

# PROJECT PRIORITIZATION METHODOLOGY

## BACKGROUND

**First/Last Mile (FLM) Planning is performed on all of Metro’s proposed rail corridors after the Locally Preferred Alternative (LPA) alignment is selected.** Potential pedestrian and wheeled projects are identified for each rail station through analysis that considers technical data, walk audits and community input. For each rail station a “walk and wheel zone” is analyzed up to one half-mile from the station platform. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform.

**The FLM Planning process results in a list of potential walk and wheel projects for each station, typically more extensive than what can be initially built.** Selected FLM projects will follow the Metro FLM Toolkit Improvements & Icons developed in August 2021 and are referenced in the Appendix at the end of this Memo. Walk and wheel projects are more often implemented in phases due to their geographic extent and available funding. One of the anticipated sources for initial priority FLM walk and wheel projects implementation for new rail stations is “Measure M 3% Local Contribution” funding. Please refer to the [Measure M Ordinance](#) (page 14) and the [Measure M Guidelines](#) (page 20).

**Metro’s intent in facilitating implementation of prioritized projects is to contribute to a ‘complete street’ on a particular pathway connecting to a rail station.** A complete street provides a combination of safety and comfort improvements that will encourage customers of all ages and abilities to walk or wheel to a transit station. As such, in arriving at an FLM scope for the 3% Cooperative Agreement, local agencies should consider projects as a group in order to meet this goal, and should avoid disconnected, discontinuous improvements that do not contribute to a cohesive pathway serving the station. Priority projects must contribute to safe and continuous pathways to the station. As such, projects on streets that do not directly connect to stations will only be considered if a connection to the station is present in existing conditions or otherwise committed.

**Given finite resources, each station’s FLM potential projects must be prioritized** so Metro and participating local jurisdictions have a honed list of projects that will address the safety and comfort of its customers who are walking and wheeling to a rail station. The specific methodology for prioritizing FLM projects for implementation in conjunction with new rail corridors has been determined based on 1) consistency with FLM policies adopted by Metro’s Board, 2) the results from testing alternative methodologies on prototypical stations, and 3) input from local jurisdictions.

**FLM projects and Metro transit projects are distinct** and defined within the [First/Last Mile Guidelines](#) (page 8), noting that the transit project will contain some FLM type elements such as sidewalk restoration or curb cuts within the project boundary.

## PRIORITIZATION GOALS

**Four goals provide a foundation for establishing a prioritization methodology for application along new rail corridors.** The following goals for prioritizing FLM improvements are a synthesis of objectives from Metro’s [First/Last Mile Strategic Plan](#), the adopted [First/Last Mile Guidelines](#) and a review of completed First/Last Mile Plans. First/Last Mile improvements refers to both walk and wheel projects.

**First/Last Mile Prioritization goals are:**

1. Improve Primary Pathways that lead to new rail stations for people walking and wheeling.
2. Advance safety for pedestrians and wheel users.
3. Connect wheeled customers to the broader wheel network.
4. Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

# Project Prioritization

## METHODOLOGY

### **Each station’s list of potential FLM projects would be evaluated against the four goals for prioritizing projects.**

If a project is considered prioritized, then it could be implemented at the discretion of the local jurisdiction. This methodology prioritizes projects for safety on Primary Pathways, that connect walk customers to the rail station and connect wheel customers to the rail station and wheel network; that contribute to more complete streets; and that, where appropriate, provide flexibility to accommodate local factors. The evaluation can be performed by reviewing the list of eligible project types as specified for each goal in *Table 1*. It’s important to note that the methodology does not consider costs of individual projects, nor how projects might be bundled for greater efficiency or impact. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed/considered consistent with Method 3, and where the proposed project provides for comparable intent and benefit to a project in the adopted plan.

**Eligible projects are established by any of the three methods described below. Note that Method 3 (which provides for local flexibility) must be proposed by the local agency and is subject to Metro’s approval.**

#### **METHOD 1 – Walk/wheel projects within one-half mile of station**

- on Primary Pathway as defined in an adopted FLM Plan; AND
- improve safety for walk and wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*)

#### **METHOD 2 – Wheel projects between one-half mile and three miles of the station**

- on Primary Pathway to the extent delineated in an adopted FLM Plan; AND
- improve safety for wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*); AND
- connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station

#### **METHOD 3 – Local Flexibility**

Metro’s First/Last Mile program is based on partnership with local jurisdictions who construct and maintain projects and is further intended to reflect and elevate desires of the community as captured in the FLM planning process. FLM prioritization allows for projects that meet local and community needs to be considered. All projects considered under this method must be included in the adopted FLM Plan except where a substitution/modification is proposed (third bullet below).

Justification must be consistent with one or more of the following criteria:

- Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community’s top 25% key issues/concerns within a station area (how support is tabulated vary by station area/project depending on community engagement approach and documentation)
- Project is identified in an adopted local active transportation, street safety or related plans/projects AND connects to a station or an existing, safe facility that connects to station
- Project substitutes for or modifies a project in the adopted FLM plan AND demonstrates comparable benefit and intent as the plan project (e.g., provide for comparable bike connection on a different street)
- Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project (e.g., including pedestrian lighting when adding street lighting), noting the incremental cost savings, will be considered

## ATTACHMENT B – PROJECT PRIORITIZATION METHODOLOGY

- Project provides a safe and comfortable route with the same or similar connection to the station as the Primary Pathway when a facility cannot be integrated on that Primary Pathway due to right of way constraints or discontinuous street grid; (e.g., Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles)
- Project on a Secondary Pathway, that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a Primary Pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and Secondary Pathways should be prioritized over a parallel Non-Secondary Pathway

To be considered, a project must be proposed by the jurisdiction and be provided to Metro in advance of Board adoption of an FLM Plan/Prioritized Project List (unless replacing an infeasible project). Metro retains discretion to disallow due to a variety of factors, notably cost.

**Table 1: Project Prioritization Overview**

| <b>First/Last Mile Toolkit</b><br>Pedestrian Improvements<br>& Wheel Facility Projects | <b>Prioritized<br/>Projects</b>   | <b>Additional<br/>Projects</b><br>(Subject to<br>Flexibility Provision)               |
|--|---|---|
| <b>Safety-Focused Projects</b>   |   |   |
|       | Curb Extension  |     |
|       | Curb Ramps  |     |
|       | High Visibility Crosswalk   |     |
|       | New or Improved Sidewalk  |     |
|       | Pedestrian & Cyclist Lighting   |     |
|       | Roundabout  |     |
|       | Signalized Crossing   |     |
|       | Traffic Calming   |     |
|      | Wheel Facility (Class I, II, IV)  |   |
|     | Bicycle-Friendly Intersection<br><i>When a part of a Prioritized Project listed above, will also be deemed a priority</i> |   |
|     | Landscape & Shade Trees   |   |
|     | Shade Structure   |   |
|     | Seating <i>(not including seating at Bus Stops)</i>   |   |
|     | Bus Stop Improvements   |   |
| <b>Other Amenities</b>   |   |   |
|     | Multimodal Mobility Hub   |  |
|     | Opportunity Improvement   |  |
|     | Plaza/Parklet   |  |
|     | Street/Roadway Lights   |  |
|     | Wayfinding Signage  |  |
|     | Bicycle Repair Station  |  |
|     | Short Term Bicycle Parking  |  |
|  | Other Furnishings   |  |

See Appendix Definitions and Figures 1 – 3 for First/Last Mile Toolkit project/icon definitions and images

## Appendix

### DEFINITIONS

This appendix provides definitions and additional background information for terms used throughout the Project Prioritization Methodologies Memo. The following pages include excerpts from the recently adopted Metro FLM Project Toolkit (2021), with definitions and photo examples for First/Last Mile projects and icons.

**Adopted Local Transportation Plans/Projects** – includes adopted (adopted by governing body) citywide or specific plan transportation, active transportation, mobility, bicycle or pedestrian plans and location-specific plans for streetscape, vision zero, safety and active transportation projects.

**Bicycle Boulevards** – as defined in the *NACTO Urban Bikeway Design Guide*

“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”

**Community Priority** - Strong evidence of community support, within the FLM plan, or identified as top 25% of projects identified in community engagement.

**Complete Streets** – as defined in *Metro’s Complete Streets Policy*

“A comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. Complete Streets is a high-level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance, and operations work, the street network will gradually become safer and more accessible for travelers of all ages and abilities.”

**Key Destinations** – should be regional in nature and include publicly-accessible locations such as: educational institutions including colleges and high schools; hospitals and medical centers; major shopping centers; major job centers; and regional parks, recreational centers and open space.

