



Board Report

File #: 2022-0265, File Type: Plan

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: FIRST/LAST MILE PROJECT PRIORITIZATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology (Attachment B); and
- B. ADOPTING Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

ISSUE

In 2019 and 2020, the Metro Board of Directors adopted multiple FLM plans for future rail lines and stations. Each plan directed staff to report back to the Board with recommended next steps that are consistent with procedures and commitments in the FLM Guidelines (Guidelines). The Board subsequently adopted the Guidelines (May 2021, File #2020-0365), which committed and described a project prioritization process focusing on safety. The Project Prioritization Methodology (Attachment B) has been completed and applied to the above-referenced FLM plans, resulting in Prioritized Projects Lists for each plan.

Board approval of the Prioritized Project Lists in this report would amend previously Board-approved FLM plans - which was called for in the Guidelines - and facilitate local jurisdiction implementation of certain priority projects identified in those plans. Local jurisdictions may choose to implement the priority projects to receive credit toward the 3% local contribution, pending negotiation of necessary agreements, and based on terms established in the FLM Guidelines.

BACKGROUND

The adopted Guidelines note that a prioritization methodology has been piloted on past FLM plans. The Guidelines further prompted the development and application of a consistent methodology for prioritizing projects included in all FLM plans.

Each FLM plan identifies FLM projects within a ½-mile walkshed and 3-mile bike-shed radius of a station. The Project Prioritization Methodology was developed to emphasize the safety, access, and comfort of transit customers walking and wheeling to a station.

DISCUSSION

Project Prioritization Methodology

Consistent with the FLM Guidelines, the methodology prioritizes safety-focused projects on primary pathways (streets). Primary pathways are identified in the FLM plans and are generally those directly intersecting the stations. This focus ensures alignment with Metro's goals to expand the reach of transit by addressing riders' journeys to the station and providing safe, accessible, and continuous pathways. The prioritization methodology further allows for flexibility by providing an option for local agencies to seek additional priority projects based on specified criteria such as demonstrated and significant community support.

The prioritization methodology is consistent with FLM policies adopted by the Metro Board and developed with input from local jurisdictions with FLM plans.

The Project Prioritization Methodology consists of the following methods:

1. **Method 1: Walk/Wheel projects within one-half mile of a station**
 - a. On Primary Pathway as defined in an adopted FLM Plan; and
 - b. Improve safety for walk and wheel users through Safety-Focused Project types
2. **Method 2: Wheel projects between one-half mile and three miles of a Station**
 - a. On Primary Pathway to the extent delineated in an adopted FLM Plan; and
 - b. Improve safety for wheel users through Safety-Focused Project types; and
 - c. Connect directly to a key destination and/or other wheel network facilities located between one-half and up to three miles from a new rail transit station.
3. **Method 3: Local Flexibility**
 - a. Projects considered under this method must be included in the adopted FLM Plan and be justified with respect to one or more criteria such as community support or alignment with local plans.

The complete Project Prioritization Methodology is provided in Attachment B.

Method 3 allows local flexibility for unique circumstances on a case-by-case basis and is subject to discrete and well-defined criteria. This category intends to provide a way for jurisdictions, as implementing partners, to integrate their own active transportation activities and needs while maintaining a focus on Metro's core objectives around station access and elevating community

desires, as captured in the FLM Plans. Metro solicited and evaluated proposed projects under this method from local jurisdictions. Projects meeting the criteria are included in the priority projects lists as Attachment A. Note that some projects have been included as conditional priorities, and staff will work with respective jurisdictions to verify that criteria have been met. One support letter was received in relation to Method 3 proposals, and is included as Attachment C. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed consistent with Method 3, and where the proposed project provides comparable intent and benefit to a project in the adopted plan.

Final priority project lists for each plan are included as Attachment A. Adoption of these lists by the Board allows local jurisdictions to identify and commit individual projects for implementation and completes a committed next step as part of the adoption of the FLM Guidelines. All jurisdictions affected by this prioritization step were briefed and provided input opportunities at multiple stages. This prioritization step follows prior work on developing FLM plans which features and integrates substantial community input (see “Equity Platform” discussion below for more detail).

Methodology Development

Following the Board adoption of the Guidelines, staff developed a draft Prioritization Methodology and circulated it to relevant jurisdictions, including a review and comment opportunity. The input was subsequently incorporated into a final methodology. The first two methods were then applied to the FLM plans, with the opportunity for local jurisdictions to apply the third method for local flexibility.

DETERMINATION OF SAFETY IMPACT

Adopting the Prioritized Projects Lists will have no direct safety impact; however, the methodology to determine Prioritized Projects Lists and the specific projects on each list focus on projects to improve safety conditions for transit riders. Local jurisdictions are solely responsible for the design and implementation of the priority projects, at their option.

