



# 2016 2040 RTP SCS

## ACTIVE TRANSPORTATION UPDATE

Transportation Committee

Alan Thompson

June 4, 2015

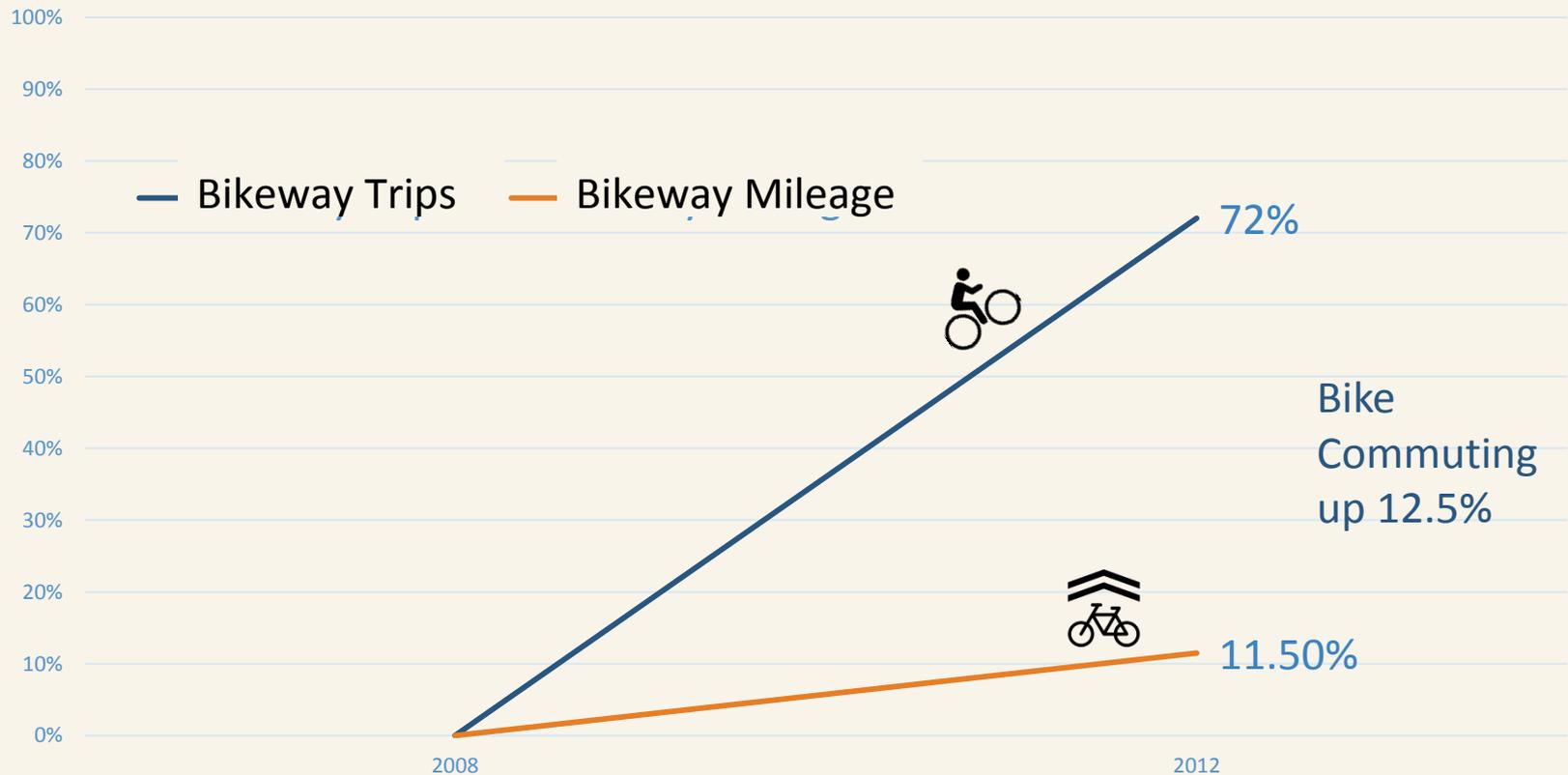
# Presentation Overview

- Review of Current Conditions
- Needs
- Active Transportation Strategies for 2016-2040 RTP/SCS Update

# Biking/Walking in the SCAG Region

## Current Conditions

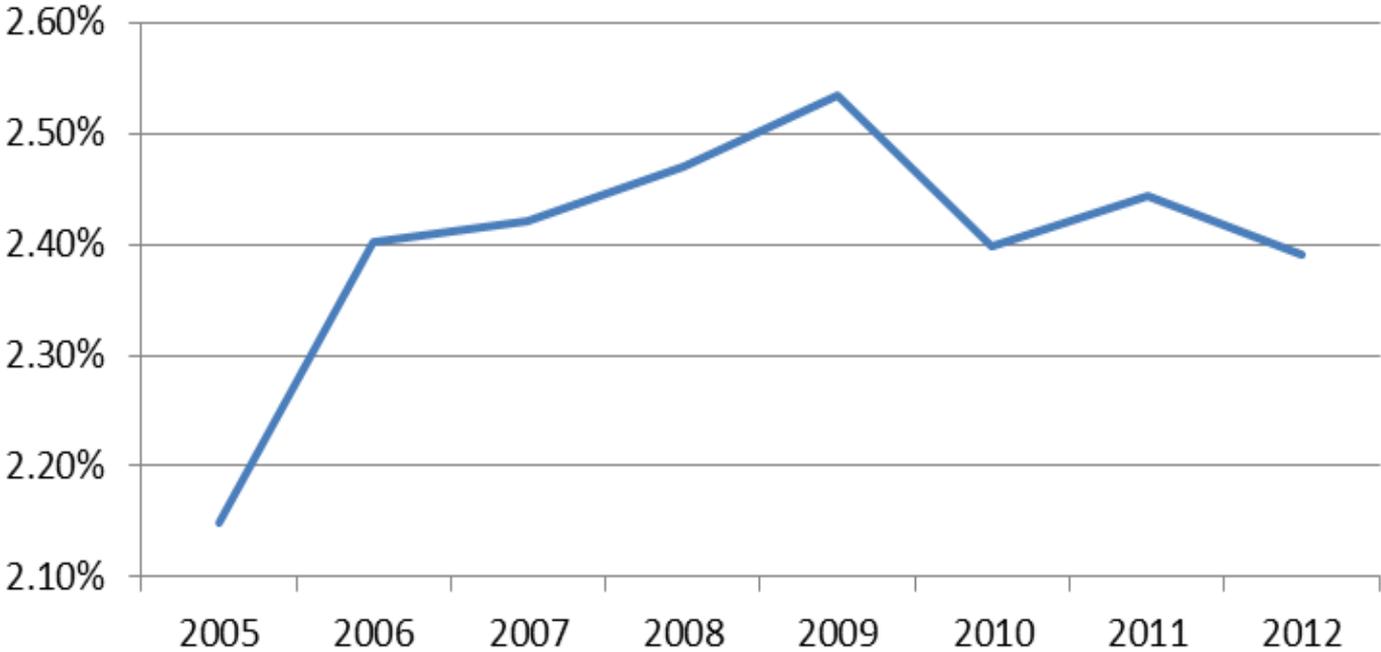
### Changes since Last Plan



# Biking/Walking in the SCAG Region

## Current Conditions

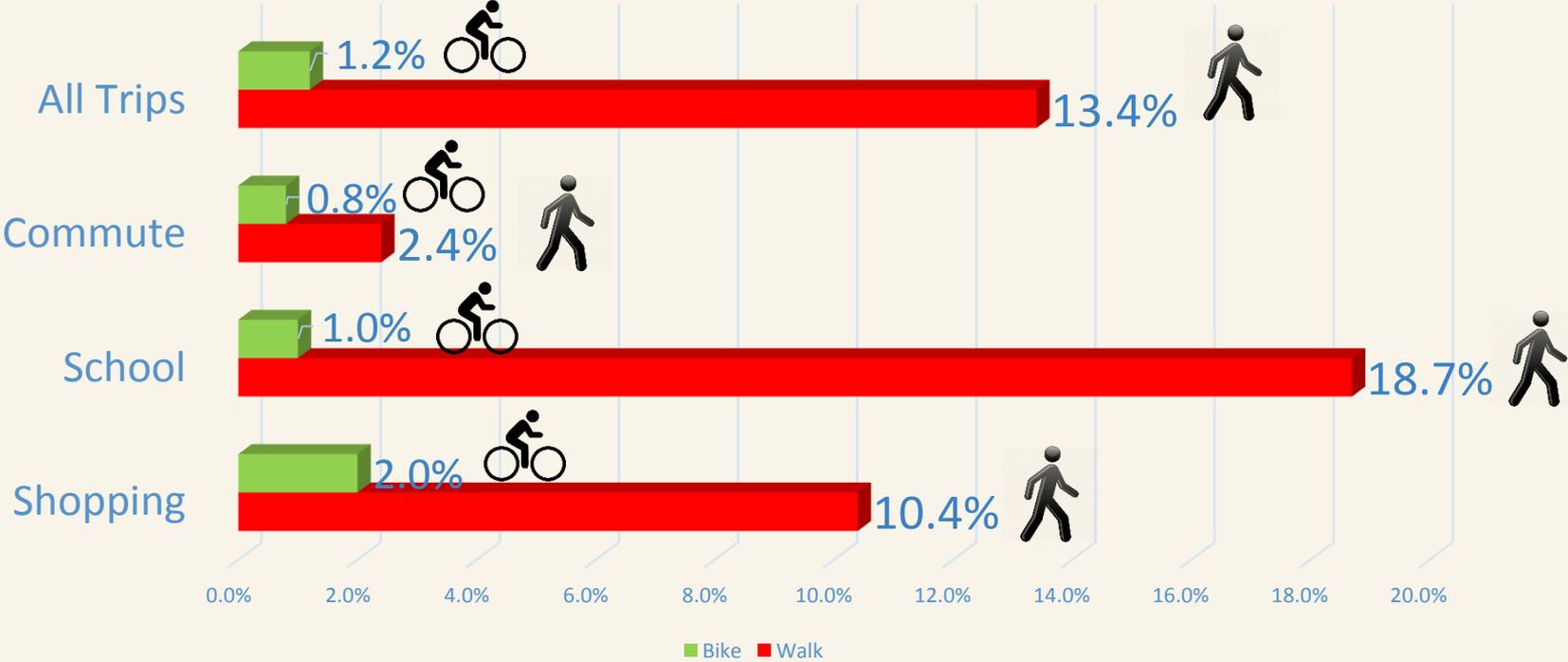
**Growth in Regional Walk Commuters  
(2005-2012)**



# Biking/Walking in the SCAG Region Current Conditions

(California Household Travel Survey, 2012)

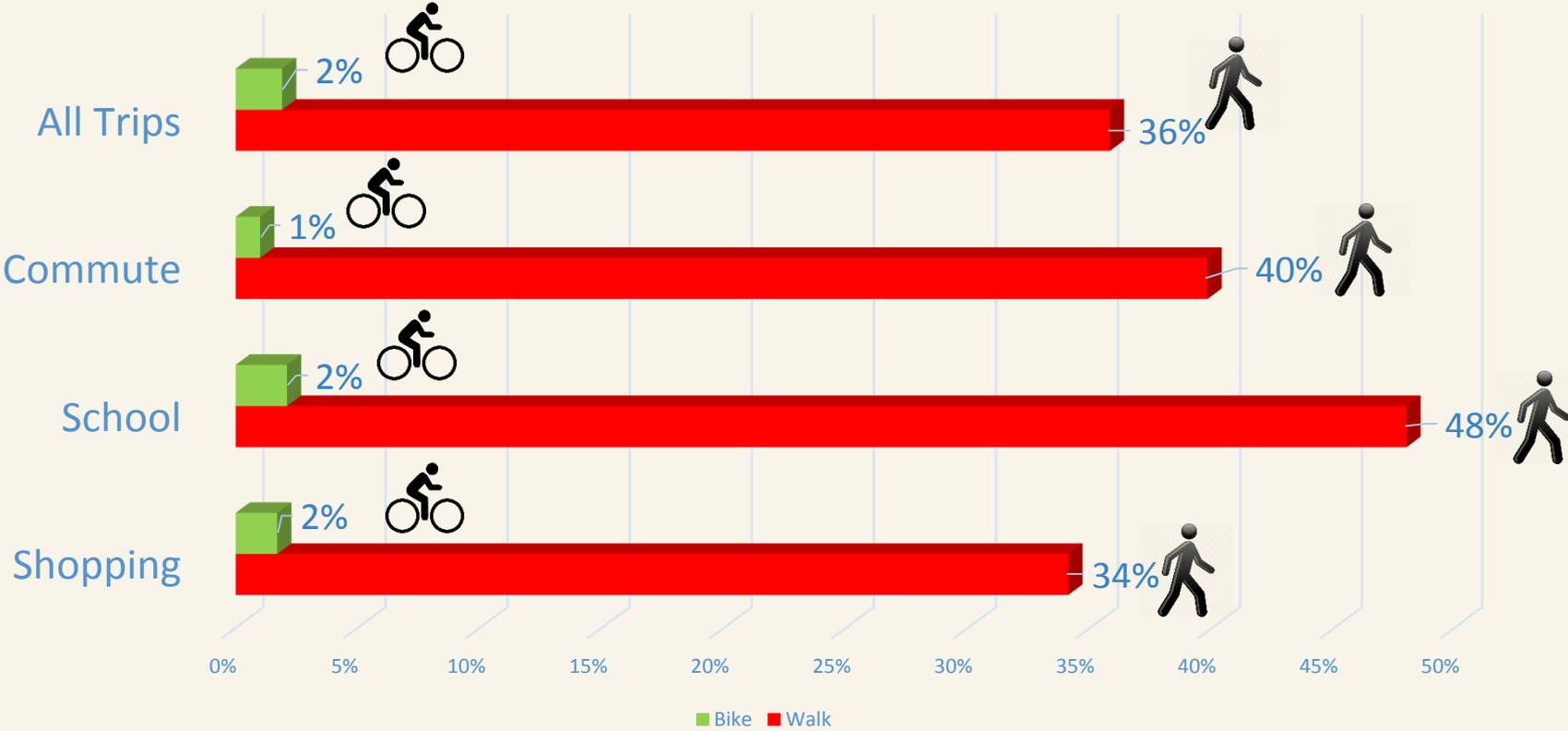
## Biking and Walking as a Percentage of All Trips



# Biking/Walking in the SCAG Region Current Conditions

(California Household Travel Survey, 2012)

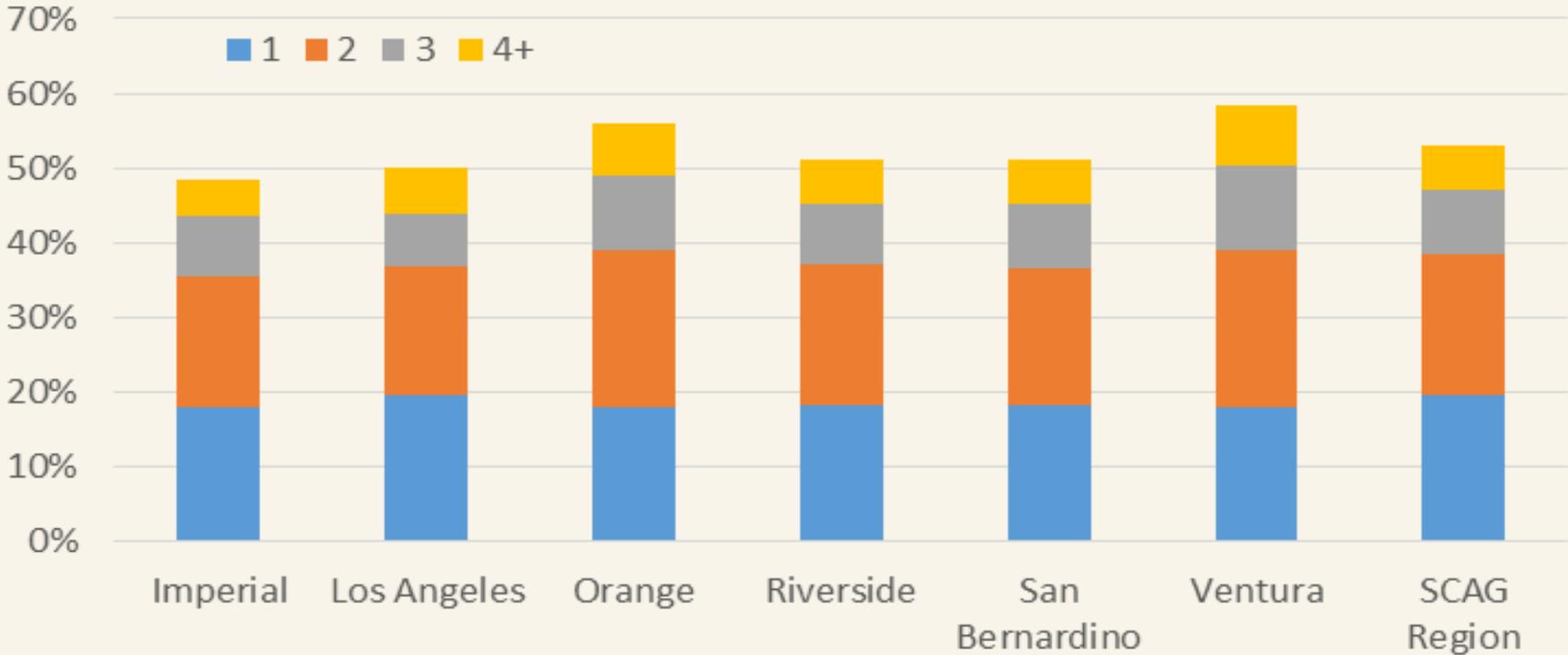
## Biking and Walking Trips (< 1 mile)



# Biking/Walking in the SCAG Region

## Current Conditions

Percentage of Bikes per Household  
in SCAG Region



# Better Transportation Options = Healthier Lives

## HEALTH IN COMMUNITIES WITH BETTER TRANSPORTATION OPTIONS

Walkable, bikable, transit-oriented communities are associated with healthier populations that have:



**MORE  
PHYSICAL  
ACTIVITY**



**LOWER  
BODY  
WEIGHT**



**LOWER RATES  
OF TRAFFIC  
INJURIES**

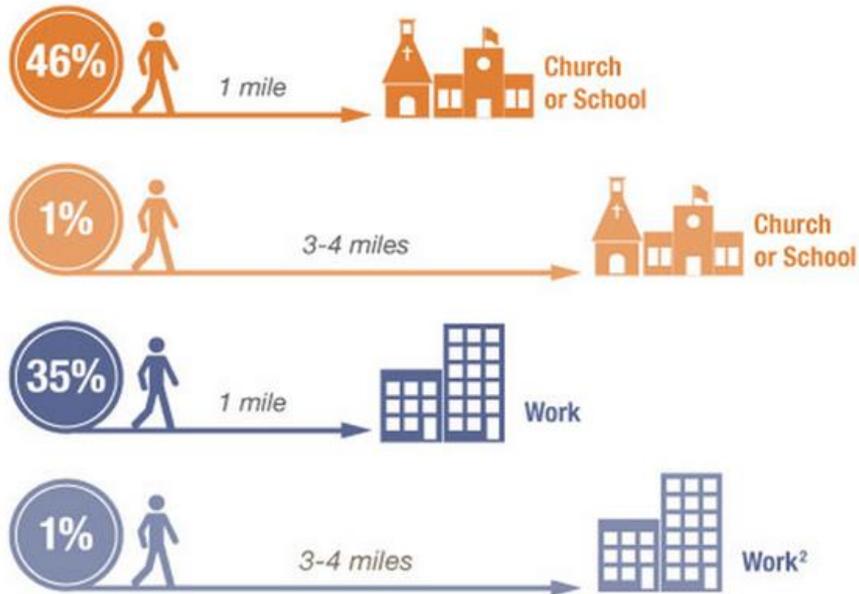


**LESS AIR  
POLLUTION**



**IMPROVED  
MOBILITY FOR  
NON-DRIVERS<sup>1</sup>**

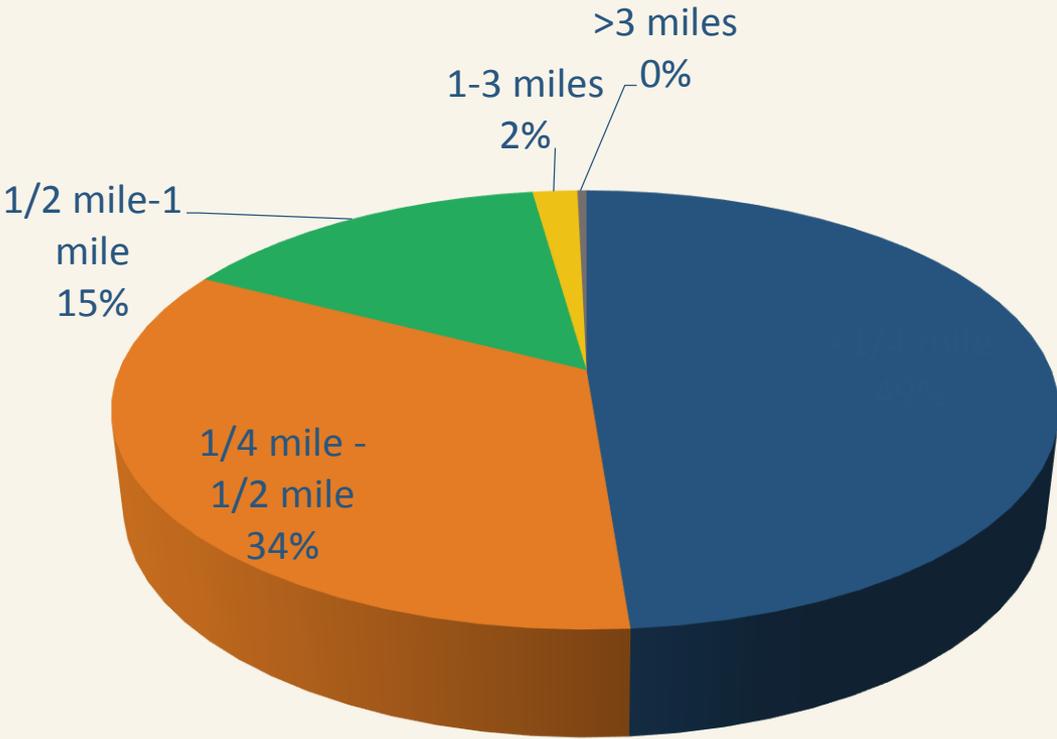
### STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



# Biking/Walking in the SCAG Region

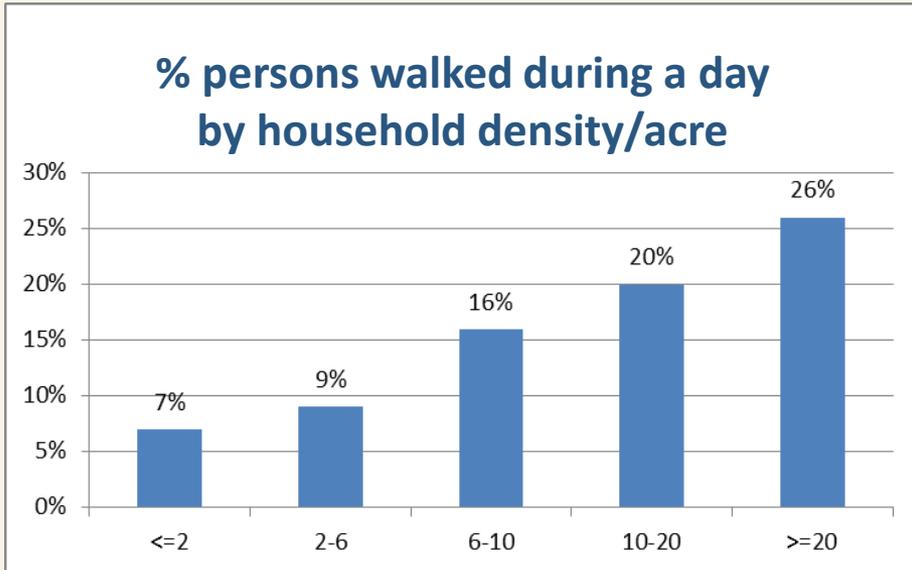
## Current Conditions

Average Walking Distances  
in the SCAG Region

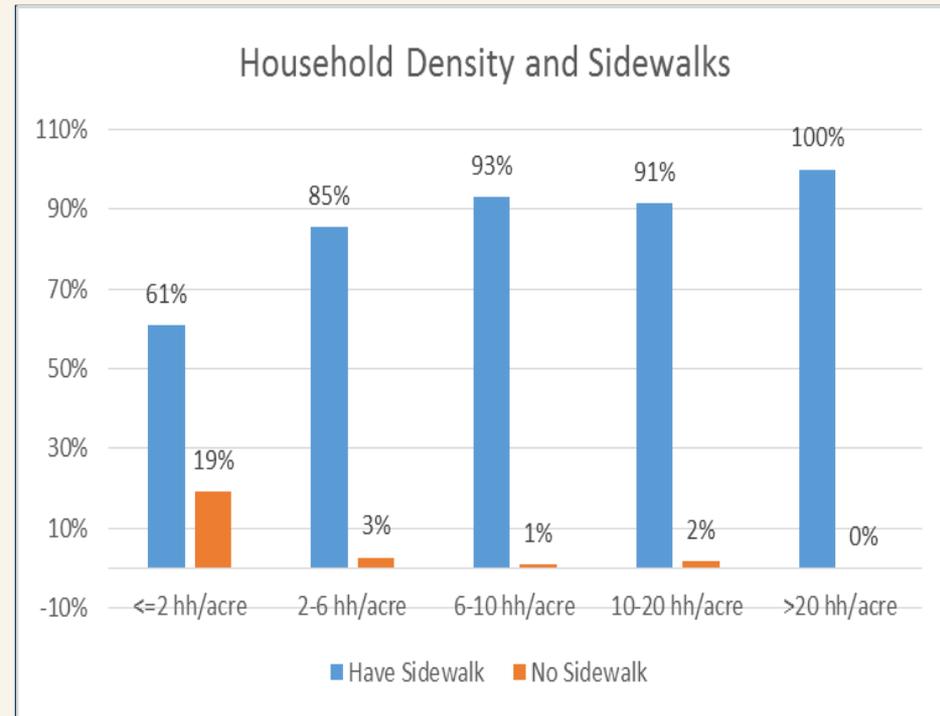


# Biking/Walking in the SCAG Region

## Current Conditions



More Compact Development enhances biking and walking as a viable transportation option



# Active Transportation Needs



Both Bicyclist and Pedestrian Fatalities are increasing



Bikeways are not interconnected, forcing bicyclists onto busy streets or taking other modes of transportation



Many sidewalks are impassible or do not meet current ADA requirements

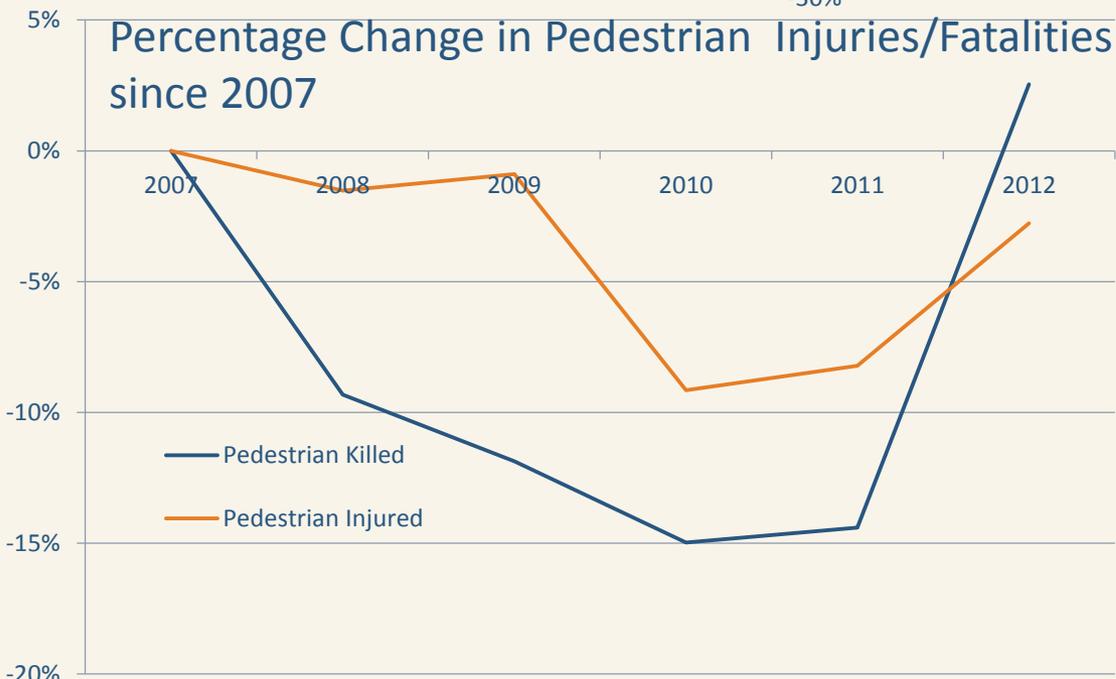
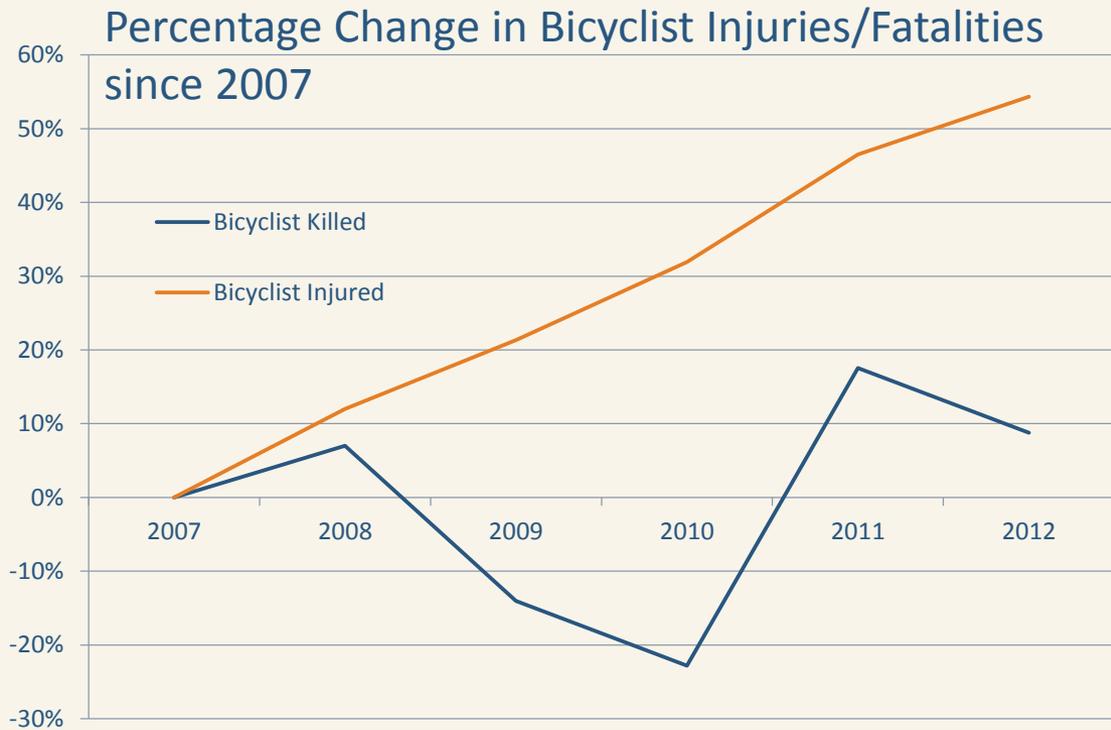


More people would be willing to bike more often if they felt safe doing so.



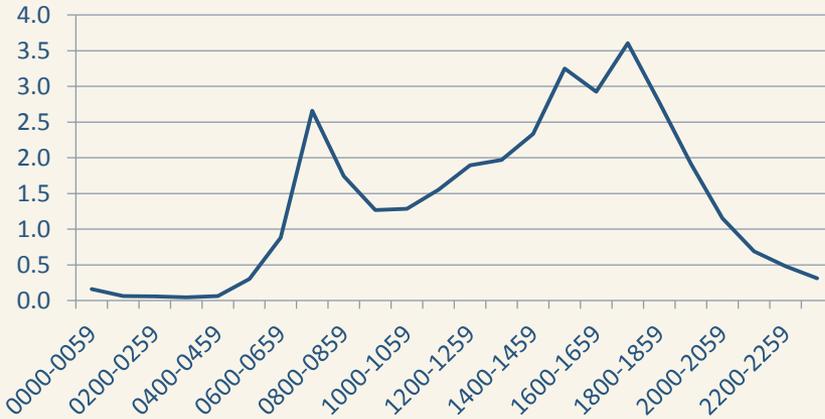
# Both Bicyclist and Pedestrian Injuries & Fatalities are increasing

Source: SWITRS

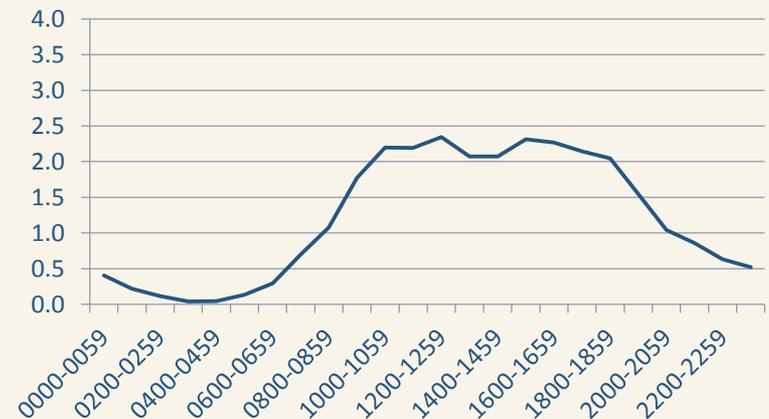




Source:SWITRS **Average Bicyclist Injuries by Time on a Monday (2007-2010)**



**Average Bicyclist Injuries by Time on a Saturday (2007-2010)**



**Average Pedestrian Injuries by Time on a Monday (2007-2010)**



**Average Pedestrian Injuries by Time on a Saturday (2007-2010)**





SHARE  
THE  
ROAD

**Bikeways are not interconnected, forcing bicyclists onto busy streets or taking other modes of transportation**



**Many sidewalks are impassible or do not meet current ADA requirements**

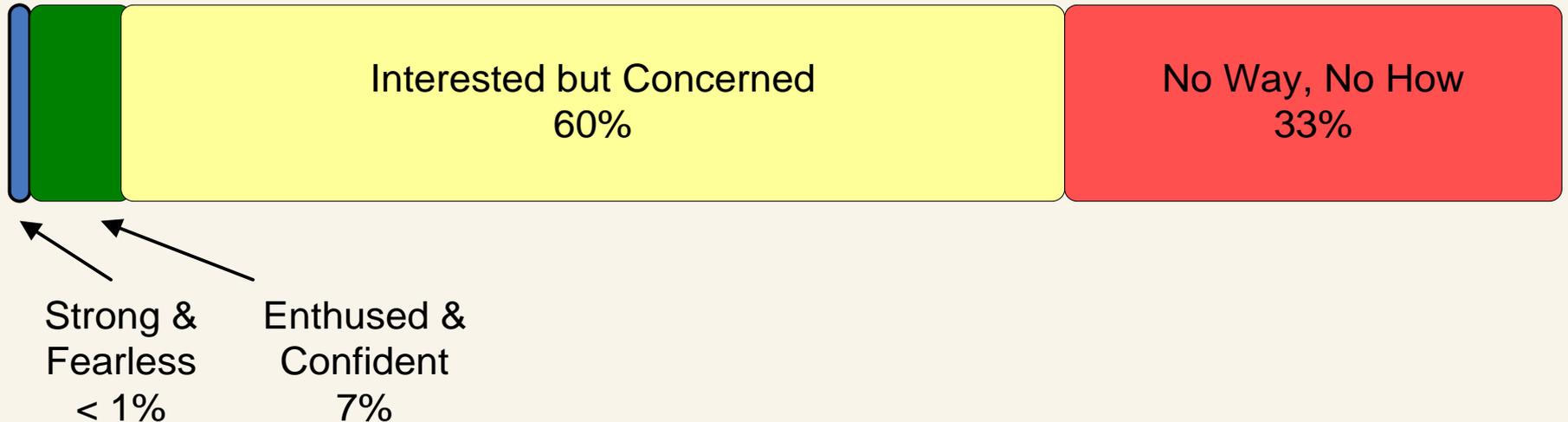




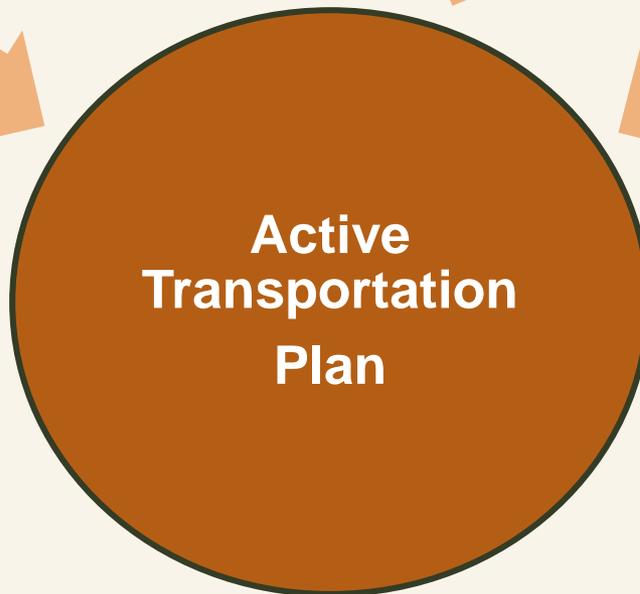
**More people would be willing to bike more often if they felt safe doing so.**

## Four Types of Cyclists

Roger Geller, Portland Department of Transportation



# Active Transportation Approach





# Regional Bikeway Network Local Bikeway Networks





# Regional Greenway Network

## Greenways in the SCAG Region (2040)

33%  
Percent Complete

Class 1 Bikeways/Greenways  
<all other values>

Class

1

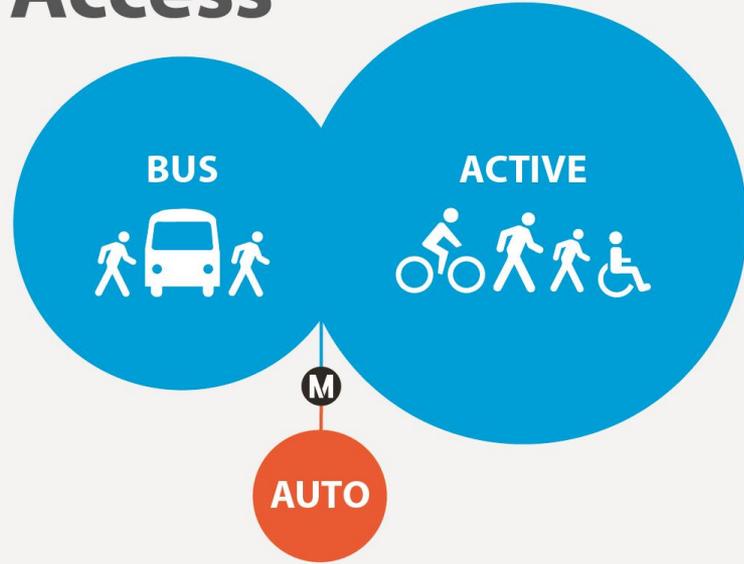
County Boundary





# First Mile/Last Mile

## Metro Rail/BRT Access



**91%**  
**Walk, Bike, Roll,**  
**and Take Buses to Stations**  
 Active Transportation Networks  
*2011 Metro On-Board Survey*



**9%**  
**Drive & Park**  
**or Dropped-Off at Stations**  
 Roads & Parking Facilities

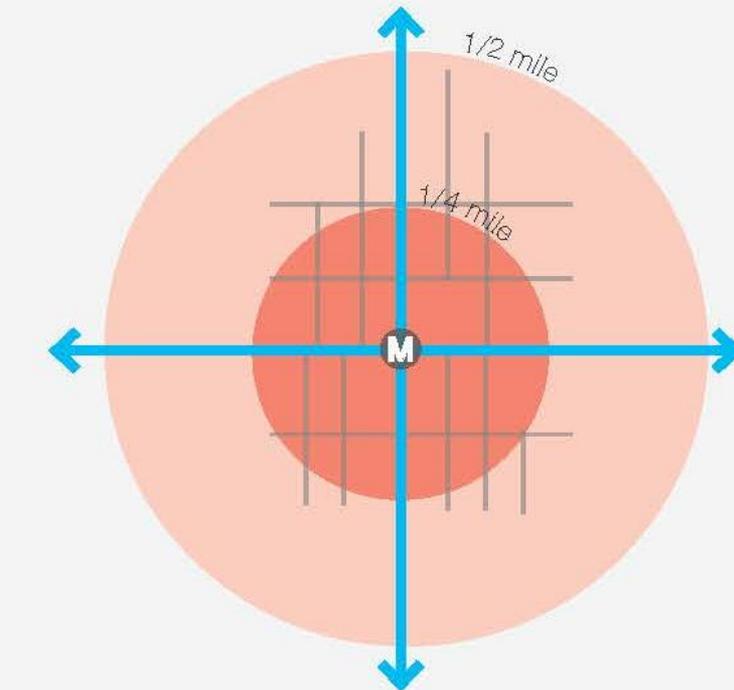
	Access Distance	VMT	GHG	Calories Burned	Cost
	High	High	High	Low	High
	Low	Low	Low	High	Low





# First Mile/Last Mile

## Expanding the Sphere of Influence



- Metro Station
- Metro Path Collector
- Metro Path Arterial

### **EXTENDED STATION ZONE (AREA 1)**

5-Minute Walk / 2-Minute Bike

- Metro Path is more visible
- Enhanced safety features
- Larger, more prominent Metro Path signage
- Directional markers with time-to-station signage
- Frequent crossings
- Train time arrival/departure digital displays

### **TRANSIT-FRIENDLY ZONE (AREA 2)**

10-Minute Walk / 5-Minute Bike

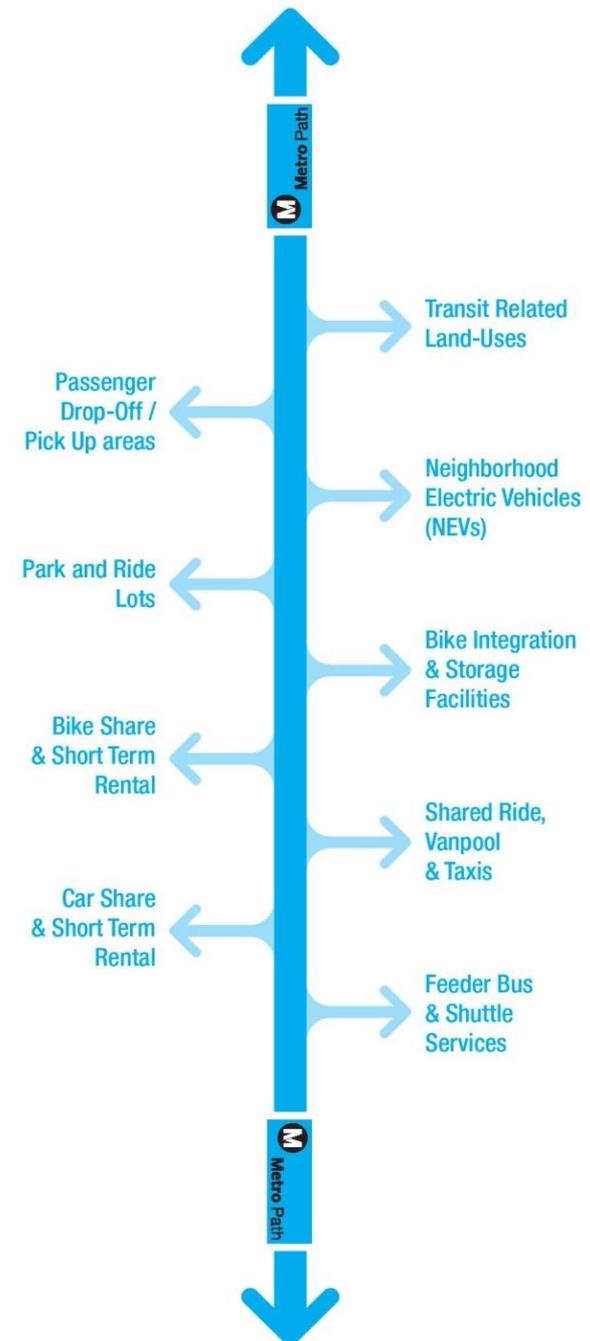
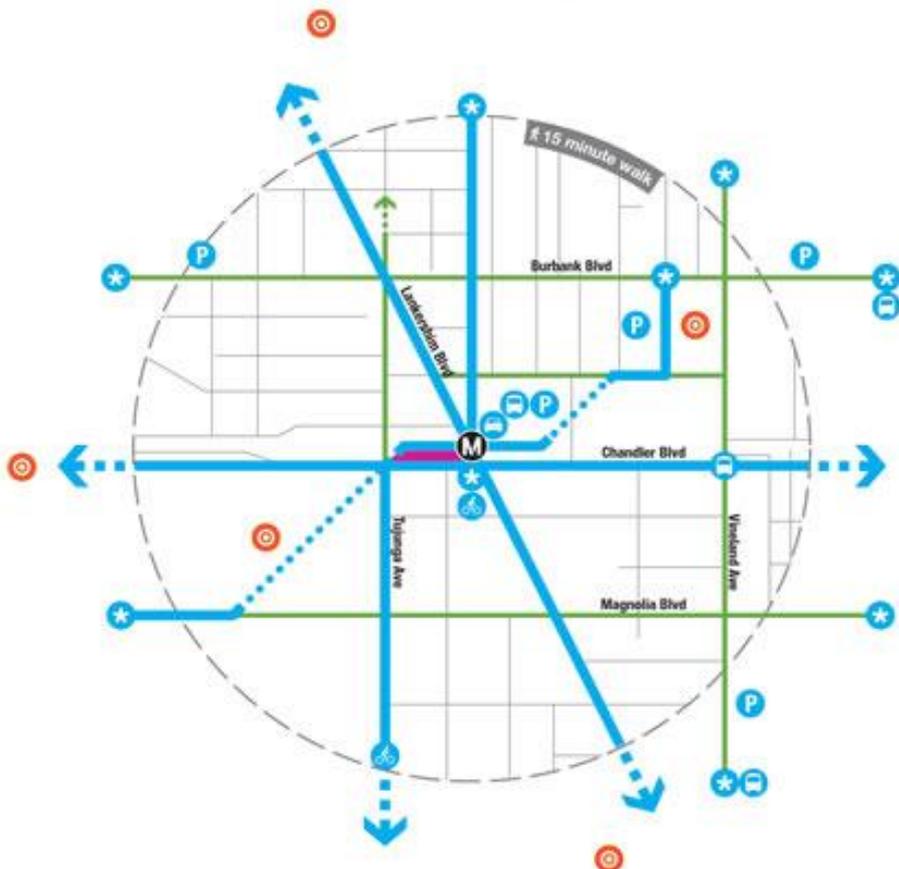
- Less overt, more passive wayfinding & Metro Path markers
- Address the most pressing safety & access improvements, such as:
  - New crossings
  - Curb ramps
  - Maintenance
  - Lighting & landscaping





# First Mile/Last Mile

- Establishes an active transportation network to support transferring to/from traditional and new mobility options for completing a trip.





# First Mile/Last Mile

LA County – Improvements around all Rail Lines, Subways and Orange Line Stations

San Bernardino County – Improvements around Omnitrans, Metrolink and SBx Stations

Orange County – Improvements around Metrolink Stations and OC Bravo Stations

Imperial County – New Pedestrian Border Crossings and Intermodal Facility

County Boundary

Rail Transit Stations

0.5 mile

1 mile

Orange Line Stops

0.5 mile

1 mile

SBx and OC Bravo Stops

0.5 mile

1 mile

# Bike Share



# Bike Share

Coming soon to:

- Los Angeles County
- Orange County
- Riverside County
- ...and more





# Livable Corridors

From this...

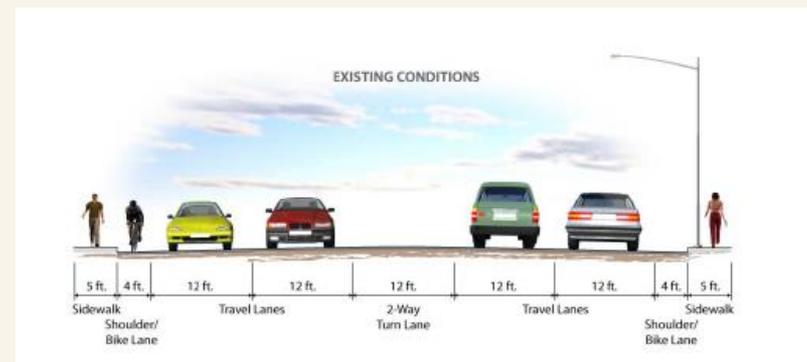
Land-Use

+

Transportation



- General commercial zoning



- Auto-oriented
- Wide Intersections



# Livable Corridors

To this...

Land-Use

+

Transportation



- Retail development clustered at nodes
- New housing integrated along corridors



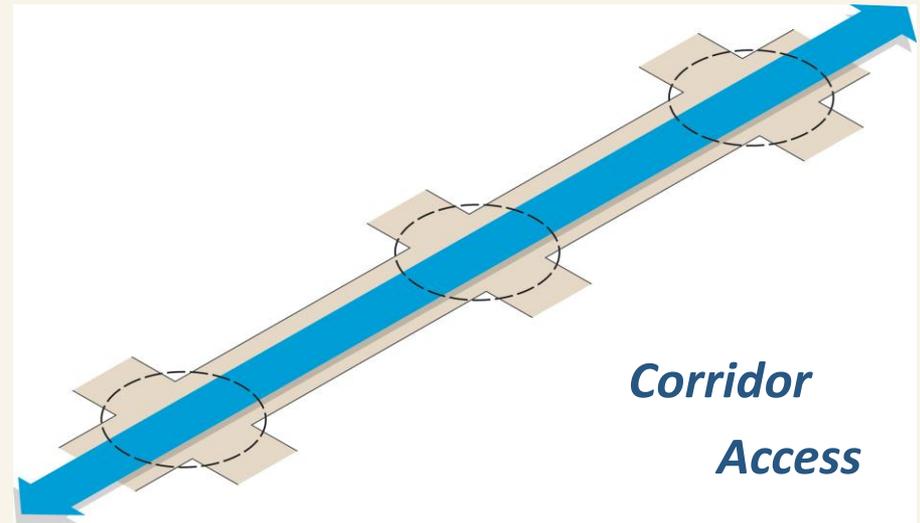
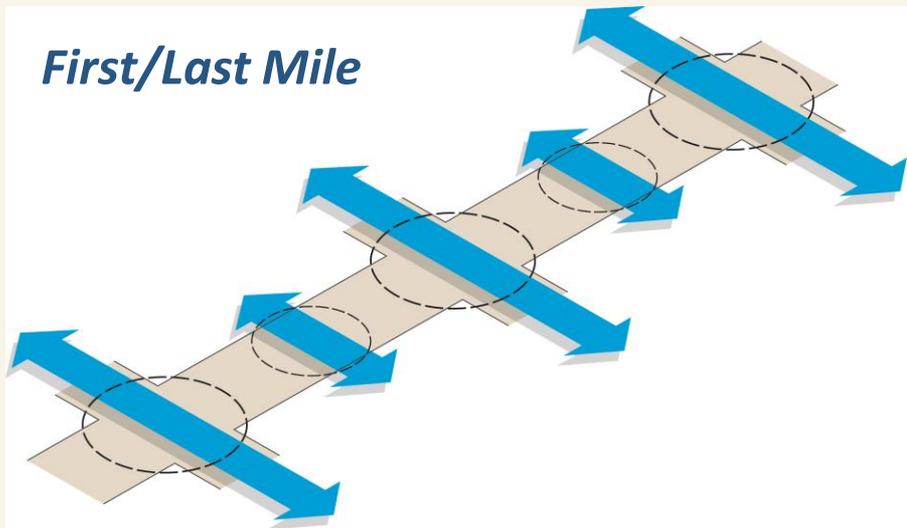
- Increase modes that can safely operate within Right of Way
- Enhanced transit service and productivity



# Livable Corridors

## Active Transportation Opportunities:

- Focus on low stress streets and safe intersections connecting to shopping, transit and job nodes.
- Along or parallel to corridors, increase accommodations for bicyclists to promote inter-jurisdictional travel.

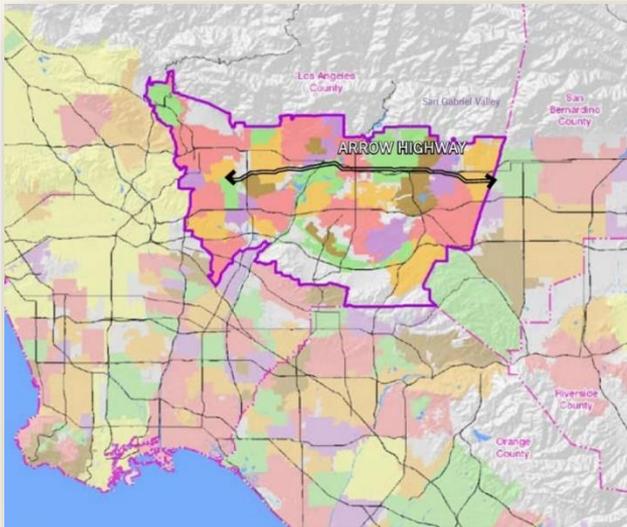




# Livable Corridors

## Sustainability Program Projects

San Gabriel Valley—  
Arrow Highway



Highway 395 Corridor Study for Southwest  
Riverside County



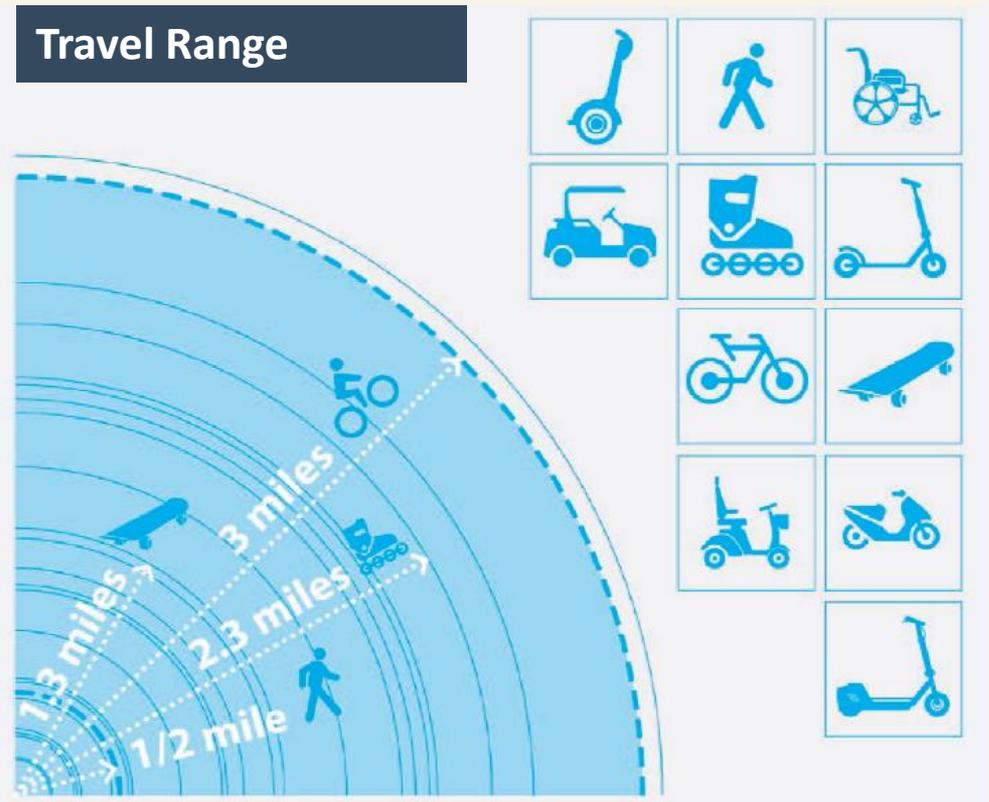
Santa Ana—Harbor  
Mixed-Use Corridor





# Short Trips Strategy

- Focused on local mobility (less than 3 miles)
- Multi-modal strategy (NEV, Active Transportation, Shared & New Mobility)
- Not dependent on high-quality transit
- Targets compact communities (ex. 1950s suburbs) that may (or may not) be growing



**60% of the trips in the region are under 3 miles**



# Short Trips Strategy

## Active Transportation Opportunities/Examples

### Long Beach: Bicycle-Friendly Business Districts



**BICYCLE-FRIENDLY BUSINESS DISTRICTS** | To encourage visitors to shop and dine locally, bike-related businesses, bike racks and corrals, bike lanes and signage have been bolstered along major corridors in 1) The East Village Arts District, 2) Bixby Knolls Atlantic Avenue, 3) 4th Street Retro Row, 4) Cambodia Town on Anaheim, 5) 2nd Street Belmont Shore and 6) Downtown Long Beach.

### Riverside County : Safe Routes to School



### Los Angeles: Great Streets



### South Bay: Slow Speed Lanes





# Education/Encouragement





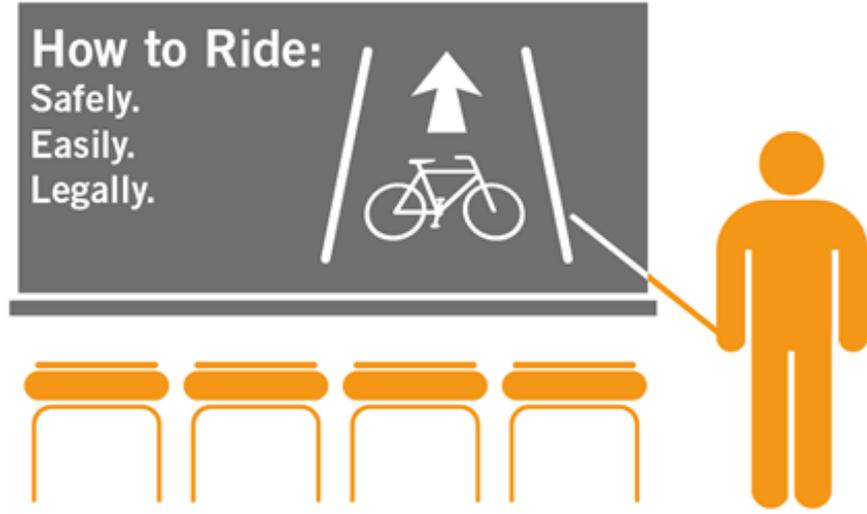
# Education/Encouragement

Pop-Up Events:  
Temporary changes to  
test long-term solutions





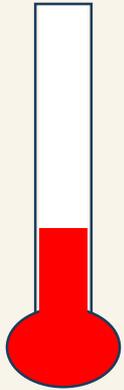
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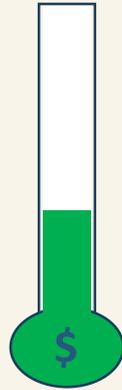
# Education/Encouragement

## Safe Routes to School



37%

Percent  
Of SCAG  
Cities with  
SRTS  
Programs



41%

Percent  
Of ATP  
Awards to  
SRTS  
Programs



# 2016-2040 RTP/SCS Scenarios

	SC1	SC2	SC3	SC4
	No Build Baseline	2012 Plan/Updated with Local Input	Policy A Updated 2012 Policies for Active Transportation, Env. Justice, etc.	Policy B Push the Envelope Comprehensive Short Trip Strategies
<b>Regional Strategies</b>				
Reg. Bikeways	✗	✓	✓+	✓++
Greenways	✗	✗	✓	✓+
1 <sup>st</sup> /Last Mile	✗	✗	✓	✓
<b>Short-Trip Strategies</b>				
Livable Corridors	✗	✗	✓	✓
Local Bikeways	✓	✓	✓	✓
Friendly Districts	✗	✗	✗	✓
Bike-Share	✗	✗	✓	✓+



Thank you !

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact me at: [thompson@scag.ca.gov](mailto:thompson@scag.ca.gov).