**Neighborhood Enhanced Network Streets** – examples include Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles [Mobility Plan 2035](#). These NEN/bicycle boulevard streets include Safety-Focused features such as speed and volume management to slow and limit motor vehicles, vehicle turning restrictions, signs and pavement markings and other features.

**Other Furnishings** – furnishings that do not provide seating, as defined below; including trash and recycling receptacles, bike racks, post boxes, display cases, public art, etc.

**Other Wheel Facilities** – can include wheel facilities that are included in a adopted plan and have a commitment to be constructed.

**Primary Pathway** – as delineated in an adopted FLM Plan, a Primary Pathway is a major station access route, typically intersecting the station. Other terminology may be used, including “pathway arterial.”

**Safety-Focused Projects** are defined to allow for a comfortable and safe environment for pedestrians and wheel users and include the following:

- Dual ADA-compliant access curb ramp at street corner
- Single ADA access curb ramp where dual ramps cannot be accommodated, or at mid-block crossing
- High-visibility crosswalk at street corner or mid-block crossing
- Signalized crossing, traffic signal installed for new walk/wheel crossing at corner or mid-block
- Pedestrian or wheel signal improvements that measurably improve crossing safety, such as HAWK signals, protected right and left turns, mid-block signalized crossings, leading pedestrian interval (LPI), bicycle-priority signals, scramble or all-cross intersections.
- New sidewalk where none exists today, to replace unused driveways, or widen pathway for safety and comfort, curb extensions
- Street trees that buffer pathway from curbside travel lane and/or shade pathway or shade structure
- Parkways designed to buffer pathway
- New pedestrian lighting or wheel facility lighting
- Seating or street furnishings that provides periodic places for disabled or elderly to rest along pathway
- Traffic calming strategies, including roundabouts and bicycle-friendly intersection improvements
- Linear wheel project (e.g., protected bike lane) that connects wheeled customers to the broader wheel network
- Bike friendly intersection, when paired with linear wheel project

**Seating** – seating that qualifies for safety prioritized projects must provide periodic places for disabled persons or the elderly to rest along a pathway

**Secondary Pathway** – as delineated in an adopted FLM Plan, a Secondary Pathway is a route that typically does not connect to a station directly but extends from Primary Pathways to more localized destinations. Other terminology may be used, including “pathway feeder.”

**Strong Evidence of Community Support** – safety, comfort and other project ideas that were supported by a majority of the public during the various community engagement activities including public workshops, pop-up events, walk audits, stakeholder interviews, community advisory committee meetings, on-line and intercept surveys.

**Walk Project** - projects that are primarily focused on pedestrian safety, accessibility, and comfort (e.g., crosswalk enhancements, curb extensions)

**Wheel Project** - project that safely accommodates bicyclists or other wheeled active transportation users. Typically refers to linear projects such as bike lanes but also includes spot treatments such as bike friendly intersections.

Figure 1. Graphic symbols and definitions for FLM Improvement Projects.

# First/ Last Mile Improvement Icons

### Pedestrian Corridor Improvements

|   |   |  |
|---|---|--|
|  <p><b>Landscape &amp; Shade</b><br/>Plantings that provide shade and improve the walking environment.</p> |  <p><b>New or Improved Sidewalk</b><br/>Construction of new sidewalks or widening or upgrades of existing sidewalks.</p>     |  <p><b>Pedestrian &amp; Bike Lights</b><br/>Person-scaled lighting for comfort and safety.</p>        |
|  <p><b>Street Lights</b><br/>Street-scaled lighting for comfort and safety.</p>                            |  <p><b>Traffic Calming</b><br/>Measures to reduce traffic speeds, including speed humps, chicanes, and other treatments.</p> |  <p><b>Wayfinding Signage</b><br/>Improves navigation to transit stations and local destinations.</p> |

### Pedestrian Spot Improvements

|   |   |   |
|---|---|---|
|  <p><b>Bus Stop Improvements</b><br/>Includes shelter, bench, and other amenities.</p>   |  <p><b>Curb Extension</b><br/>Curb extensions that shorten the crossing distance and slow traffic at intersections or at mid-block locations.</p>                            |  <p><b>Curb Ramps</b><br/>Facilitates street crossings for mobility device users.</p>  |
|  <p><b>High Visibility Crosswalk</b><br/>Installation of new or upgraded crosswalks in high-visibility pattern.</p>                                    |  <p><b>Multimodal Mobility Hub</b><br/>Site that can incorporate multiple transportation options, such as bikeshare, carshare, and transit stops and information.</p>      |  <p><b>Opportunity Improvement</b><br/>To be used in place of an improvement that does not already have an icon.<br/><i>For example: pedestrian refuge</i></p> |
|  <p><b>Overpass Improvements</b><br/>Measures to improve comfort and safety on overpasses, such as new sidewalks, wayfinding, shade, and lighting.</p> |  <p><b>Plaza/Parklet</b><br/>Public open space to accommodate walking and rolling mode movement or public gathering space in locations that were former roadway space.</p> |  <p><b>Roundabout</b><br/>Neighborhood traffic circle intersection measure used to reduce traffic speeds.</p>  |
|  <p><b>Shade Structure</b><br/>Canopy to provide shade, may accompany plazas or parklets.</p>  |  <p><b>Signalized Crossing</b><br/>Could include traffic signals and mid-block crossing signals.</p>   |  <p><b>Street Furniture</b><br/>Public benches, trash receptacles, and other amenities.</p>  |
|  <p><b>Underpass Improvements</b><br/>Measures to improve comfort and safety in underpasses, such as new sidewalks, wayfinding, and lighting.</p>      |   |   |

### Wheel Spot Improvements

|   |  |  |
|---|--|--|
|  <p><b>Bicycle-Friendly Intersection</b><br/>Improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes.</p> |  <p><b>Bicycle Repair Station</b><br/>Provides tools for basic bicycle maintenance.</p> |  <p><b>Short Term Bicycle Parking</b><br/>Racks that provide secure bicycle parking on public sidewalks or on-street areas.</p> |
|---|--|--|



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Figure 2. Photo examples paired with graphic symbols for FLM Pedestrian Improvement projects.

## First/Last Mile Improvements Toolkit

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### Pedestrian Corridor Improvements

*Lorem Ipsum*



**Landscape & Shade**  
*Lorem Ipsum*



**New or Improved Sidewalk**  
*Lorem Ipsum*



**Pedestrian & Bike Lights**  
*Lorem Ipsum*



**Street Lights**  
*Lorem Ipsum*



**Traffic Calming**  
*Lorem Ipsum*



**Wayfinding Signage**  
*Lorem Ipsum*

### Pedestrian Spot Improvements

*Lorem Ipsum*



**Bus Stop Improvements**  
*Lorem Ipsum*



**Curb Extension**  
*Lorem Ipsum*



**Curb Ramps**  
*Lorem Ipsum*



**High Visibility Crosswalk**  
*Lorem Ipsum*



**Multimodal Mobility Hub**  
*Lorem Ipsum*



**Opportunity Improvement**  
*Lorem Ipsum*



**Overpass Improvements**  
*Lorem Ipsum*



**Plaza/Parklet**  
*Lorem Ipsum*



**Roundabout**  
*Lorem Ipsum*



**Shade Structure**  
*Lorem Ipsum*



**Signalized Crossing**  
*Lorem Ipsum*



**Street Furniture**  
*Lorem Ipsum*



**Underpass Improvements**  
*Lorem Ipsum*



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**Figure 3.** Photo examples paired with graphic symbols for Wheel Facilities by class type for FLM Improvement Projects.

# First/Last Mile Improvements Toolkit

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## Wheel Facilities

*Lorem Ipsum*



**Shared-Use/Off Street Path (Class I)**  
*Lorem Ipsum*

- Existing
- FLM Proposed
- On Local Plans




**Protected Bicycle Lane (Class IV)**  
*Lorem Ipsum*

- Existing
- FLM Proposed
- On Local Plans



**Bicycle Lane (Class II)**  
*Lorem Ipsum*

- Existing
- FLM Proposed
- On Local Plans



**Bicycle-Friendly Streets (Class III)**  
*Lorem Ipsum*

- Existing
- FLM Proposed
- On Local Plans

## Wheel Spot Improvements

*Lorem Ipsum*



 **Bicycle-Friendly Intersection**  
*Lorem Ipsum*



 **Bicycle Repair Station**  
*Lorem Ipsum*



 **Short Term Bicycle Parking**  
*Lorem Ipsum*



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