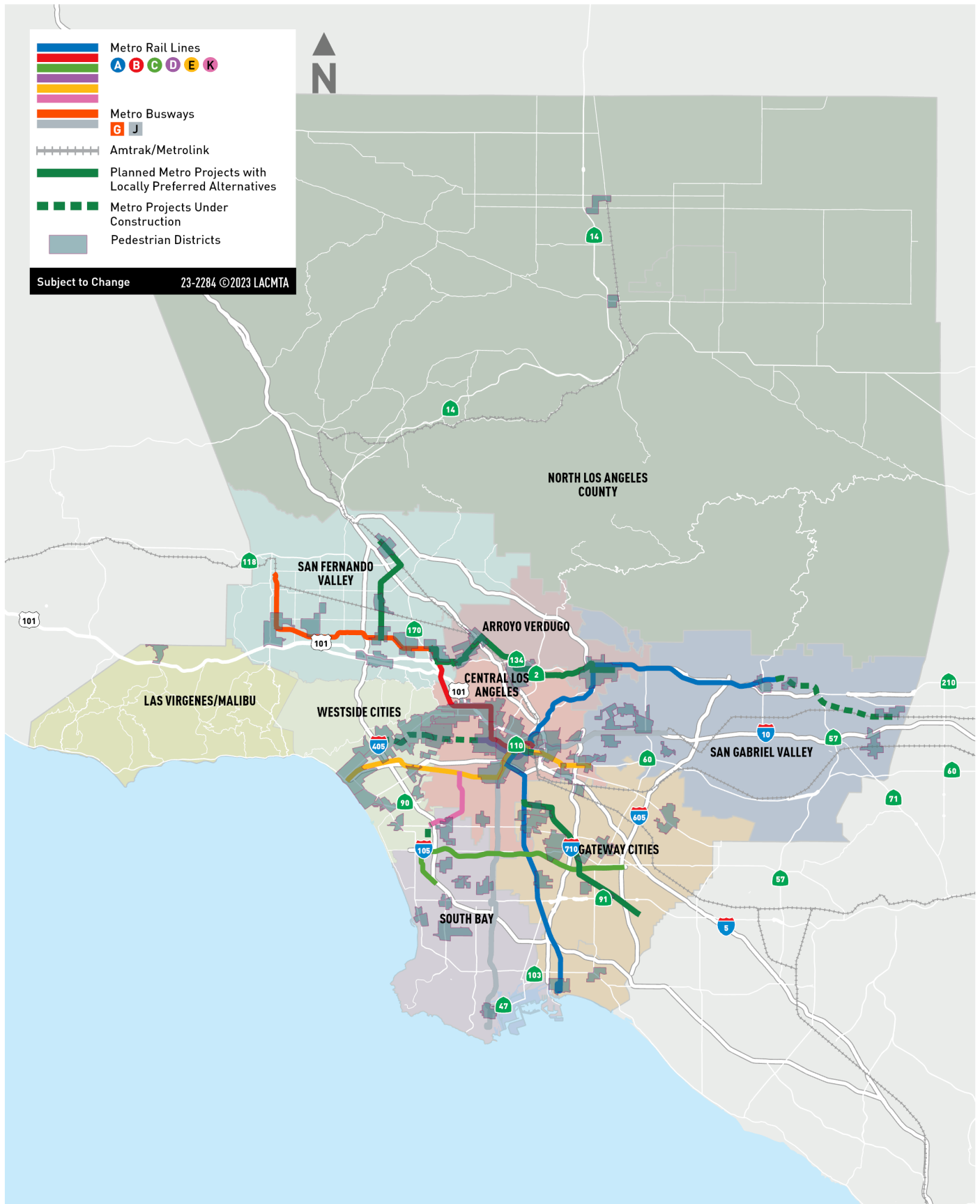
2023 ATSP FLM AREAS



Source: CK Associates, 2023

Figure E-2

2023 ATSP PEDESTRIAN DISTRICTS



Source: CR Associates, 2023

Chapter 4 presents the prioritization of the three active transportation networks with criteria reflecting the ATSP goals. The table below shows the eight prioritization criteria used to prioritize the FLM areas, regional bikeway segments and pedestrian districts. The prioritized ordering of projects was used to categorize the networks into tier 1, 2 and 3 projects with the first tier projects being recommended for phase one implementation by Metro.

