

Attachment A – Purple Line Extension Sections 2&3 First/Last Mile Plan Executive Summary

The First/Last Mile (FLM) Plan (Plan) for the Purple Line Extension Sections 2 & 3 (PLE 2&3) analyzed FLM connections for the rail project’s four stations by executing Metro’s FLM planning methodology. The Plan responds to FLM policy directives: Metro Board Motion 14.1 in May 2016 and 14.2 in June 2016.

Section 2 of PLE will extend the subway west to downtown Beverly Hills and Century City. Section 3 will extend the subway further to Westwood (See Figure 1). Both sections are currently under construction with scheduled completion in 2025 and 2027, respectively. The four stations in PLE 2&3 include:

- Wilshire/Rodeo
- Century City/Constellation
- Westwood/UCLA
- Westwood/VA Hospital



Figure 1: Purple Line Extension

For each station, the Plan identifies pedestrian-focused and wheel-mode-focused (bicycles, scooter, skateboard, etc.) projects that improve safety and access to the station along specified routes that collectively are called “the Pathway”. The projects are located within the ½-mile radius of the station.

The core products of FLM planning include the following for each of the stations:

1. Pathway Maps
2. Project List
3. Rough-Order-of-Magnitude (ROM) Cost Estimation
4. Project Scoring and Prioritization

Core documents are accompanied by supporting documents that detail additional findings and information regarding process and methodology.

Key Findings

The existing conditions at each station vary in terms of the built environment, existing traffic, land-uses, and populations served. The following key findings were determined through the planning process:

- Wilshire/Rodeo: many FLM-supportive features are already in place throughout the station area; however, further enhancements would improve safety and accessibility for transit riders. The main station arterials of Beverly Dr. and Wilshire Blvd. are heavily trafficked and would benefit from bus stop enhancements, high-visibility crosswalks, and street furniture. Bicycle connections are key to station access; the draft *Beverly Hills Complete Streets Plan* includes proposed bicycle improvements that are reflected in the PLE 2&3 FLM Plan. Because the station portal is slightly removed from the main downtown destinations, passive and active wayfinding should be introduced.
- Century City/Constellation: The station area includes wide streets and long blocks along Olympic Blvd., Santa Monica Blvd., and Avenue of the Stars, which are key spines for vehicular access. Separating pedestrians and bicyclists from vehicles will be needed to improve safety and access. Key pedestrian amenities should include street trees and landscaping, street furniture, improved sidewalks, enhanced crosswalks, and comprehensive wayfinding. Bike facilities should be included as part of the pathway network especially as they could enhance other bike plans in the *LA City Mobility Plan 2035* and the draft *Beverly Hills Complete Streets Plan*.
- Westwood/UCLA: The station has three planned access points that will make Westwood Blvd., Wilshire Blvd., and Gayley Ave. critical for users. There will be high ridership and a need to connect the station to the UCLA campus. Currently, there is pressure on sidewalks and limited bicycle connectivity. Wilshire Blvd. is highly trafficked and needs many pedestrian improvements. Gayley Ave., which connects the station to Westwood Village, UCLA, and student housing and residential areas, could be enhanced with better crosswalks, lighting, corner bulb-outs, a bike facility, and signage. Westwood Blvd. could also benefit from improved bicycle facilities. Elsewhere, cut-through paths could help facilitate additional station access.
- Westwood/VA Hospital: The VA campus encompasses the majority of the ½-mile radius surrounding the station. The station will serve a largely veteran population, providing mobility for a group that often relies on public transportation. Currently, access across the campus is limited, causing difficulties for pedestrians and bicyclists. The station design includes a passenger drop-off zone; as the western terminus of the Purple Line, high demand for cars picking up or dropping off transit riders is anticipated. Various cut-throughs are proposed on the campus to improve accessibility and will need to be coordinated with the *Greater LA Veterans Affairs Draft Master Plan* that also has several pedestrian pathways, bike routes, and shuttle paths.

First/Last Mile Process

The FLM methodology is well documented in Metro’s First Last Mile Strategic Plan (2014) and completed FLM plans (<https://www.metro.net/project/first-last>). A brief summary of the steps and timeline specific to the PLE 2&3 FLM Plan is presented in *Figure 2*.

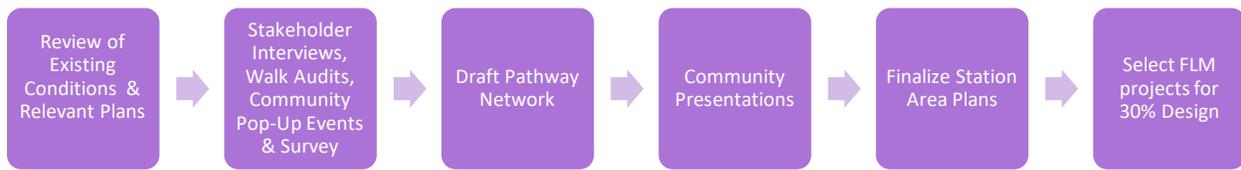


Figure 2: Summarized FLM methodology for PLE 2&3

Throughout the steps above, the team coordinated with staff and elected offices from the City of Los Angeles, the City of Beverly Hills, and the County of Los Angeles along with other institutional stakeholders including the University of California, Los Angeles, and the Veterans Affairs hospital.

What’s in the Plan

The Plan is composed of the following core and supporting documents for each of the four PLE 2&3 stations:

➤ Core documents:

1. Pathway Maps: A Pathway Map displays the Pathway Network (key corridors to focus pedestrian and wheeled connections to the station) and project ideas along the Pathway Network. For each of the four stations, two pathway maps were created—one for walking projects and one for wheel projects (for bicycles and other rolling modes).
2. Project List: This document presents project ideas that correspond to those in the Pathway Maps. They are organized in the following order: FLM Pathway arterials (primary routes), FLM Pathway collectors (secondary routes), and FLM Pathway cut-throughs (shortcuts). The lists also separate project ideas as those running along a corridor and those at unique points (spot improvements).
3. Cost Estimation: This document presents Rough Order of Magnitude (ROM) cost estimates. Each station has a summary of total costs that are disaggregated into construction costs, soft costs, contingency, and escalation. Each station also has the cost estimates disaggregated by segment of the Pathway Network and project ideas on it. Cost assumptions are provided separately in a supporting document.
4. Project Scoring: This document prioritizes ideas from the Project Lists based on a technical analysis. There is a separate prioritization for each station and for pedestrian and wheels improvements. Projects and their prioritization are grouped by segment of the Pathway Network. Considerations in the technical analysis include safety,

comfort, community input, and connectivity. Prioritization also includes cost information and indicates which projects are recommended to proceed to a preliminary engineering (PE) stage. A more detailed methodology is provided separately in supporting documents.

➤ Supporting documents:

1. Existing Conditions: This document serves as a preliminary station analysis that includes research on existing conditions and local plans and projects. The research covers characteristics identified in Metro's *First Last Mile Strategic Plan & Planning Guidelines*: street grid, pedestrian shed, vehicular speeds, key access corridors, bicycle and pedestrian collisions, bicycle connections, transit connections, land use, and points of interest.
2. Community Engagement and Local Coordination: The FLM Plan for PLE 2&3 was developed with significant input from communities and local agencies. This document provides information on the various community outreach activities including stakeholder interviews, walk-audits, pop-up events, surveys. It also provides information on meetings with local agencies and institutional actors.
3. Walk Audit Results: This document summarizes the Walk Audit activity and key takeaways. Maps are provided for each station and show the observations made by walk audit participants, and how these observations relate to station connectivity, safety, and comfort.
4. Project Origins: This document provides a high-level overview of how FLM Plan improvement ideas were sourced. For each station area and each Pathway segment, the document explains whether the origin was from walk-audit feedback, stakeholder interviews, community pop-up event data, or from technical analysis of the area.
5. Cost Assumptions: This document summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates. It is divided into walking and biking (wheels) improvements.
6. Project Scoring Methodology: FLM Plans include a wide breath of walking and wheel improvements. To help decide which projects to prioritize, a structured, data-based methodology was used to help quantify a project's safety, comfort, community input, and connectivity. The result of this applied methodology is the scoring of each Pathway segment and its projects.
7. Project Prioritization Methodology: There is a need to prioritize FLM Plan projects based on an assumed budget constraint. This document further orders projects beyond the initial project technical prioritization and selects projects to advance to the next stage of 30% design. The document explains the methodology as well as the final selected projects.