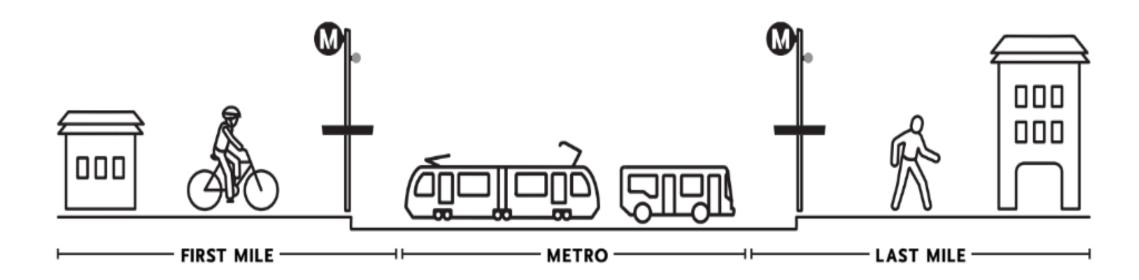


**Eastside Transit Corridor Phase 2 First/Last Mile Plan** 



### **Staff Recommendation**

ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project



YOUR TRIP





## **FLM Planning**

#### **Process:**

- **Existing Conditions Analysis**
- **Technical Walk Audits**
- Pathway Network Development
- **Community Engagement**
- Data Analysis and Project Development
- Project Lists and Prioritization
- Draft First/Last Mile Plan
- Final First/Last Mile Plan

#### **Improvements Toolkit**

**Pedestrian Spot Improvements** Mejoras para Peatones









Paso de Peatones de



Centro de Movilidad







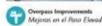
Rampas de Acera







Mejora de Oportunidades









Estructura de Sombra











Underpass Improvements
Majoras en el

Paso Subterráne

Wheel Facilities Instalaciones de Rueda



Shared-Use/Off Street Path (Class I) Uso Compartido/Camino fuera

de la Calle (Clase I) Existing/Entrem FLM Proposed/Prepuesta de ELM



Protected Bicycle Lane (Class IV) Carril para Bicicletas Protegido (Clase IV)

Existing/Edinoria FLM Proposed/Prepuesta de FLM



**Bicycle Lane** (Class II) Carril para Bicicletas (Clase II)

III III III III Francisco de FLM



**Bicycle-Friendly Streets** (Class III) Calles Aptas para Bicicletas (Clase III)

FLM Proposed/Propunts de FLM HITTHER OF Local Plans/Sobre planes books: HITTHER OF Local Plans/So



### **Discussion**

The Plan includes detailed findings for each of the seven Eastside Transit Corridor Phase 2 stations.

- > In total, **273** pedestrian projects were identified, with **202** pedestrian projects prioritized, averaging **29** priority pedestrian projects per station.
- > For wheel/bicycle projects, a total of **116** projects were identified, with **66** prioritized, averaging **9** priority wheel/bicycle projects per station.

The number of projects proposed for each station area differs due to distinct land uses and street grids.



### **Equity- Community Engagement**

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets – pedestrians and bicyclists.

- > 7 station walk audits with cities, County, CBOs, and consultants
- > 8 community walk/wheel audits
- > 7 community pop-ups at local destinations within the half-mile

- > FLM online survey
- > FLM partnership briefing



















# **Equity – CBO Partnerships**

**People for Mobility Justice** 

SBCC

**Public Matters** 





















### **Next Steps**

> Following the FLM Plan adoption, staff anticipates commencing post-plan activities with cities that choose to advance FLM priority projects toward design and construction. This includes entering into cooperative agreements with cities to advance priority projects eligible for 3% contribution and supporting multi-jurisdictional coordination as needed.