FINANCIAL IMPACT

The Guidelines limit 3% local contribution availability to priority projects identified in FLM plans. Implementing FLM projects for 3% credit carries a financial risk to Metro as it directs resources away from delivery of the core transit project. The completed FLM Plans covered in this report identified projects costing approximately \$19 million per station. As recommended here, the availability of 3% credit to Priority Projects reduces the risk to Metro by approximately half.

Impact to Budget

FLM planning work including an effort to develop this project prioritization, is included in the adopted Metro budget at Project Number 405306.

EQUITY PLATFORM

FLM Plans consider and elevate equity considerations at all stages. Of note, this includes a partnership with Community Based Organizations (CBOs) during the plan development and conducting grassroots and participatory outreach that centers and elevates transit riders’ needs. CBO

partnership is standard practice in developing all Metro FLM plans, as they provide invaluable expertise and knowledge of local contexts, especially in under-served communities. Partnership with CBOs in developing FLM plans has included a standard chartering process and fair compensation. As such, the resultant project list within each FLM plan captures key needs and desires for high need and under-served communities. Of note for this report, Metro partnered with Pacoima Beautiful and Safe Moves to develop the East San Fernando Valley FLM Plan and with ActiveSGV for the Gold Line Foothill Extension 2B FLM Plan. The specific prioritization step described in this Board Report elevates the most critical needs by focusing on the safety, accessibility, and comfort of people navigating to and from transit stations. If implemented, the resulting priority projects provide a dignified environment that serves the needs of Metro's patrons.

All future Metro rail station areas have different existing conditions and needs. Needs are typically greatest in locations with historic disinvestment in community scale infrastructure, which correlate closely with Equity Focus Communities (EFCs). Of the 24 planned Metro Rail stations in question for FLM project prioritization, 18 stations are in or within a half-mile of EFCs. The FLM planning process identifies and addresses these needs such that higher-need station locations will typically yield a more extensive project list. This prioritization methodology does not specifically redirect resources to higher need locations because it is primarily conceived as an opportunity for all jurisdictions with a 3% obligation to have an option and incentive to implement FLM projects. However, the methodology, as applied at the end of the FLM planning process does yield results whereby there are typically more projects identified and more investment opportunities where needs are greatest.

Once constructed, projects identified in the Prioritized Projects Lists, such as enhanced sidewalk elements and improved lighting, can reduce disproportionate harm to vulnerable demographic groups from unsafe and inaccessible streets around Metro rail stations. These groups are also expected to see air and noise pollution reduction.

If local jurisdictions choose to implement projects, residents within station areas may face construction impacts, including added congestion and delay for drivers. During the planning process, local jurisdictions will employ community engagement with the public, including partnerships with community-based organizations, to inform project design, implementation, and mitigation of adverse impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. FLM projects facilitated by the project prioritization will improve customers' experiences accessing existing and future rail stations and high-ridership bus stops by walking, biking, or other rolling modes.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the FLM Prioritized Projects Lists. This option is not recommended as it would perpetuate an unclear process and expectations for Measure M transit projects concerning FLM implementation. Further, the Prioritized Project Lists, provide clarity for jurisdictions on the projects eligible for satisfying the 3% local contribution requirement. Reconsidering this and other key concepts would further result in a delay in implementing the FLM

program and could necessitate ad hoc decisions on individual projects.

NEXT STEPS

Staff intends to provide Prioritized Project Lists to local jurisdictions who may pursue 3% local contribution negotiations for FLM priority projects at their option, subject to the Measure M Guidelines and FLM Guidelines requirements. In subsequent phases, the scope and definition of priority projects will be detailed and may be adjusted by agreement between Metro staff and the respective jurisdictions. Staff will verify conditional priority projects in coordination with local jurisdictions. Priority project lists may be updated or revised by the Board in the future in light of varying transit project timelines and associated 3% contribution discussions.


Local jurisdictions will lead future phases of identified priority projects and will be responsible for implementation, inclusive of further community engagement, design, construction, and maintenance.

