

**Board Report**

File #: 2019-0170, **File Type:** Plan**Agenda Number:** 24.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2019

**SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION AND GOLD LINE
FOOTHILL EXTENSION 2B**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING Aviation/96th St. Station First/Last Mile Plan;
- B. ADOPTING Gold Line Foothill Extension 2B First/Last Mile Plan; and
- C. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines in fall 2019.

ISSUE

Board Motion 14.1 (May 2016) directed staff to develop First/Last Mile (FLM) plans for future Metro transit projects including Aviation/96th St. Station and Gold Line Foothill Extension 2B (GL2B) stations. The Aviation/96th St. Station FLM Plan and the GL2B FLM Plan (collectively, the "Plans") were developed in close coordination with local jurisdictions and community stakeholders and are recommended to the Board for adoption.

The Plans serve as a blueprint for future investment in access and safety improvements around stations. Adoption of the completed Plans by the Metro Board better positions FLM improvements for funding and implementation. Next steps for implementing the Plans will be presented to the Board following the adoption of the FLM Guidelines in fall 2019.

BACKGROUND

FLM planning was undertaken for the Aviation/96th St. Station (also referred to as Airport Metro Connector) and five stations along the GL2B alignment: Glendora, San Dimas, La Verne/Fairplex, Pomona North, and Claremont. The Plans were developed following Metro's FLM methodology from the 2014 Board-adopted FLM Strategic Plan.

The process included:

- walk audits of the station areas
- development of draft pathway networks and project ideas
- community engagement events
- finalization of pathway networks and project ideas
- ongoing local jurisdiction coordination

As with other Metro-led FLM plans, the Plans were developed in close coordination with local jurisdictions and other agencies. The process emphasized extensive community engagement, and prioritized projects that improve safety and connectivity. Detailed description of the community process is included in each plan - the Process chapter in the Aviation/96th St. Station Plan and the Planning Process chapter in the GL2B FLM Plan.

DISCUSSION

The Plans identify walking and bicycling improvements within the ½-mile and 3-mile radius of each station such as new enhanced crosswalks; pedestrian-scale lighting; street trees and planting; and various bicycle facilities. Each plan describes a general approach for implementation and funding opportunities with specific implementation steps to be developed after completion of FLM Guidelines in fall 2019. Improvements identified in the plans require additional steps including feasibility analysis, environmental review, and design.

Additional highlights and unique aspects of the Plans and process include the following:

Aviation/96th St. Station First/Last Mile Plan

- Numerous planned and under construction streetscape and access improvements being led by local jurisdictions (cities of Los Angeles and Inglewood) and Los Angeles World Airports (LAWA) required substantial coordination, and as such:
- The Plan emphasizes and prioritizes projects that fill gaps in the access network and complement improvements planned and underway.
- Metro also endeavored to reflect the full range of input through inclusive community engagement. More information is available on pages 18 to 21 in the Process chapter.

Gold Line Foothill Extension 2B First/Last Mile Plan

- The project team engaged a community-based organization (CBO) ActiveSGV (formerly BikeSGV) to help inform the approach to community engagement and ultimately the final Plan as well as conduct intercept interviews to reach community members who may not be well served by traditional outreach methods.
- The FLM project ideas and recommendations in the Plan take into account changes to the transit project phasing that arose during development of this plan. Notably, the project team worked to ensure that the FLM project ideas were responsive to a temporary terminus at the Pomona North Station as well as a build out of the full line.
- The corridor cities noted that there are unique access challenges for stations located in a suburban context. The Plan discusses approaches and examples (such as shuttling) that can

be found in Chapter 3: Regional Recommendations. The plan also identifies regional biking facilities that span multiple cities and would be important continuity for people using bicycles to access the stations or other destinations.

An Executive Summary of the Aviation/96th St. Station Plan is included as Attachment A and a link to the full Plan is included as Attachment B. The GL2B FLM Plan Executive Summary is included as Attachment C and a link to the full Plan is included as Attachment D.

Implementation Considerations

FLM Guidelines are currently in development to determine how FLM improvements are to be delivered as part of all transit projects (per Motions 14.1 and 14.2), with anticipated Board consideration in fall 2019. FLM Guidelines will contemplate a standard approach for advancing FLM improvements for new Metro transit projects.

In a September 2018 update to the Board on the FLM Program, the Aviation/96th Street and GL2B Plans were defined as “transitional” because the transit corridor projects have already advanced beyond key milestones, preventing the inclusion of FLM improvements as part of the transit capital project delivery. The Board Box indicated that the implementation approach will be determined and reported to the Board as FLM plans are completed for all transitional projects. As such, staff will return to the Board following the adoption of the FLM Guidelines with recommendations for specific implementation steps for these “transitional” Plans.

Of note with respect to the GL2B FLM Plan, 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 GL2B 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.

Equity Platform

The Plans further the Equity Platform Pillar II - Listen and Learn, with inclusive and meaningful community involvement using various engagement tools including: community events, group discussions, and one-on-one stakeholder phone calls. As mentioned above, the GL2B FLM Plan engaged ActiveSGV, a community-based organization, to inform the plan development and carry out community engagement.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plans is to improve safety for transit riders and non-riders who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

The Plans also identify projects that can assist in further closing potential gaps in walking and bicycling infrastructure.

FINANCIAL IMPACT

Adoption of this item has no impact to the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further Strategic Plan Goal #2 to deliver outstanding trip experience for all users of the transportation system, through improving customers' FLM experience.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plans. This alternative is not recommended because the Plans were developed in response to previous Board action and with involvement from local jurisdiction stakeholders and the community. Further, if the Board decides not to adopt the GL2B FLM Plan, then the GL2B cities would not be able to apply FLM expenditures from the FLM Plan toward their 3% local contribution to the transit project per the funding agreement between Metro and the Foothill Gold Line Construction Authority dated July 1, 2017.

NEXT STEPS

Staff anticipates returning to the Board concurrent with or following adoption of FLM Guidelines (anticipated fall 2019) with specific implementation recommendations for each of the Plans in line with the FLM Guidelines.

ATTACHMENTS

Attachment A - Aviation/96th St. Station First/Last Mile Plan Executive Summary

Attachment B - Aviation/96th St. Station First/Last Mile Plan

Attachment C - Gold Line Foothill Extension 2B First/Last Mile Plan Executive Summary

Attachment D - Gold Line Foothill Extension 2B First/Last Mile Plan

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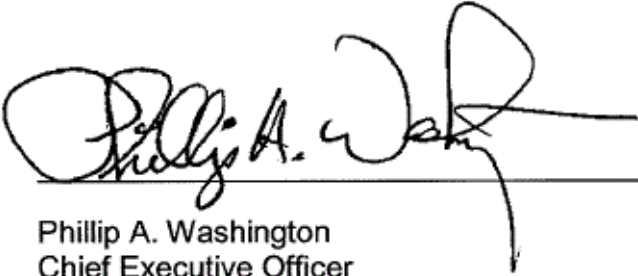
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