

Next stop: connected communities.

GOLD LINE FOOTHILL EXTENSION 2B FIRST/LAST MILE PLAN Executive Summary



The overall goal of first/last mile (FLM) planning is to enhance transit riders' experience getting to and from the transit station, thereby improving their entire trip from beginning to end. The term "first/last mile" refers to the first and last part of transit trips, although the actual distance traveled varies. Metro's FLM planning methodology follows key steps that are aimed at understanding the FLM portion of transit trips and emphasizes community and local engagement throughout the process. FLM planning also takes into account a number of transportation modes: walking, bicycling, skateboarding, wheelchair or stroller use, among others. Multiple types of projects are important to address how customers experience their journey to a Metro station.

This Plan envisions a pathway network surrounding each station. Distinct FLM projects, subject to further analysis and design, are recommended along the pathway network and a prioritized project list further refines the projects identified in the Plan. Access improvements and strategies are tailored to the suburban context for these Foothill communities, as discussed further below. The following project types are proposed to foster a more pleasant journey to the transit station:

- new and improved sidewalks and crossings;
- walkways or shared streets;
- plazas;
- street trees and shade;
- sidewalk lighting;
- street furniture;
- visual enhancements; pick up / drop off;
- enhanced bus stop; shared use path;
- bike facilities including bike lanes, bike boulevards, and separated bikeways;
- bike parking;
- and bike share.

At the time of the Plan's completion, Metro is developing FLM guidelines to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2). The FLM Guidelines are anticipated for Board consideration in fall 2019, and this Plan is positioned for further consideration by the Board at that time. It is also important to note that, in July 2017, Metro and the Foothill Gold Line Construction Authority entered into the "Foothill Extension Phase 2B Funding Agreement - Glendora to Claremont". This agreement allows Gold Line Extension 2B cities in LA County (Glendora, San Dimas, La Verne, Pomona, and Claremont) to apply FLM expenditures toward their 3% contribution to the transit project if the improvements are identified in a Metro-approved FLM plan.

Gold Line Foothill Extension 2B Stations

The Metro Gold Line is an existing light rail line connecting San Gabriel Valley communities to Downtown Los Angeles and the rest of the Metro system. The Gold Line Foothill Extension 2B is planned to extend the line 12.3 miles to the east from its current

terminus at APU/Citrus Station to Montclair. Stations have been planned in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. This Plan addresses first/last mile connections for the five stations in Los Angeles County: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. These station areas have unique attributes and share suburban characteristics. To be responsive to this context, the project team researched FLM case studies from similar suburban areas around the region and the country.

Community Engagement

Input from the community was central to the process to develop this Plan. The project team included ActiveSGV, a community-based organization whose mission is “to support a more sustainable, equitable, and livable San Gabriel Valley” and they were instrumental in helping the team reach community members. Overall, the project team engaged the community over the course of 30 events or meetings and learned that the top three most requested types of projects were sidewalk lighting, new and improved crossings, and shared use paths. Underpinning the approach was the desire to engage the community at times and locations that were already popular in the community such as fairs and festivals; parks; Women, Infants and Children (WIC) offices; and standing community meetings, for example.

Regional Recommendations

Based on feedback from city staff and the community, this Plan takes a wider regional perspective to evaluate connections among the five stations and the project team researched suburban-context-specific FLM improvements. Several regional-level recommendations are included in Chapter 3 and are based on case study research. These recommendations include:

- Regional bicycle/rolling mode facilities to provide continuous connections or address gaps in the network among the station areas
- Wayfinding signage consistency among jurisdictions
- Sidewalk lighting that is sensitive to each community’s specific preferences
- FLM-supportive programs that, in concert with the infrastructure improvements, would enhance the customer experience accessing the stations

Implementation Approaches

Implementation is an opportunity to focus on transit customers’ experience as well as refine project details and contemplate design of the project ideas in the Plan. A seamless experience will require multiple jurisdictions in the station area to work together on implementation. The Plan outlines approaches that could be taken to facilitate next steps for the projects identified in this Plan. Implementation steps have not been solidified for the projects in this Plan and will require agreement, action, and funding identification on the part of multiple entities such as such as Metro, the Foothill Gold Line Construction Authority, local cities, local transit providers, and even local property owners.

The implementation approaches described in the Plan are:

- Adoption of the FLM Plan by cities, which can strengthen city-led applications for grant funding for FLM projects in the Plan.
- Integration into existing local plans could further memorialize the community input and project ideas.
- Integration into existing local programs allows FLM improvements to be made as the opportunity arises through the course of cities' other efforts.
- Integration in local Capital Improvement Programs can align FLM implementation with already planned capital improvements.
- Consideration of opportunities to implement via Construction Authority activities, which are ongoing discussions at the time of publication.
- Conditions of Development as private property turns over or is developed in response to market changes.
- Initiate or modify MicroTransit, shuttle, ridehailing and/or micromobility programs informed by evolving best practices.
- Pursue external funding sources that are appropriate for FLM project types, such as the State Active Transportation Program.

The Plan also evaluated implementation complexity criteria for any given project taking into account different factors related to design, process, and community input.

Plan Contents

The first four chapters of the Plan describe: the policy framework underpinning the development (Chapter 1 - Introduction); the planning steps such as FLM methodology, community engagement approach, and project prioritization methodology (Chapter 2 – Planning Process); high-level regional and programming recommendations applicable to the suburban context (Chapter 3 - Regional Recommendations); and possible approaches to implementation (Chapter 4 - Implementation Strategies).

In order from west to east, each station has a dedicated chapter that covers that station's specific pathway networks, project ideas, prioritized project lists, and description of projects:

- Glendora - Chapter 5
- San Dimas - Chapter 6
- La Verne/Fairplex - Chapter 7
- Pomona North - Chapter 8
- Claremont - Chapter 9

Four appendices are included in the Plan with more technical details: Appendix A - Walk Audit Summary Memo; Appendix B - Community Engagement Memo; Appendix C - Pedestrian and Bicycle Barriers; Appendix D - Cost Range Factors.