ATTACHMENTS

- Attachment A - Prioritized Projects Lists
- Attachment B - Project Prioritization Methodology
- Attachment C - Support Letter

Prepared by: Khristian Decastro, Sr. Transportation Planner, Countywide Planning & Development, (213) 547-4298
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132
Nick Saponara, EO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
10/19/22

The following worksheets summarize Metro's **Aviation/96th Street** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Aviation/96th Street First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Aviation Bl to Portal Av	1
2	✓ (1A)	Arbor Vitae St.	Landscape and Shade Trees	Aviation Bl to Portal Av	1
3	✓ (1A)	Arbor Vitae St.	Access Ramps	Aviation Bl	1
4	✓ (1A)	Arbor Vitae St.	High Visibility Crosswalks	Aviation Bl	1
5	✓ (1B)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Portal Av to Airport Bl	1
6	✓ (1B)	Arbor Vitae St.	Landscape and Shade Trees	Portal Av to Airport Bl	1
7	✓ (1B)	Arbor Vitae St.	Access Ramps	Bellanca Av and Airport Bl	1
8	✓ (1B)	Arbor Vitae St.	High Visibility Crosswalks	Bellanca Av and Airport Bl	1
9	✓ (1B)	Arbor Vitae St.	Bus Stop Improvements	Bellanca Av (2 locations)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Additional Priority Projects					
10	Tier 1	Century Blvd	New or improved crosswalks	Along corridor	
11	Tier 1	Century Blvd	New or improved sidewalks	Along corridor	
13	Tier 1	Century Blvd	Curb improvements	Along corridor	
14	Tier 1	Century Blvd	Pedestrian and Bike Lighting	Along corridor	
15	Tier 1	Century Blvd	Bike Facility or Amenity	Along corridor	
16	Tier 1	Century Blvd	Bus Stop Improvements	Along corridor	

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Bicycle Lane (Class II)	Aviation Bl to Portal Av	1
2	✓ (1B)	Arbor Vitae St.	Protected Bicycle Lane (Class IV)	Portal Av to Airport Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	Tier 2	Arbor Vitae St	Bike facility or Amenity	Sepulvda Blvd to Aviation Blvd	3
4	Tier 1	Century Blvd	Bike facility or Amenity	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**10/19/2022**

The following worksheets summarize Metro's **East San Fernando Valley Transit Corridor** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **East San Fernando Transit Corridor First/Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (2)	San Fernando Rd	Landscape & Shade	Oro Grande St to Sayer St and Hubbard St to Huntington St (0.85 miles)	1
2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St	1
3	✓ (4)	San Fernando Rd	Pedestrian & Cyclist Lighting	Hubbard St to Huntington St	1
4	✓ (7)	Hubbard St	Landscape & Shade	Laurel Canyon Blvd to 5th Ave (1.25 miles)	1
5	✓ (8)	Hubbard St	Pedestrian & Cyclist Lighting	Jackman Ave to 4th St (0.61 miles)	1
6	✓ (9)	Hubbard St	Curb Extensions	At 1st St & 2nd St	1
7	✓ (10)	Hubbard St	Bus Stop Improvements	Truman St & 1st St/Frank Modugno Dr	1
8	✓ (11)	Hubbard St	Curb Extensions	4th St	1
9	✓ (12)	Frank Modugno Drive/ 1st St	Pedestrian & Cyclist Lighting	Sayre St to Orange Grove Ave (0.47 miles)	1
10	✓ (14)	San Fernando Rd/ Frank Modugno Drive/ 1st St	Landscape & Shade	Oro Grande St to Huntington St (0.088 miles)	1
11	✓ (15)	1st St	Curb Ramps	Huntington St	1
12	✓ (16)	San Fernando Rd	Curb Extension	Astoria St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Hubbard St to San Fernando Mission Blvd (0.57 miles)	1
2	✓ (3)	Hubbard St	Bicycle Lane (Class II)	Laurel Canyon Blvd to Glenoaks Blvd (1.50 miles)	1
3	✓ (14)	Hubbard St	Bicycle Lane (Class II)	Glenoaks Blvd to Eldridge Ave (1.50 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
4	(#2)	San Fernando Rd	Striped Lanes	Bleeker St to Hubbard Ave	3
5	(#7)	East Canyon Chanel	Off-Street Path	Rincon Ave to Bleeker St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

East San Fernando Valley - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (5)	San Fernando Rd	Pedestrian & Cyclist Lighting	San Fernando Mission Blvd to Brand Blvd	1
2	✓ (6)	San Fernando Rd	Landscape & Shade	Huntington St to Wolfskill St	1
3	✓ (7)	San Fernando Rd	Signalized Crossing	At Kalisher St	1
4	✓ (8)	San Fernando Rd	Curb Ramps	At Kalisher St	1
5	✓ (14)	Maclay Ave	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
6	✓ (15)	Maclay Ave	Landscape & Shade	Hollister St to 1st St	1
7	✓ (19)	Brand Blvd	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
8	✓ (20)	Brand Blvd	Curb Extension	At 1st St	1
9	✓ (21)	Brand Blvd	Curb Extension	At Hollister St, Coronel St, Pico St, Celis St,	1
10	✓ (22)	Brand Blvd	Curb Extension	At Library St	1
11	✓ (23)	1st St	Pedestrian & