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**Active Transportation Resource Center (ATRC) Webinar:**

**First/Last Mile (FLM)  
Active Transportation Connections to Transit**

**January 29, 2020**

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# Webinar Objectives

## Participants will:

- *Understand how to encourage increased walking and bicycling in connection with public transit use.*
- *Understand how first/last mile projects are environmental and health benefit multipliers.*
- *Identify sources of funding for first/last mile projects.*
- *Be inspired to apply for funds for these type of projects.*

# Speakers

- **Jacob Lieb**, Senior Director, First/Last Mile Countywide Planning and Development, Los Angeles County Metropolitan Transportation Authority
- **Shannon Simonds**, Regional Rail & Transit Coordinator – Northern California, Division of Rail & Mass Transportation, Caltrans
- **Victoria Custodio**, ATRC Non-Infrastructure (NI) Technical Assistance Team, Active Transportation Safety Program, Injury and Violence Prevention Branch, Center for Healthy Communities, California Department of Public Health (CDPH)

# Housekeeping

- Teleconference recording will be posted to ATRC website:  
<http://caatpresources.org>
- Questions and Answers (Q&A)
  - Questions and comments are encouraged! Enter questions into the **chat** feature any time.
  - We will have a longer Q&A period after the presentation is completed.

# Quick Poll of Attendees

**Poll #1:** How would you characterize your understanding of First/Last Mile to Transit Projects?

- Little or None
- Moderate
- Strong

**Poll #2:** How often do you address transit in your work?

- Often
- Sometimes
- Rarely
- Not at All

# Q&A



# Your feedback is important!

- Upon the conclusion of this webinar, please complete the **Survey Gizmo** to provide your feedback on today's webinar.
- We will also ask whether you have interest in receiving additional technical assistance.



# *Reminder: Stay up-to-date on ATP Cycle 5!*

- California Transportation Commission (CTC) Upcoming ATP Cycle 5 Workshops: <https://catc.ca.gov/meetings-events/workshops>
- Call for Projects Expected ~March 25, 2020
- Tentative Application Deadline ~June 15, 2020
- Statewide and Small Urban/Rural Staff Recommendations: October 30, 2020
- CTC ATP Cycle 5 Adoption of Statewide and Small Urban/Rural ~December 2, 2020
- CTC ATP Website: <https://catc.ca.gov/programs/active-transportation-program>



# Upcoming Webinar: Healthy Places Index

## The California Healthy Places Index (HPI)<sup>™</sup> A New Tool for Local Government

Every Californian should have the opportunity to live a healthy life. The Healthy Places Index is a powerful new tool to make this a reality, allowing local officials to diagnose and change community conditions that affect health outcomes and the wellbeing of residents. To learn more, visit [HealthyPlacesIndex.org](http://HealthyPlacesIndex.org)

How does this tool relate to local policy? Communities in California are increasingly recognizing that the health of residents—and the costs of providing health care—are shaped dramatically by “non-health” policies. Although access to quality health care is important, the health of a community or neighborhood is deeply influenced by policies affecting education, income, housing, transportation, food access, land use and zoning, the environment, and social services.

These local conditions also affect economic development and strategic growth by drawing new businesses, jobs, and work talent to communities. Decisions on these issues taken by mayors, city councils, county boards of supervisors, municipal agencies, and regional planning commissions can impact health more dramatically than policies targeting local hospitals and doctors. But which of these diverse policy issues should local leaders prioritize to improve health outcomes—throughout counties and cities and within neighborhoods? Until now, there have been few convenient tools for evaluating factors at the local level that are known to predict health outcomes, or for gauging how much they matter to health.

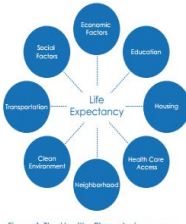
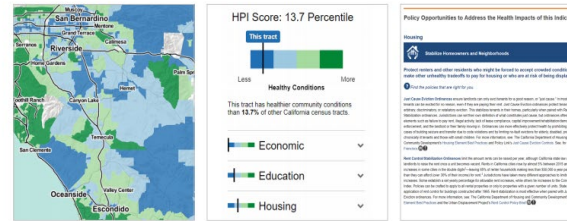


Figure 1: The Healthy Places Index score is derived from 25 variables in eight policy action areas.

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, is a new tool that community leaders can use to explore local factors that predict life expectancy. HPI was developed based on input from state and local government policy and health equity experts, and provides overall scores as well as detailed data on specific policy action areas that shape health (see figure 1 above). The website offers other resources that local governments and those in other sectors will find useful, including an interactive online map, graphs, data tables, and a policy guide with practical solutions for improving community conditions.

public health alliance<sup>™</sup> of southern california A Partnership for Healthy Places

## The California Healthy Places Index (HPI)<sup>™</sup> How can this tool be used by local governments?



**Mapping Tool**  
Identify hotspots where health needs are greatest!

**HPI Score**  
Compare conditions with other areas of California and dig deeper to understand community conditions and needs.

**Move into Action**  
Policy guide to improve community conditions.

Local leaders—from the school district to the planning department to the mayor’s office—can use HPI alongside input from community residents to prioritize investments, resources, and programming in neighborhoods where health needs are greatest; lift up communities that have been burdened by previous policies; and help ensure that all residents have what they need to be healthy. Indeed, the Southern California Association of Governments has highlighted the HPI as an important policy tool in its Regional Transportation Plan and Sustainable Communities Strategy.

Likewise, planners can use the tool to analyze data and prioritize resources as they update their general or specific area plans—or in the development review process—as suggested by the

Governor’s Office of Planning and Research 2017 General Plan Guidelines. Transportation agencies and Metropolitan Planning Organizations can use HPI to inform smart investments in health-promoting infrastructure such as sidewalks and bicycle lanes. Other agencies, like park or public works departments, can use it to evaluate needs, plan investments, and apply for grants, and school districts can use the tool to understand the needs of their student body and community or to develop specific policies such as a Safe Routes to School Plans.

The Healthy Places Index was created in partnership with Virginia Commonwealth University’s Center on Society and Health. Learn more about the tool and access the above resources at [HealthyPlacesIndex.org](http://HealthyPlacesIndex.org). Learn more about the Alliance at <http://phasocal.org/> or email us at [PHASoCal@phtl.org](mailto:PHASoCal@phtl.org).

public health alliance<sup>™</sup> of southern california A Partnership for Healthy Places

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February 20, 2020

Stay tuned for registration details!

**ATRC** Active Transportation Resource Center

Home / ATP / Training / Resources / Technical Assistance

## Welcome to the Active Transportation Resource Center

The Active Transportation Resource Center's (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects.

### Training

Find out about upcoming active transportation training opportunities in your area.

[Learn More](#)

### Resources

Register for upcoming active transportation webinars and to view past recorded webinars.

[Learn More](#)

### Technical Assistance

Here you will find resources categorized by industry.

[Learn More](#)

### About the ATRC

The ATRC is funded by an Active Transportation Program grant to the California Department of Transportation (Caltrans). The ATRC utilizes a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation training, tools, and technical assistance that support the ATP. The ATRC provides resources for infrastructure and non-infrastructure ATP project types. Click below to learn more about what the ATRC currently offers and what we'll be working on in 2019.

[ATRC Overview \(pdf\)](#)

### Join the ATRC Mailing List

By joining the ATRC mailing list you'll receive specific updates regarding the ATP and related programs as well as active transportation training and technical assistance opportunities.

[Sign Me Up](#)

© Powered by CCE at Sac State.

# ATRC Website

## *Recently Updated!*

<http://caatpresources.org>

# Thank You!

## **Jacob Lieb**

Jacob Lieb, Senior Director, First/Last Mile Countywide Planning and Development, Los Angeles County Metropolitan Transportation Authority

[LiebJ@metro.net](mailto:LiebJ@metro.net)

## **Shannon Simonds**

Regional Rail & Transit Coordinator – Northern California, Division of Rail & Mass Transportation, Caltrans

[Shannon.Simonds@dot.ca.gov](mailto:Shannon.Simonds@dot.ca.gov)

## **Victoria Custodio**

ATRC / Active Transportation Safety Program  
California Department of Public Health

[victoria.custodio@cdph.ca.gov](mailto:victoria.custodio@cdph.ca.gov)

(916) 552-9833

# First/Last Mile – ARTC Webinar

January 29, 2020

Jacob Lieb  
LA Metro – Sr. Director



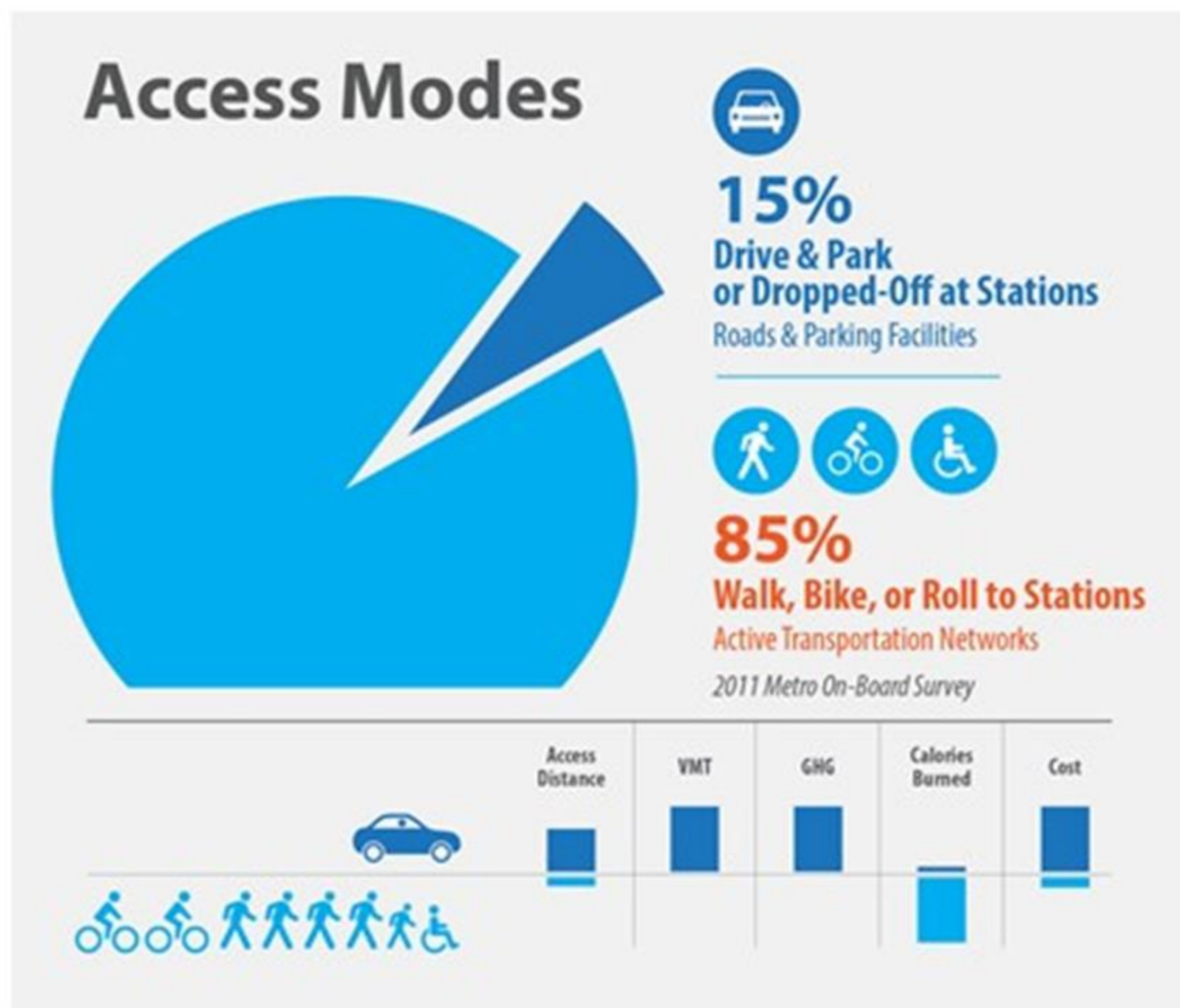
# What is First/Last Mile?



# What is First/Last Mile?



First/Last Mile seeks to improve the experience of current, former, and future transit rider accessing our system through walking and biking infrastructure and other mobility support services through an open and community-based process.



# How did we get here?



**A transit network fitted to an auto oriented landscape**





A transit network fitted  
to an auto oriented  
landscape



A transit network that  
extends beyond rail lines  
and stations

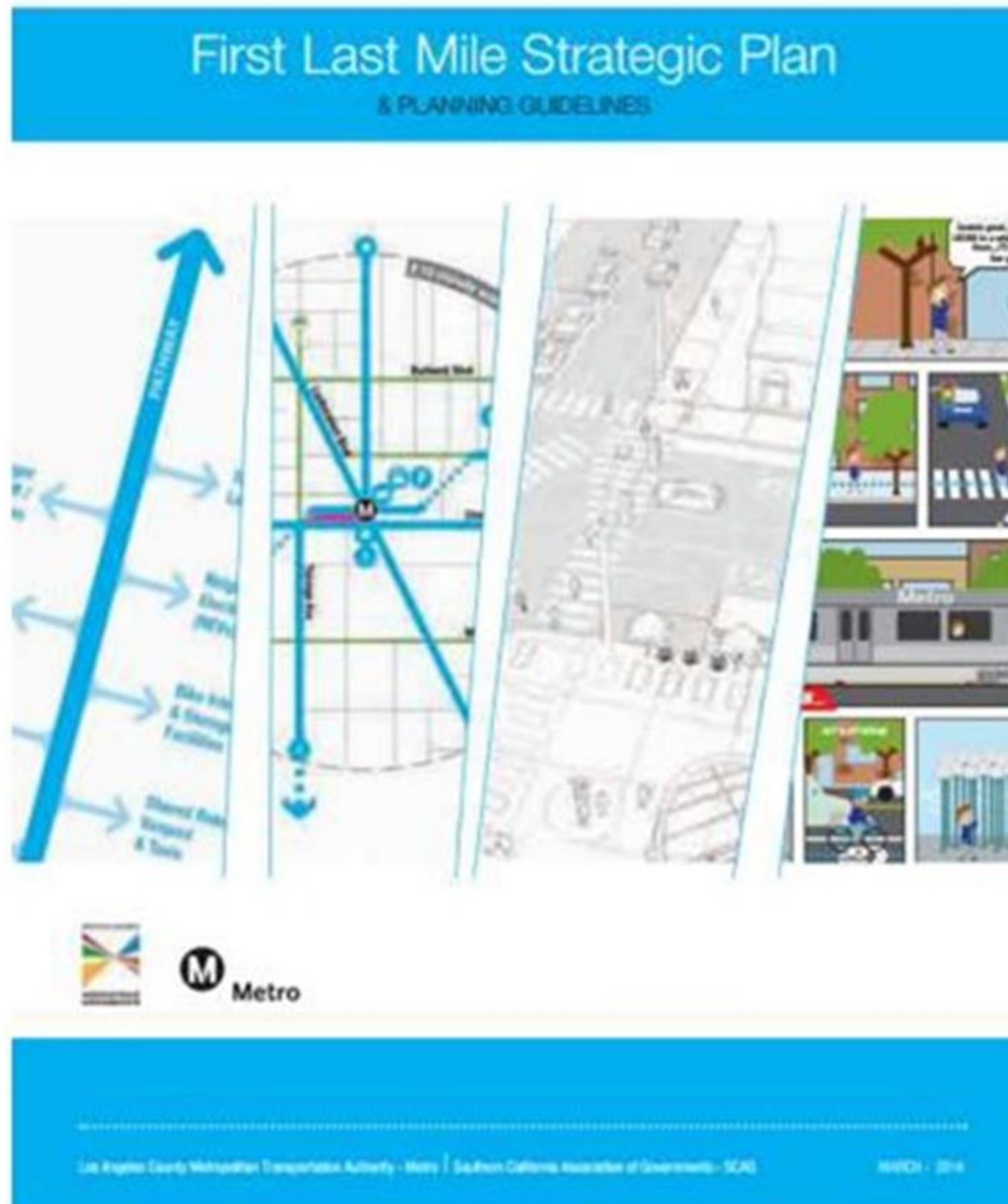




# How Did We Get Here?



# First/Last Mile Strategic Plan (2014)



- Adopted in 2014
- Key outcomes
  - 1) Make the case for FLM
    - a) Ridership
    - b) Organizing framework
  - 2) Establish planning methodology

Recipient of multiple planning awards (2015 APA National Planning Excellence Award: Best Practice)

# Co-Benefits and Outcomes



## Pedestrian Safety



Pedestrian fatality rates for children under age 4 and seniors over age 70 in L.A. are double the national standard.



Pedestrian fatalities represented **36.8%** of all traffic fatalities between 1994 & 2000 in L.A. (LADOT)



**5%** of pedestrians die when hit by a vehicle moving at 20 mph or less. (LADOT)



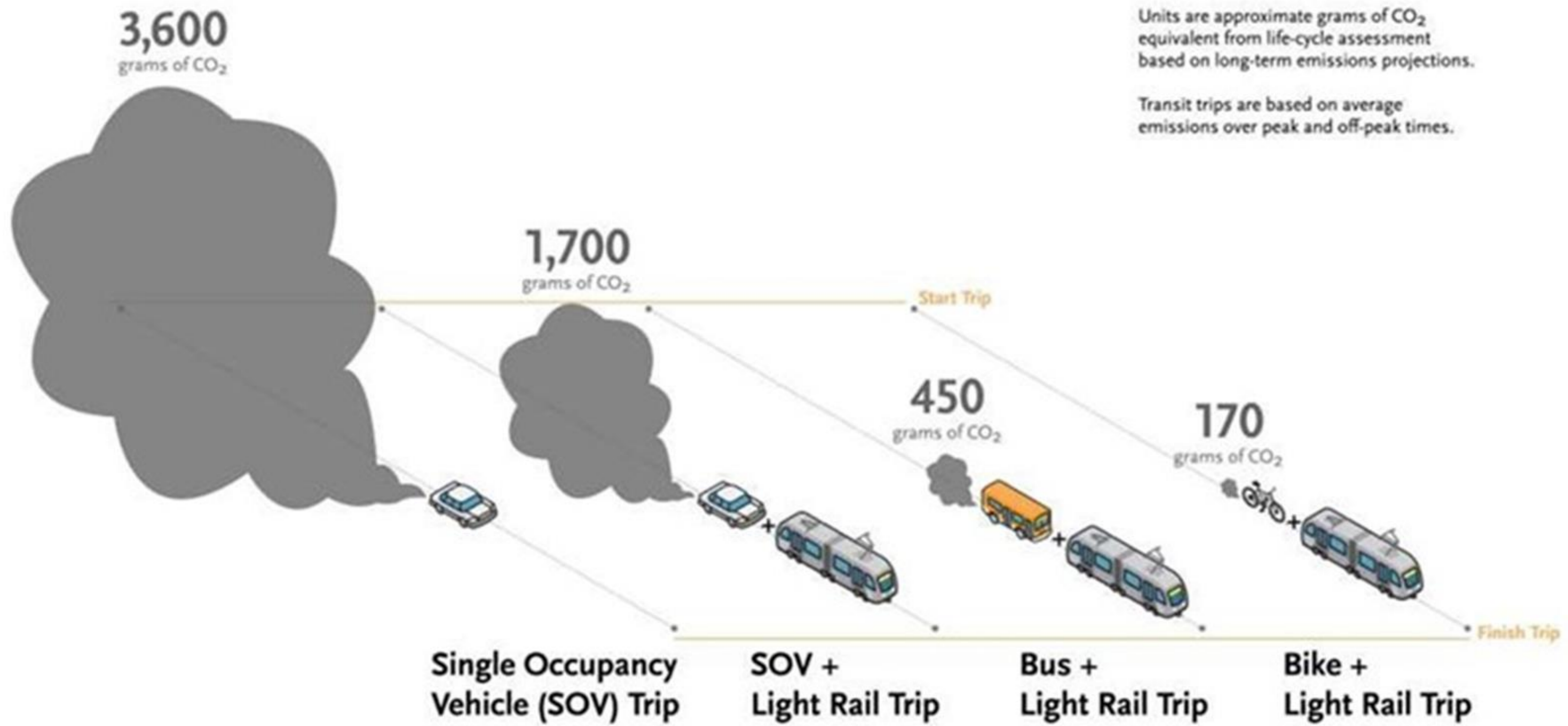
**80%** of pedestrians die when hit by a vehicle moving at 40 mph. (LADOT)



# Co-Benefits and Outcomes



## Greenhouse Gas Emissions Per Person Per Trip



Units are approximate grams of CO<sub>2</sub> equivalent from life-cycle assessment based on long-term emissions projections.

Transit trips are based on average emissions over peak and off-peak times.



Mikhail Chester et al, "Infrastructure and Automobile Shifts: Positioning Transit to Reduce Life-Cycle Environmental Impacts for Urban Sustainability Goals", *Environmental Research Letters* 8, no.1 (2013). doi:10.1088/1748-9326/8/1/015041



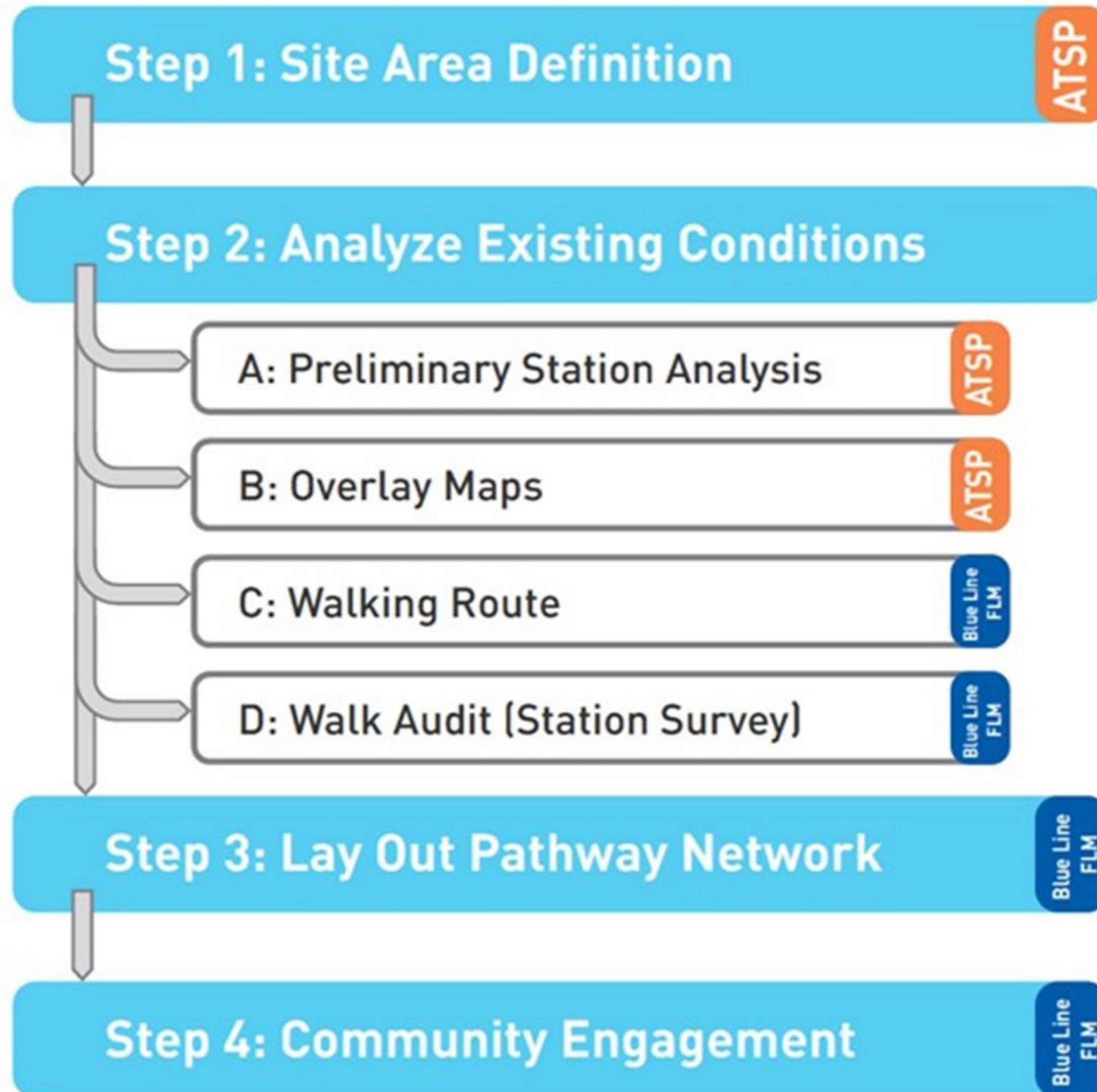
Motions 14.1 and 14.2 Expanded direction for first/last mile planning and implementation:

- Integrate FLM planning and delivery with new transit projects
- Plan FLM improvements for existing system (269 station/stop locations)
- Various funding, technical assistance, and implementation incentives

# Planning Techniques



# Planning Techniques Overview



# Data Analysis And Collection Techniques



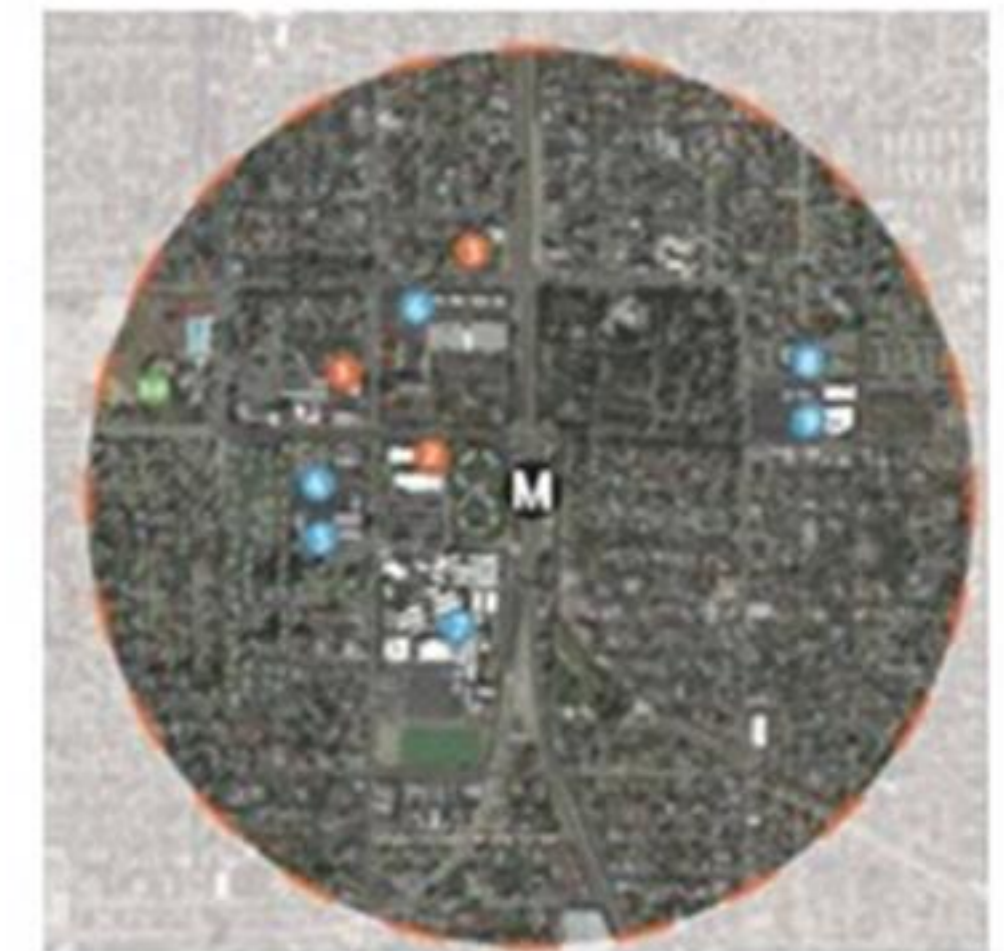
Pedestrian Shed



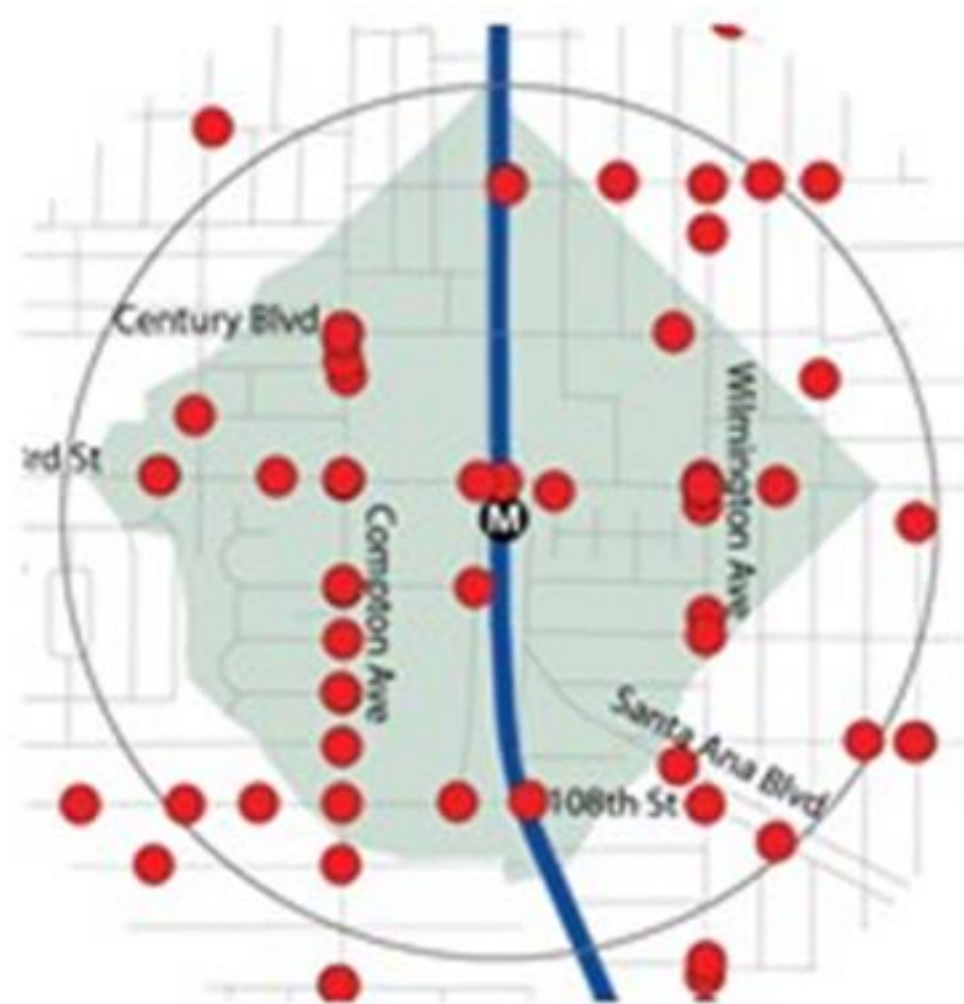
Bicycle Connections



Transit Connections



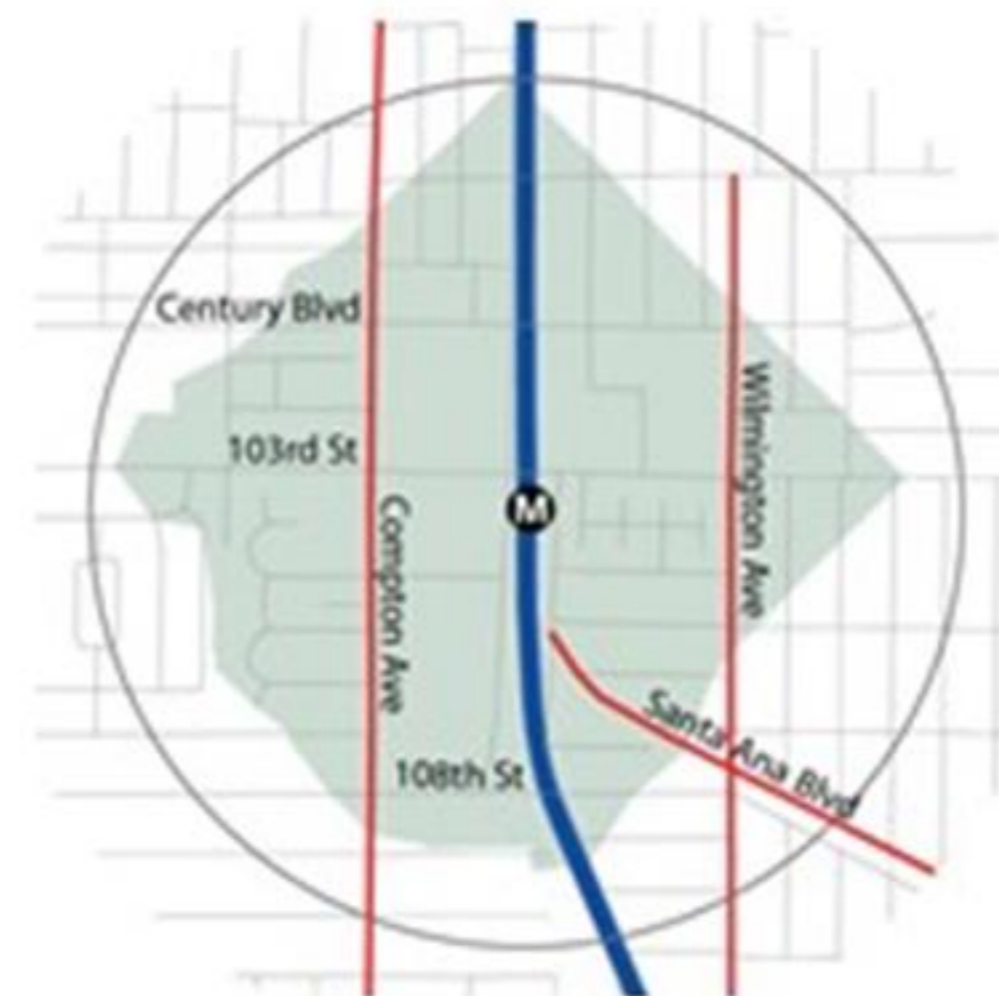
Points of Interest



Collision Data



Access Volumes



High Speed Roads



Land Use



# Data Collection: Walk Audit



## 1. Checklists

### STATION AREA CHECKLIST

Name of Station: \_\_\_\_\_ Weather Conditions: \_\_\_\_\_  
Date: \_\_\_\_\_ Walk Auditor Name: \_\_\_\_\_  
Time: \_\_\_\_\_ Auditor Organization: \_\_\_\_\_

#### 1. SAFETY

- 1.1 Adequate lighting.
- 1.2 Eyes-on-the-street.
- 1.3 Well maintained public
- 1.4 Safety buffer for bikes.
- 1.5 Safety buffer for pedestrians.
- 1.6 People-friendly traffic signs.
- 1.7 Clear safety signage.
- 1.8 Overall, station area feels

#### 2. AESTHETICS

	1	2	3	4	5
2.1 Sense of place.					
2.2 Pleasant landscaping.					
2.3 Strategically placed pedestrian amenities.					
2.4 Attractive kiosks & vendor areas.					
2.5 Pedestrian unfriendly elements are limited.					
2.6 Overall, station area feels pleasant & is attractive.					

TOTAL SCORE: \_\_\_\_\_

Metro

### 3. ACCESSIBILITY

Name of Station: \_\_\_\_\_

- 3.1 High quality sidewalks.
- 3.2 Clear, safe crossings.
- 3.3 Special accessible features.
- 3.4 Functioning & sufficient.
- 3.5 High quality signage.
- 3.6 Parking & drop-off is
- 3.7 Curb & curb ramps.
- 3.8 Overall, station area

TOTAL SCORE: \_\_\_\_\_

Metro

### 4. TRANSFERS

Name of Station: \_\_\_\_\_

- 4.1 Clear transit transfer signage.
- 4.2 Real-time information.
- 4.3 Universal signage.
- 4.4 Clear transit load.
- 4.5 Shaded seating &
- 4.6 Dedicated bicycle
- 4.7 Overall, transfers

TOTAL SCORE: \_\_\_\_\_

Metro

### 5. BEHAVIORS

Name of Station: \_\_\_\_\_

During My Walk I Saw People Who Were: \*

	YES	SOMEWHAT	NO
5.1 Avoiding sidewalks.			
5.2 Avoiding certain areas.			
5.3 Choosing riskier behaviors.			
5.4 Using informal bicycle parking.			
5.5 Hiding on sidewalks.			
5.6 Hiding from the sun.			
5.7 Enjoying themselves.			
5.8 Traveling on informal or unmarked pathways.			

\* Make sure to describe these behaviors on your map and photos. Where did you see each occurring? What look like?

TOTAL SCORE: \_\_\_\_\_

Metro

# Data Collection: Walk Audit



## 2. Maps + Notes

### Metro Blue Line First/Last Mile Study - Response Sheet

Station Name \_\_\_\_\_  
 Walk Auditor Name \_\_\_\_\_  
 Walk Audit Date \_\_\_\_\_

Explain your map annotations. Add a description and/or more detail here.

eg. This street is very dark and feels uncomfortable at night.  
 (adding additional notes on forms, see instructions on p. 17 of this manual)

#### Observation Notes

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



Walk Auditor Name \_\_\_\_\_  
 Walk Audit Date \_\_\_\_\_  
 Auditor Organization \_\_\_\_\_

### 1st Street Station Observations



### Metro Blue Line First/Last Mile Study

Write your observation notes on the Response Sheet:

- Draw your walking path (light)
- Place error a single point
- Draw arrows to where the element extends
- MARK the area of which the element encompasses

- Access Strengths      Access Barriers      Observed Behavior
- ○ ○      ○ ○ ○      ○ ○ ○



Walk Auditor Name \_\_\_\_\_  
 Walk Audit Date \_\_\_\_\_  
 Auditor Organization \_\_\_\_\_

### 1st Street Station Project Ideas



### Metro Blue Line First/Last Mile Study

Write your project ideas directly on the map above. Be realistic about project feasibility.

Project ideas could include:

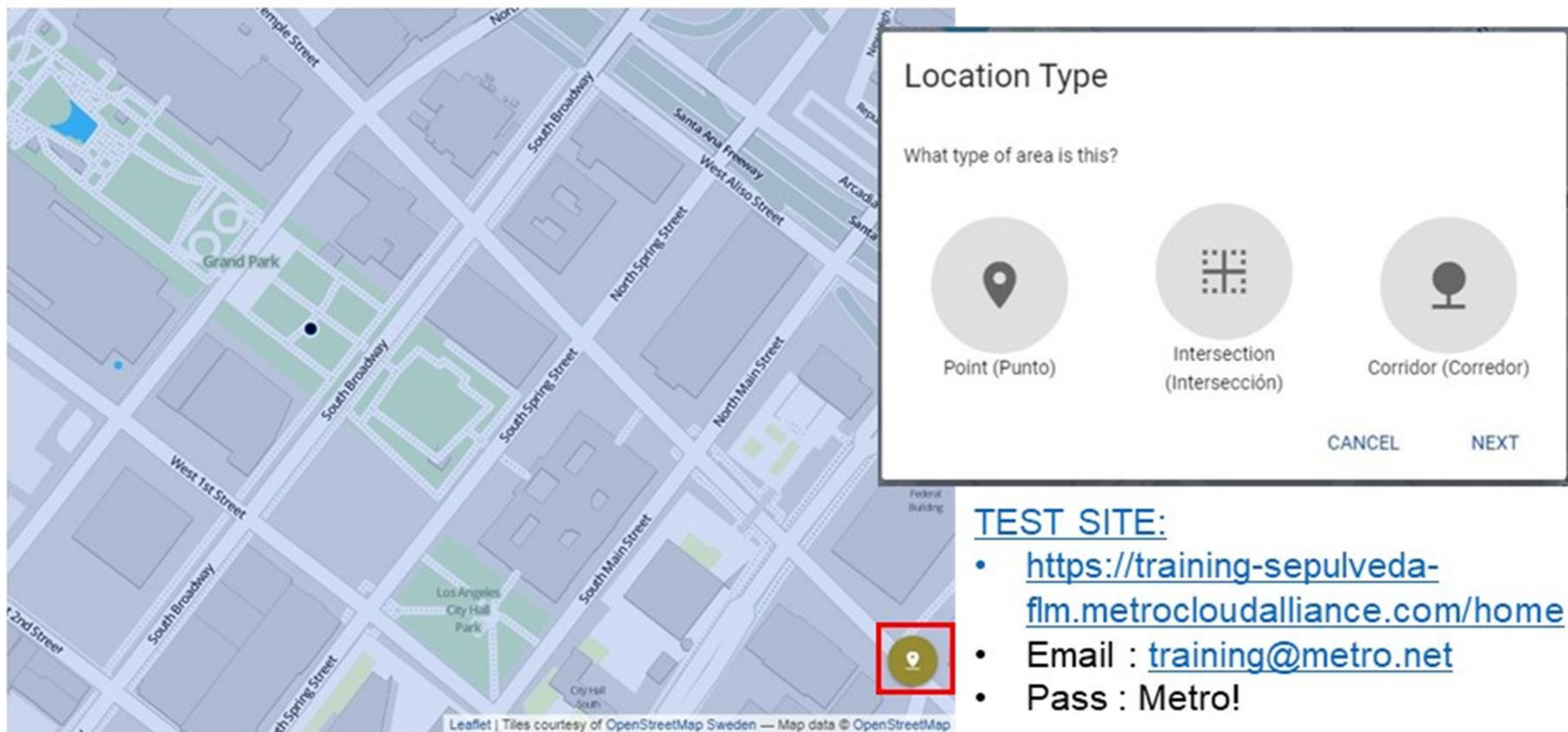
- |                            |                         |                             |                                |
|----------------------------|-------------------------|-----------------------------|--------------------------------|
| <b>Safety</b>              | <b>Aesthetics</b>       | <b>Accessibility</b>        | <b>Transfers</b>               |
| Enhanced Crosswalk         | Street Furniture        | Sidewalk Improvement        | Bike Share Station             |
| Enhanced Bike Facility     | Landscaping & Shade     | New Sidewalk                | Car Share                      |
| Curb Extensions (Bulbouts) | Kick & Vendor           | New Crosswalk               | Park-and-Ride                  |
| Traffic Calming            | Placemaking Element     | New Curb Ramps              | Enhanced Bus Stop/Waiting Area |
| Lighting                   | Other Aesthetic Element | Wayfinding Signage          | Transfer Signage & Technology  |
| Neighborhood Clean-Up      |                         | Bicycle Services            | Other Transfer Element         |
| Other Safety Element       |                         | New Connection Over Barrier |                                |
|                            |                         | Freeway Enhancements        |                                |
|                            |                         | Other Accessibility Element |                                |



# Web App



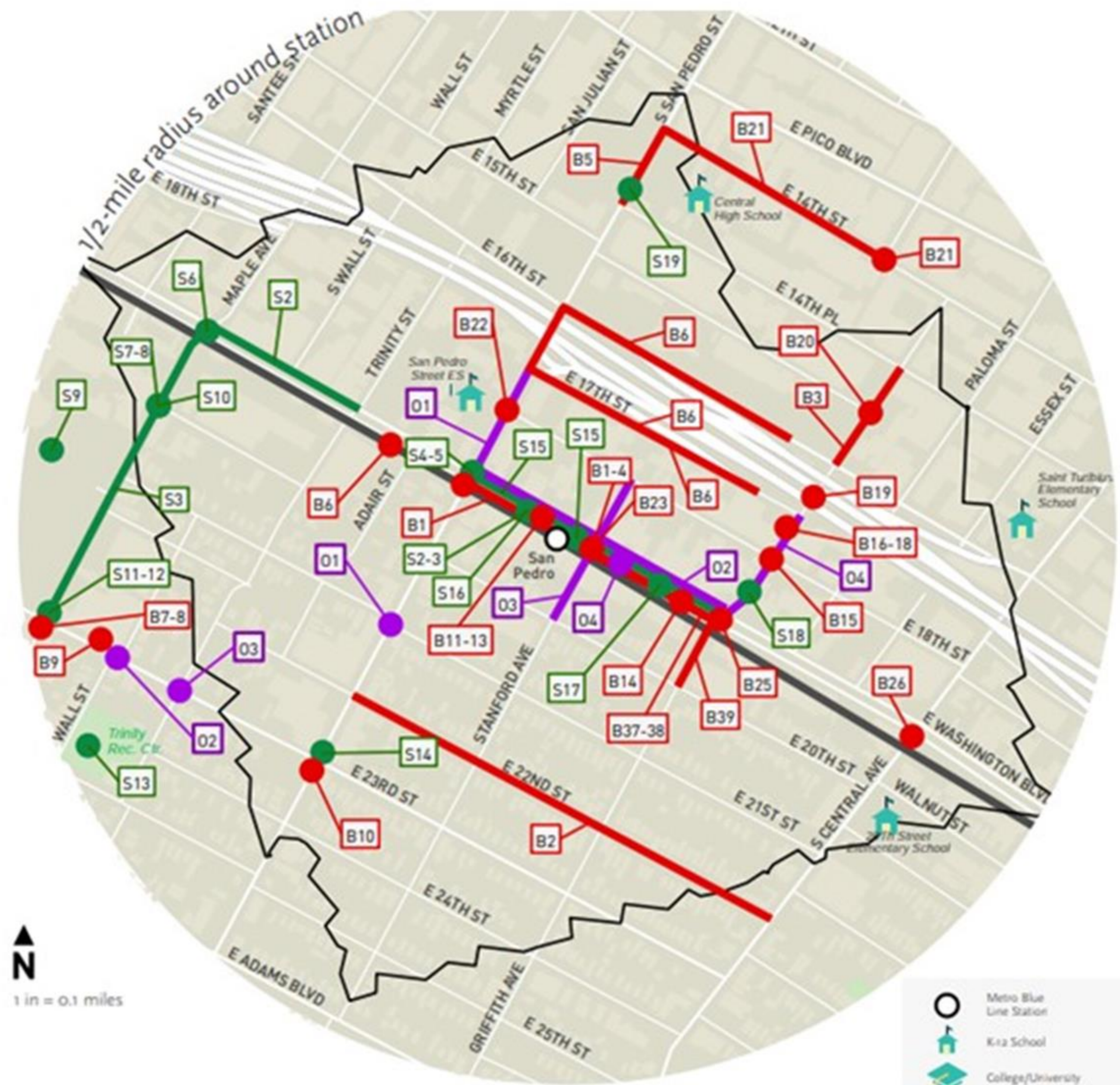
CLICK the icon at the lower right hand corner. A pop up box should appear asking you to choose a “Location type”.



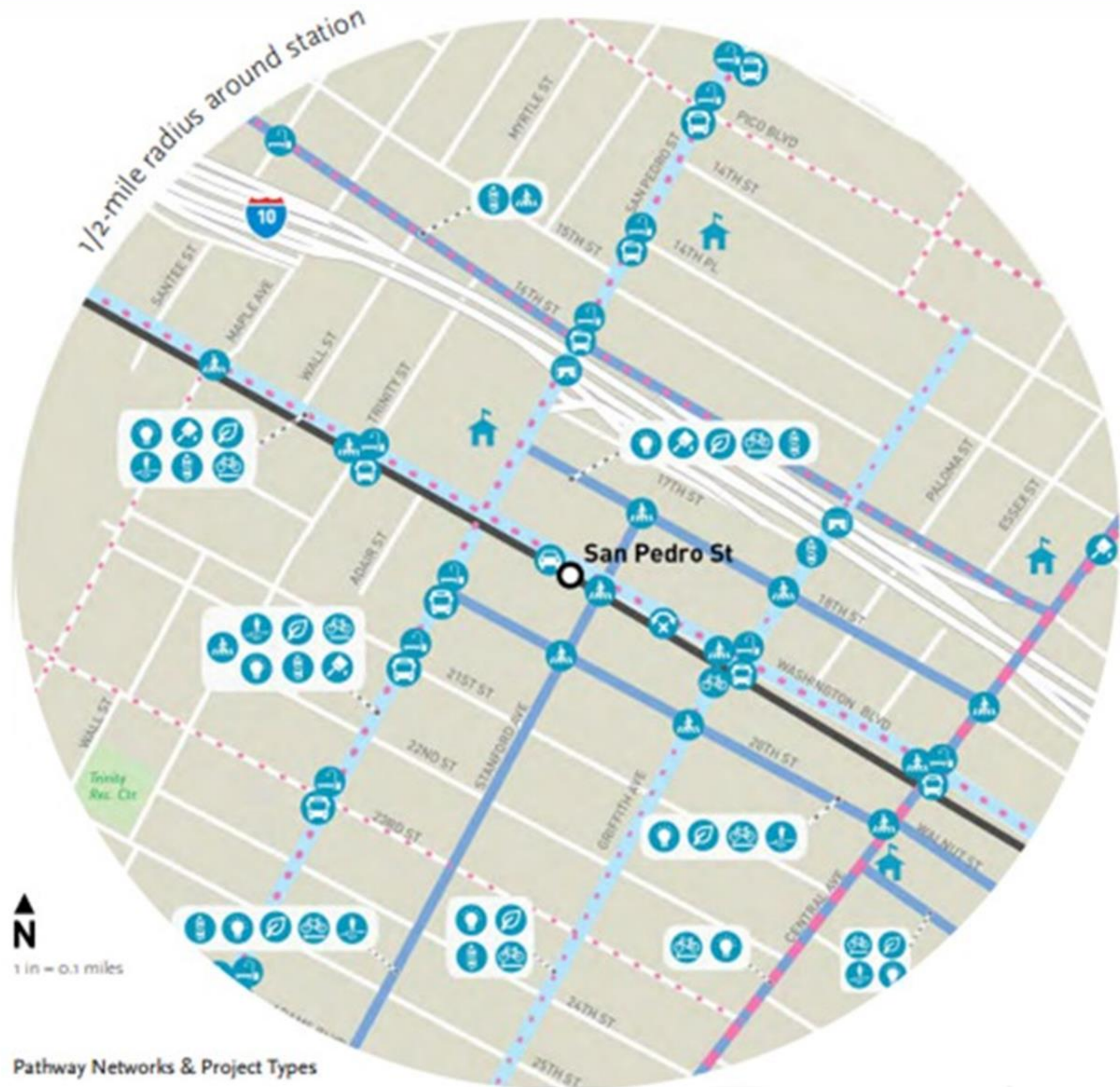
## TEST SITE:

- <https://training-sepulveda-flm.metrocloudalliance.com/home>
- Email : [training@metro.net](mailto:training@metro.net)
- Pass : Metro!

# Walk Audit Observations



# Pathway Network



# Community Engagement



- Input to refine pathways/projects
- Build support/credibility'
- Innovate/Avoid pitfalls of standard techniques



# Community Based Organizations



- Blue Line
  - Broad range of issues
  - Effort to establish trust/rapport
  - Benefit
- Expectation across FLM program
- Metro Equity Platform/Agency-wide program

# Blue Line Events







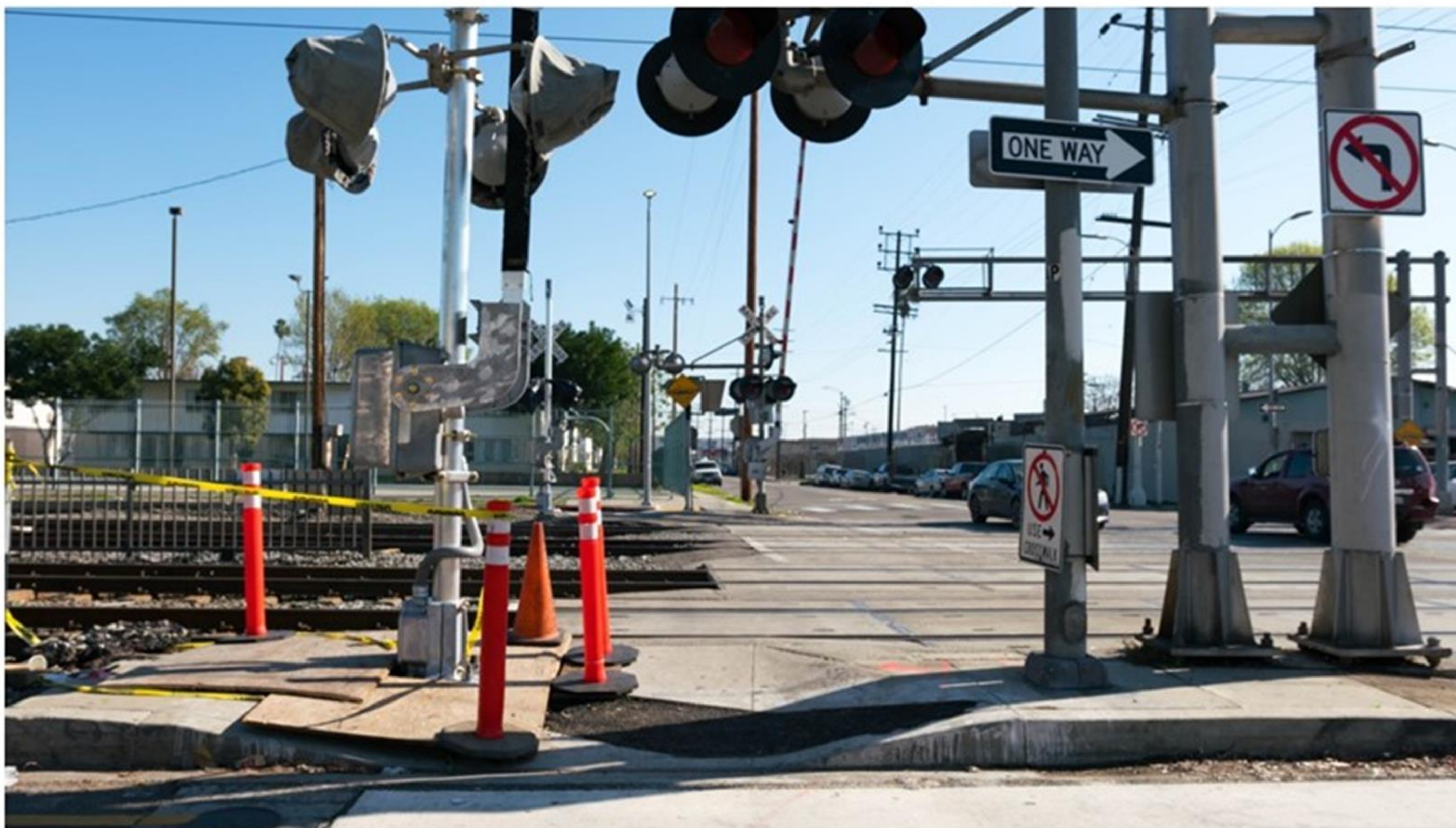
## San Dimas Station

WHAT ROUTE WOULD YOU TAKE TO ACCESS THE STATION?











From This . . .



... To this.



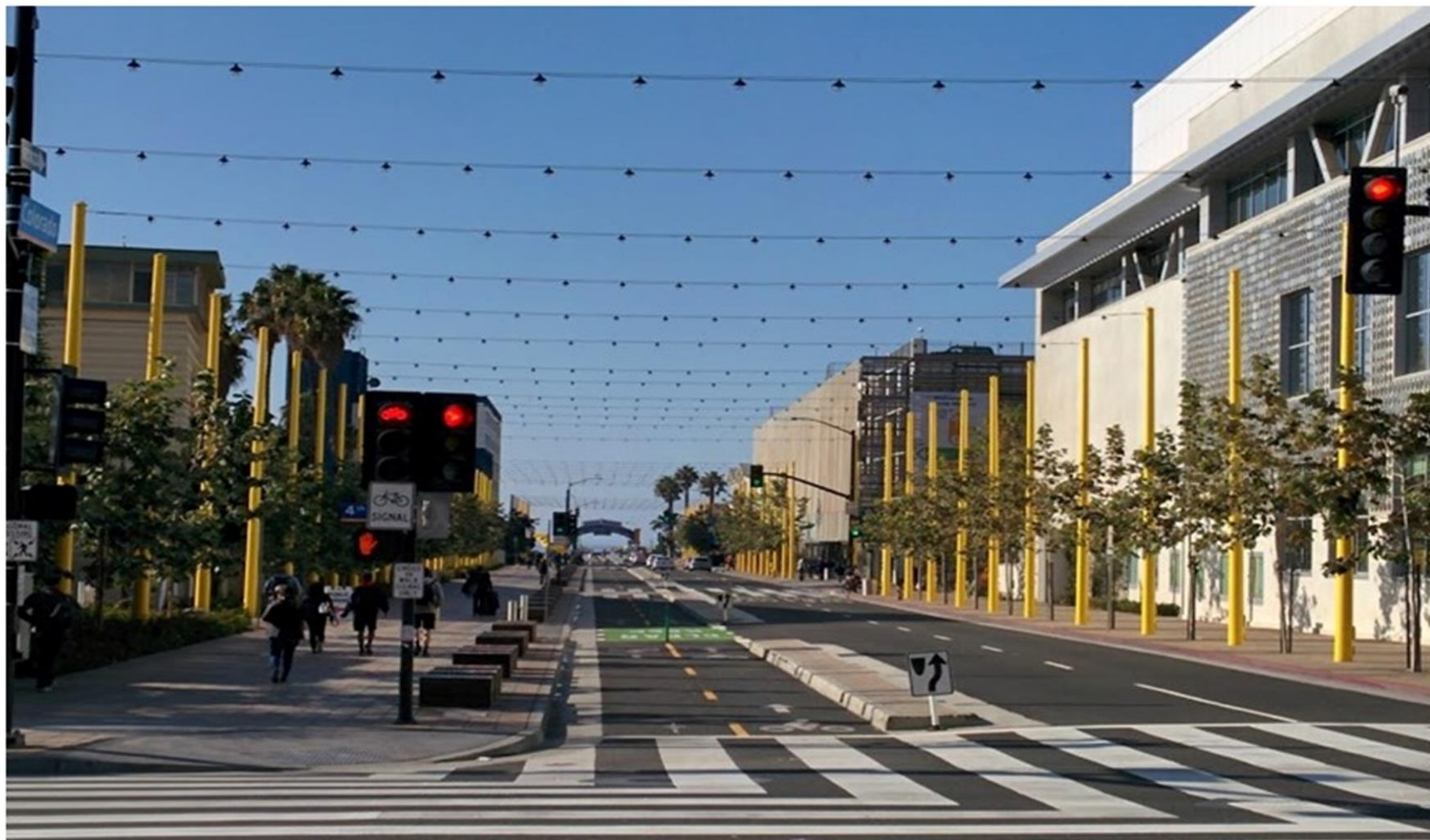
*For Illustrative Purposes Only*















# Metro's Funding Prognosis

- New Transit Portfolio
  - 9 projects
  - ~100 stations
- Existing system
  - 269 stations
- Metro Active Transportation Resources
  - \$2.4b over 40 years
- Per station FLM estimate
  - \$10m

Thank You!



# CONNECTING TRANSIT!

*First and Last Mile  
Solutions*

# The State Perspective: First and Last Mile Solutions

**1**

---

State Last Mile  
Framework

**2**

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Priorities for the  
Division of Rail  
and Mass  
Transportation

**3**

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State Resources

**4**

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High Speed Rail  
Coordination

**5**

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Next Steps





1

# State First and Last Mile Framework

What is Caltrans' Role?

# Caltrans Strategic Goals

## Smart Mobility Framework

- Location Efficiency
- Reliable Mobility
- Health and Safety
- Environmental Stewardship
- Social Equity
- Robust Economy

## Strategic Management Plan:

Triple Bicycling, Double Walking and Transit by 2020

## California Transportation Plan:

Improve Multimodal Mobility and Accessibility for all People

## Towards an Active California:

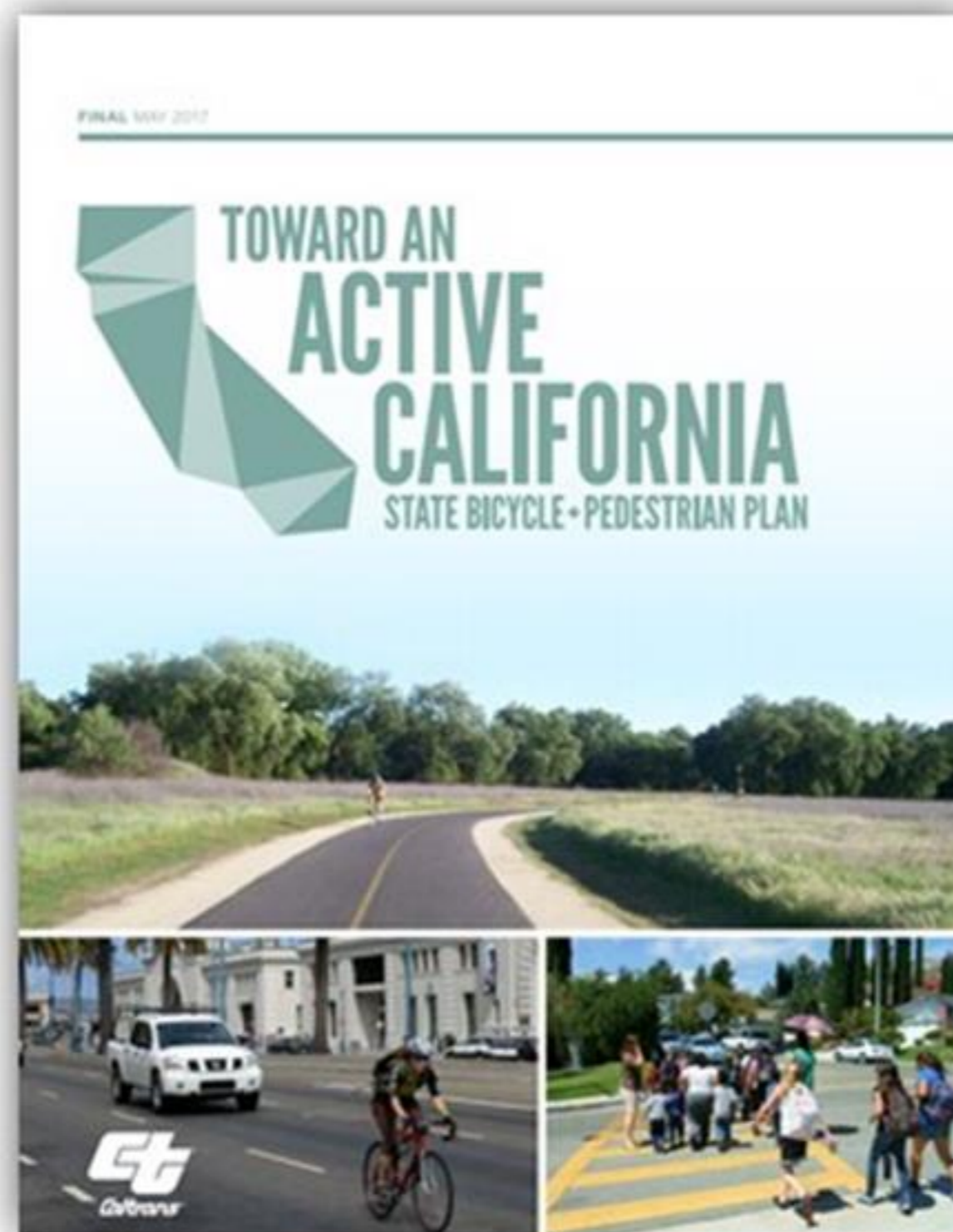
Incorporate first/last mile planning for pedestrian access needs

## Caltrans Active Transportation Plans

# Caltrans Active Transportation Plans

## Toward an Active California: Implementation

**Purpose:** establish a method for bicycle and pedestrian location-based needs to be identified and evaluated on or near the State Highway System.



### SAFETY

Reduce the number, rate, and severity of bicycle and pedestrian involved collisions



### MOBILITY

Increase walking and bicycling in California



### PRESERVATION

Maintain a high quality active transportation system



### SOCIAL EQUITY

Invest resources in communities that are most dependent on active transportation and transit



**2**

# **Priorities for the Division of Rail and Mass Transportation**



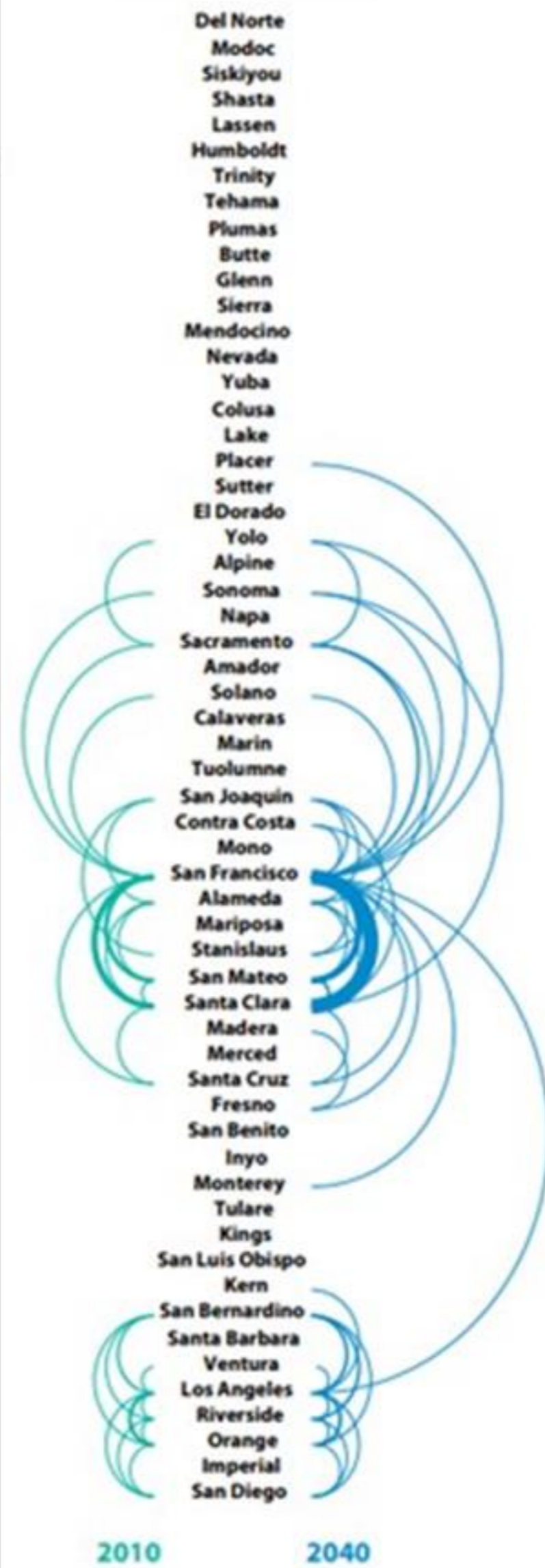
## 2

### Division of Rail and Mass Transportation

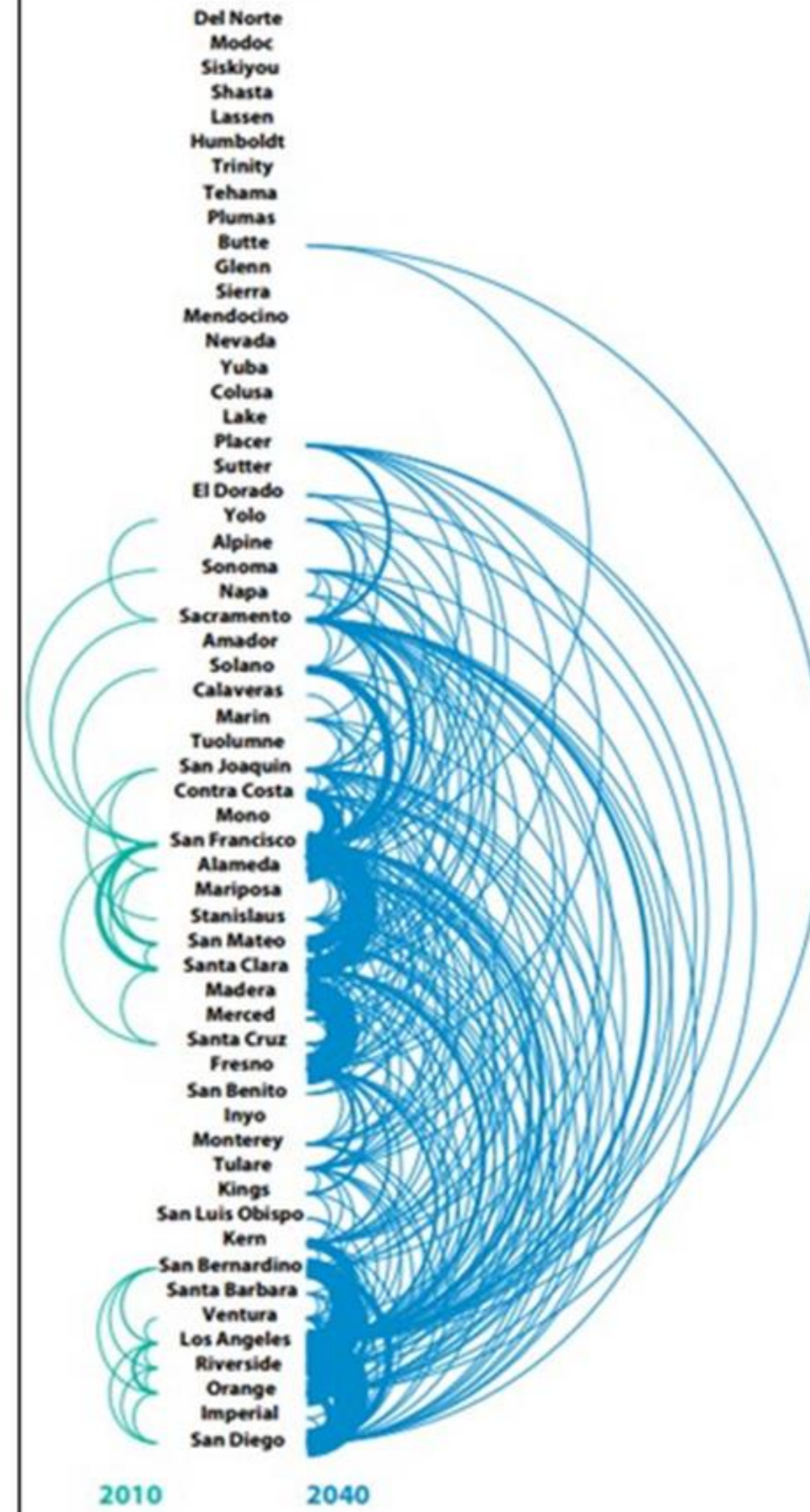
- **Network Connectivity**
- **Station Access**
- **Trip Planning and Payments**

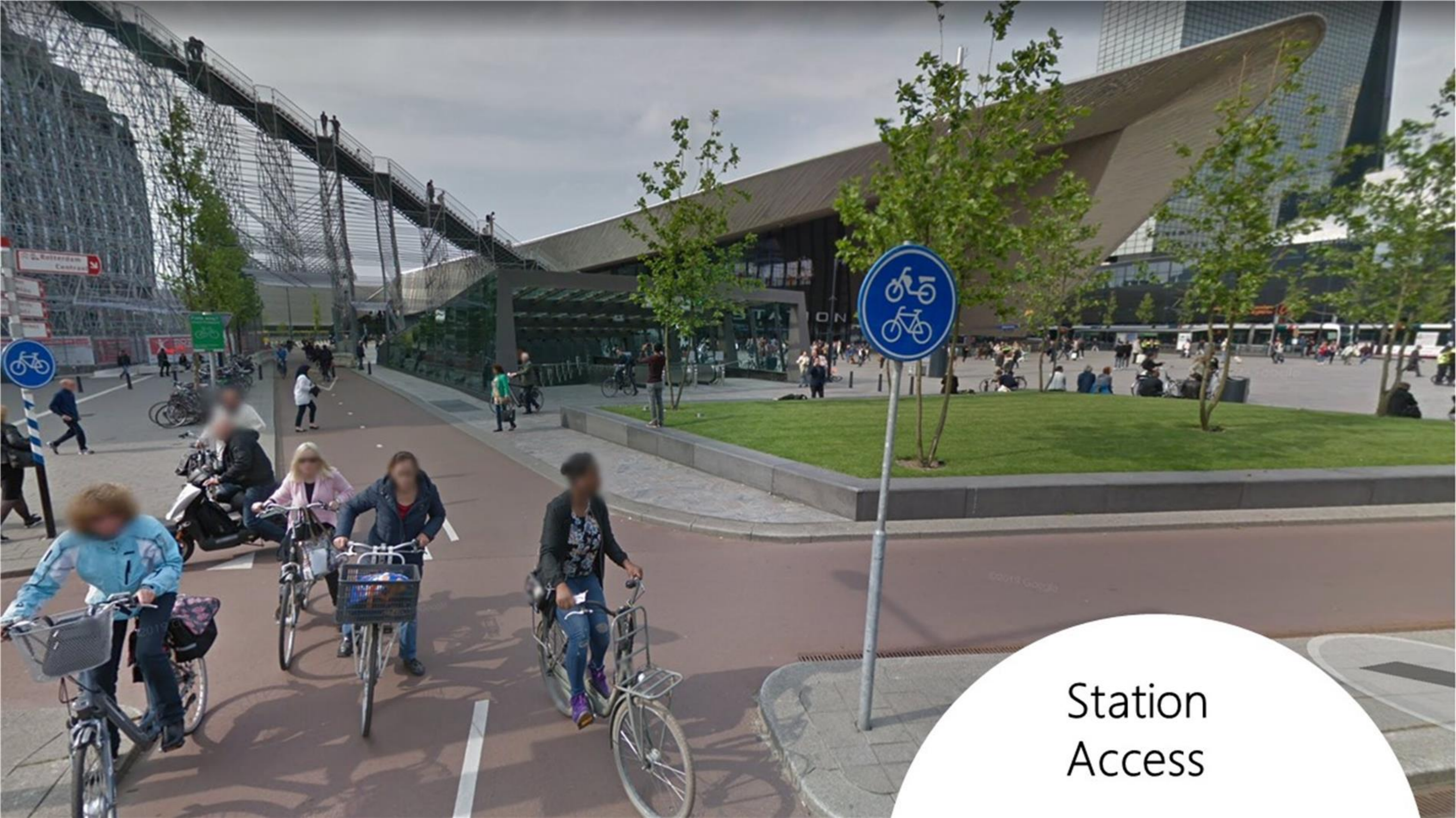
# Network Connectivity

## No Build Scenario



## 2040 Vision





Station  
Access



Hilversum  
Station



Houten  
Station  
"Transferium"





Trip Planning  
and Payments

# California Integrated Mobility

*What does it mean?*



Improve the transit experience in California

Promote equity

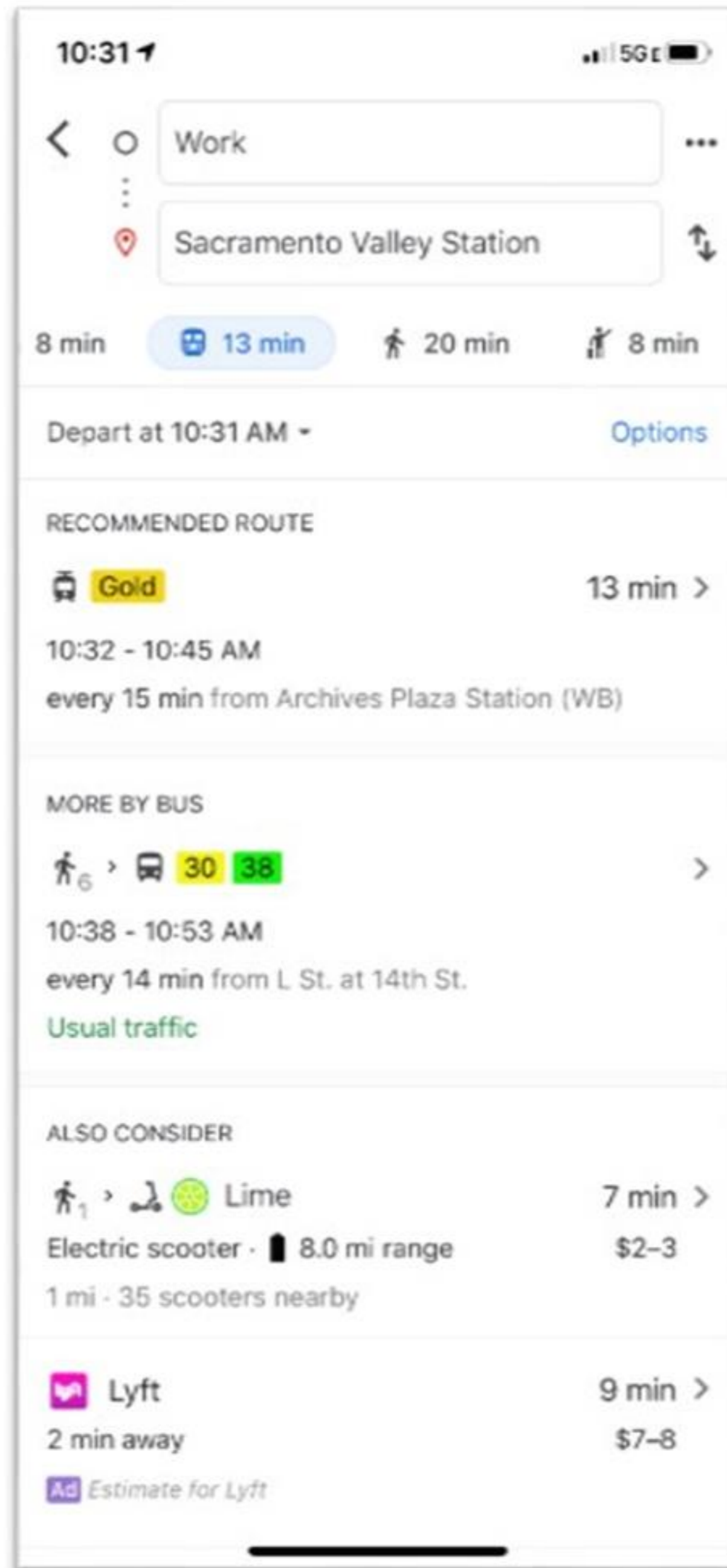
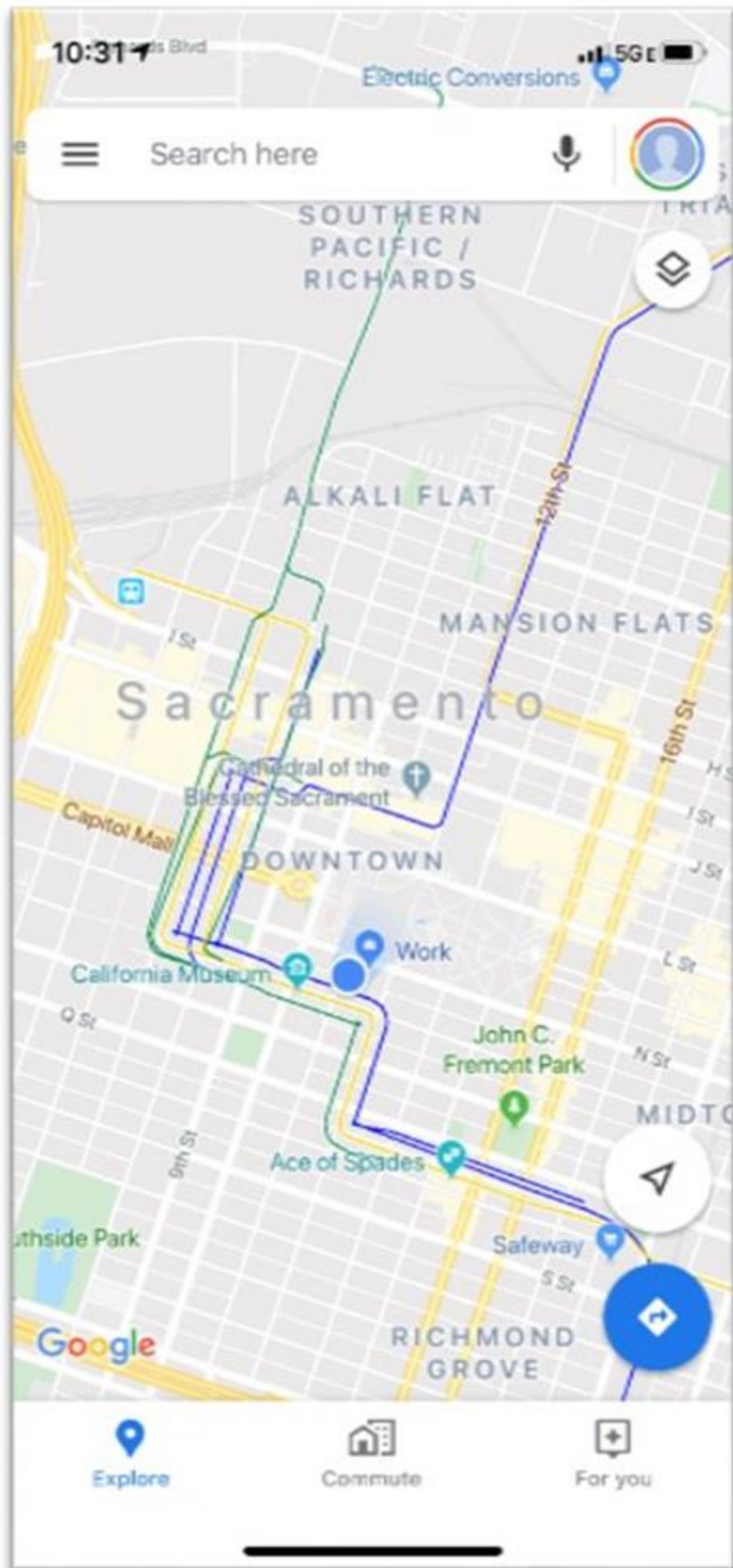


Increase public agency buying power for  
technology and services

Realize benefits for transit services



Meet California climate change law



Payment and  
Planning Integration

3

## State Resources

What additional funding sources are available for first and last mile planning and project delivery?

# State Resources

California State Transportation Agency and Caltrans



Transit and Intercity Rail Capital Program

Low Carbon Transit Operations Program



Solutions for Congested Corridors

Sustainable Communities Planning Grants

Active Transportation Program

Strategic Partnerships Planning Grants



# Contact Information and Websites

[Transit and Intercity Rail  
Capital Program \(TIRCP\)](#)

[tircpcomments@dot.ca.gov](mailto:tircpcomments@dot.ca.gov)

[Sustainable Communities and  
Strategic Partnerships Planning  
Grants](#)

[regional.planning.grants@dot.ca.gov](mailto:regional.planning.grants@dot.ca.gov)

[Active Transportation Program](#)

[emily.abrahams@dot.ca.gov](mailto:emily.abrahams@dot.ca.gov)

[Solutions for Congested  
Corridors](#)

[teresa.favila@catc.ca.gov](mailto:teresa.favila@catc.ca.gov)

[Low Carbon Transit Operations  
Program](#)

[LCTOPcomments@dot.ca.gov](mailto:LCTOPcomments@dot.ca.gov)

[prioritypopulations@dot.ca.gov](mailto:prioritypopulations@dot.ca.gov)

# Contact Information and Websites

[Towards an Active California](#)

[ann.mahaney.@dot.ca.gov](mailto:ann.mahaney.@dot.ca.gov)

[California State Rail Plan](#)

[josh.pulverman@dot.ca.gov](mailto:josh.pulverman@dot.ca.gov)

[California Transportation Plan](#)

[CTP@dot.ca.gov](mailto:CTP@dot.ca.gov)

[Smart Mobility Framework](#)

[Caltrans Active Transportation  
Plans](#)

[jessica.downing@dot.ca.gov](mailto:jessica.downing@dot.ca.gov)

[California Integrated Travel  
Project \(Cal-ITP\)](#)

- [Cal-ITP Market Sounding  
report](#)

[gillian.gillett@dot.ca.gov](mailto:gillian.gillett@dot.ca.gov)



4

# High Speed Rail Coordination

How are Caltrans and the High Speed Rail Authority coordinating to close first and last mile gaps to stations?



“

Our vision is that high-speed rail stations will serve as more than just a train stop, they will transform cities, create community hubs and be iconic of the state.

”

–California High Speed Rail Authority

5

## Next Steps

What can you expect from the State next?



## STATE RAIL PLAN

Station area and first/last mile inventory and guiding policies

## FUNDING GUIDELINES

Include first and last mile projects

## IMPLEMENTATION

Identify opportunities for “quick wins” and programmatic strategies

# Thank you!

***Shannon Simonds***

*Senior Rail and Transit Coordinator*

[Shannon.Simonds@dot.ca.gov](mailto:Shannon.Simonds@dot.ca.gov)

# Wetzikon Station