Table E-1

GENERAL DESCRIPTION OF PRIORITIZATION CRITERIA

PRIORITIZATION CRITERIA	GENERAL DESCRIPTION
Equity	Targeting future active transportation investments towards those with the greatest needs in communities that have historically lacked investment
Safety and Comfort	Addressing high-injury locations by creating low-stress, high-quality facilities for safe walking, biking and rolling
Connectivity	Prioritizing projects that close gaps in the existing active transportation networks or that enhance the number of connections between key origins and destinations
Accessibility	Ensuring that future active transportation improvements connect to transit, job centers and recreational spaces
Sustainability	Addressing climate change by improving active transportation options and transit access to lessen transportation emissions in the most polluted communities
Demand	Propensity for existing walking, biking or rolling trips
Community Support	Implementing bikeways and pedestrian improvements that are supported by local stakeholders
Project Readiness	Advancing implementation of bikeway projects that are part of an approved or adopted local plan

Source: CR Associates, 2023

Chapter 5 presents the cost estimation methodology and results for the three active transportation networks. **Tables E-2, E3, and E4** display costs estimates for FLM areas, pedestrian districts and regional bikeways, respectively. The total cost to build the entire network of FLM areas across LA County is estimated at roughly \$22 billion, while the total cost to build out the network of roughly 89,000 acres of pedestrian districts is estimated at roughly \$11 billion. Finally, the total cost to build out the complete network of 2023 ATSP regional bikeways is estimated to range from roughly \$8.3 billion to \$11.4 billion.

Table E-2

FLM COST ESTIMATES BY PHASED BUILDOUT

PHASE	FLM COST (EXCLUDING PRIOR FLM PLANS)	FLM COST (PRIOR FLM PLANS ONLY)	FLM TOTAL COST BY TIER
Tier I	\$685,892,313	\$120,037,142	\$805,929,455
Tier II	\$1,614,167,898	\$307,984,837	\$1,922,152,735
Tier III	\$17,666,832,855	\$1,626,032,160	\$19,292,865,014
Total	\$19,966,893,066	\$2,054,054,139	\$22,020,947,205

Source: CR Associates, 2023

Table E-3

PEDESTRIAN DISTRICT COST ESTIMATES BY PHASED BUILDOUT

PHASE	PED DISTRICT COST (EXCLUDING OVERLAP WITH FLM)	PEDESTRIAN DISTRICT COST (INCLUDING OVERLAP WITH FLM)
Tier I	\$962,349,607	\$1,716,301,771
Tier II	\$655,346,375	\$1,321,877,905
Tier III	\$4,619,279,421	\$7,933,124,252
Total	\$6,236,975,402	\$10,971,303,927

Source: CR Associates, 2023

Table E-4

BIKEWAY COST ESTIMATES BY PHASED BUILDOUT

PHASE	BIKEWAY PROJECT COST (EXCLUDING OVERLAP WITH FLM)	BIKEWAY TOTAL COST BY TIER (INCLUDING OVERLAP WITH FLM)
Tier I	\$122,368,981 - \$241,861,310	\$192,250,004 - \$380,961,257
Tier II	\$247,470,789 - \$491,532,740	\$466,869,269 - \$925,931,407
Tier III	\$3,790,612,730 - \$7,520,818,250	\$5,093,298,226 - \$10,097,620,236
Total	\$4,160,452,500 - \$8,254,212,300	\$5,752,417,500 - \$11,404,512,900

Source: CR Associates, 2023

Chapter 5 concludes with a summary of local, regional and state grants that could be pursued by agencies in LA County to assist with funding the implementation of the 2023 ATSP networks.

In addition to the active transportation network recommendations, two convenient online tools are being made available to community members and agency staff in support of grant proposals and other implementation activities. The tools are 1) the First/Last Mile Dashboard which displays existing condition characteristics for all 602 FLM areas across LA County, and 2) the Active Transportation Benefits Dashboard which calculates important indicators for inclusion in grant proposals like bikeway project VMT reduction potential, induced bike trips, and project related safety improvements.

Chapter 6 of the 2023 ATSP presents programmatic initiatives for consideration by Metro and local agencies in LA County. This chapter concludes with a summary of the estimated benefits of implementing the complete ATSP regional bikeway network.

Finally, Chapter 7 concludes with a discussion of an overarching strategy for implementing the active transportation networks proposed in this plan, with a particular focus on implementation of the highest priority Tier 1 projects in the near-terms which are estimated to cost about \$1.9 billion.

Table E-5

COUNTYWIDE BENEFITS OF 2023 ATSP REGIONAL BIKEWAY IMPLEMENTATION

BENEFIT	DAILY BENEFIT	ANNUAL BENEFIT ESTIMATE
Travel and Safety Benefits		
Bicycle Trips	+123,393	+45,038,493
Bicycle Miles Traveled	+293,676	+107,191,613
Vehicle Miles Travelled	-138,028	-50,380,613
Change in Bicycle Collisions	52%	52%
Environmental Benefits		
Greenhouse Gas Emissions (metric tons CO ₂ e)	-46.71	-17,051
Gallons of Fuel Consumed	-5,250	-1,916,109
Air Pollution Costs	-\$1,932	-\$705,321
Household and Health Benefits		
Total Vehicle Operating Costs	-\$76,396	-\$27,884,457
Health care and Mortality Costs	-\$23,494	-\$8,747,329

Source: Cambridge Systematic, 2023



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