



Board Report

File #: 2019-0806, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 15, 2020

SUBJECT: PURPLE LINE EXTENSION SECTION 1, CRENSHAW/LAX AND REGIONAL CONNECTOR FIRST/LAST MILE PLANNING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Prepare First/Last Mile (FLM) plans for Purple Line Extension (PLE) Section 1 stations;
- B. Execute Modification No. 3 to Task Order No. AE115994000 with IBI Group for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines to accommodate PLE Section 1 FLM planning work in the amount of \$378,864 increasing the task order value from \$1,171,722 to \$1,550,586; and
- C. Subsequently initiate planning for stations on the Crenshaw/LAX line and Regional Connector.

ISSUE

In May 2016, the Metro Board approved Motion 14.1 (Legistar 2016-0442) directing staff to pursue a variety of FLM planning and implementation activities. This direction included integrating FLM into the planning, design, and construction of all Metro transit projects, as well as conducting FLM studies and preliminary design for all existing stations. Staff placed priority for FLM planning on those projects that were in the pre-construction stage when the motion was adopted - Airport Metro Connector, Gold Line Foothill Extension 2B, Purple Line Sections 2 and 3, and East San Fernando Valley. Those FLM plans have been adopted by the Board or are underway and will be brought to the Board in early 2020. For the reasons listed below, staff recommends that the Purple Line Section 1 (PLE Section 1), Regional Connector and Crenshaw/LAX, which were under active procurement or contract for construction at the time of adoption of Motion 14.1, be the next highest priority.

BACKGROUND

Metro's FLM program is intended to facilitate location-specific access and safety improvements around transit stations, recognizing that approximately 85% of Metro transit users get to stations on foot or bicycle (or other rolling mode such as scooter, skateboard). FLM improvements include

sidewalks, crosswalks, ADA-compliant curb ramps, bicycle lanes, and lighting among others. Metro's FLM work emphasizes pedestrian improvements at a ½-mile radius from stations, and bicycle/rolling modes at up to 3 miles.

Metro Board Motions 14.1 (May 2016) and 14.2 (June 2016) directed a slate of activities that established Metro's on-going FLM program. This included direction to integrate FLM into the process for transit corridors, prepare station area plans for the existing system, technical assistance, funding, and implementation incentives. As a result, Metro has progressed on this work effort by completing a number of FLM plans, and elevating the visibility of FLM planning and interest among jurisdictions and stakeholders.

DISCUSSION

PLE Section 1

Staff is recommending FLM plans be prepared now for PLE Section 1 for the following reasons:

- *Existing conditions and need:* PLE Section 1 consists of three stations (La Brea, Fairfax, La Cienega) in heavily traveled locations with a variety of trip origins and destinations including major cultural, commercial/employment, and other attractions. Each station is projected to serve over 10,000 riders daily, and together they provide access to more than 27,000 jobs and 16,000 residents within a half-mile. These stations present distinct opportunities and challenges for pedestrian and rolling mode access, including a number of nearby intersections and corridors with significant observed safety and accessibility concerns. The PLE Section 1 station areas also contain a number of major streets included in the City of Los Angeles High Injury Network (HIN) including 3.3 miles of HIN along portions of Wilshire Boulevard, Fairfax Avenue, 3rd Street, and Olympic Boulevard.
- *Persistent community interest:* Metro staff has been alerted to substantial and ongoing interest in FLM planning for PLE Section 1 stations. This has arisen in a number of contexts, including coordination with cities on ongoing FLM planning for PLE Sections 2 and 3, the initiation of transit-oriented development (TOD) planning grants for PLE Section 1 station areas, and contacts from community groups and individuals.
- *Synergies with PLE Sections 2 and 3:* Motion 14.1 directs FLM planning for the Metro system, divided into two categories: 254 existing stations (including all rail and top 100 ridership bus stops), and all new Metro transit projects. PLE Section 1 is categorized as "existing" for purposes of the original Board direction. Nevertheless, given that staff is tasked with carrying out planning for all rail stations, it is expeditious to use the current procured task order to also complete plans for PLE Section 1. Additionally, consolidating FLM efforts on PLE Section 1 with on-going PLE Sections 2 and 3 FLM planning on the same line will provide a more cohesive and comprehensible process for stakeholders and the public, and best position these soon-to-be-completed stations to realize comprehensive access improvements.

The recommended action for PLE Section 1 FLM activities necessitates a modification to Task Order No. AE115994000 with IBI Group. The current task order scope includes FLM planning activities resulting in pathway network maps, project lists including cost estimates, prioritization, and process

documentation for four stations for PLE Sections 2 and 3. The modification would provide for the same activities and deliverables for three additional stations on PLE Section 1 and further includes budget to engage community-based organizations (CBOs) to assist with community engagement.

Crenshaw/LAX and Regional Connector

PLE Section 1, for purposes of FLM Board direction, is situated similarly to other transit lines that were under construction at the time of Motion 14.1, including the Crenshaw/LAX line and Regional Connector. The recommendation to proceed on FLM planning for PLE Section 1 at this time responds to the unique circumstances for the project as outlined above. Nevertheless, it remains a priority to provide FLM planning for all under-construction stations. As such, staff further proposes to proceed on plan development for Crenshaw/LAX and Regional Connector stations as other current FLM planning efforts conclude and staff resources are available. Note, however, that a number of Crenshaw/LAX and Regional Connector stations are addressed in existing FLM or equivalent plans, notably the City of Los Angeles Crenshaw Streetscape Plan, the previous Metro FLM plans for three stations located in the City of Inglewood and Aviation/96th Street Station, and the Connect US Action Plan. Metro's future FLM planning work on these lines will cover stations that have not been addressed in other efforts. Metro staff will update the Board on status and timing of FLM planning for Crenshaw/LAX and Regional Connector in future FLM program status reports.

Equity Platform

FLM planning work is substantially shaped by the Equity Platform. Specifically, the program integrates the four Equity Platform pillars as follows:

- I. Define and Measure: FLM planning includes a significant assessment of existing conditions with a focus on transportation safety.
- II. Listen and Learn: Plans are substantially shaped through a broad-based community engagement process that allows residents and employees within station areas to identify mobility, connectivity, and safety issues. The contract modification recommended to be authorized here would allow for engaging CBOs as part of the project team.
- III. Focus and Deliver: FLM planning results in a prioritized project list, cost estimates, and feasibility screenings that allow for an efficient transition to funding and design processes.
- IV. Train and Grow: Each FLM planning effort includes a lessons-learned review that is intended to inform and improve future work.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action. Note that FLM planning is intended to identify projects that, if implemented, would improve safety conditions for transit riders accessing Metro stations. Specific safety assessment of those projects will be performed with any subsequent implementation action.

FINANCIAL IMPACT

The proposed action will increase Task Order No. AE115994000 with IBI Group by \$378,864 from

\$1,171,722 to \$1,550,586. Professional Services and staff activities for FLM planning are included in the current fiscal year budget at Project 405310 task 01 and at Project 405306 task 01.01. The Cost Center manager and Chief Planning Officer will be responsible for budgeting costs in future years.

Impact to Budget

The source of funds for this action is Measure M 2% Active Transportation. These funds are not eligible for Metro Bus and Rail Operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FLM program advances several Strategic Plan Goals including:

Strategic Plan Goal #1. Provide high-quality mobility options that enable people to spend less time traveling: FLM identifies key access routes to Metro transit stations, and further identifies and prioritizes project improvements for safety and connectivity.

Strategic Plan Goal #2. Deliver outstanding trip experiences for all users of the transportation system: FLM improvements provide for more direct, efficient, safe, and pleasant access to stations, as well as considering improved transfers, signage and wayfinding, and traveler information.

Strategic Plan Goal #3. Enhance communities and lives through mobility and access to opportunity: FLM planning includes a clear focus on targeting investment to places that need it most due to safety, socio-economic, and other factors

Strategic Plan Goal #4. Transform LA County through regional collaboration and national leadership: FLM planning works closely with local jurisdictions and communities to identify and prioritize projects and to enable subsequent implementation.

ALTERNATIVES CONSIDERED

The Board may choose to not direct the FLM planning activities at this time. This option is not recommended as it would result in missing opportunities to leverage the existing PLE FLM planning contract and the ability to align FLM planning with other activities, notably the City's TOD station area planning for PLE 1, and may result in reduced opportunities to implement access improvements prior to completion of new stations.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to Task Order No. AE115994000 and proceed with developing FLM plans for PLE Section 1. Upon completion, staff will report to the Board for adoption and consideration of next steps toward implementation. Separately, staff will provide updates to the Board on timing and status of planning for Crenshaw/LAX and Regional Connector as described in this report. Staff will further report on prioritization of FLM planning for existing stations as part of upcoming program updates.

ATTACHMENTS

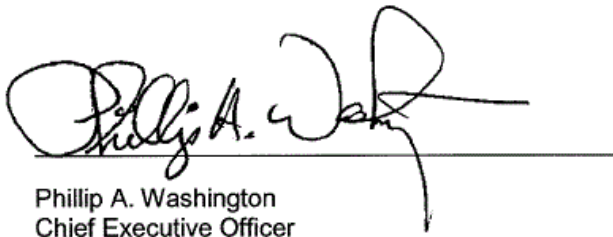
Attachment A - Procurement Summary

Attachment B - Task Order Modification/Change Order Log

Attachment C - DEOD Summary

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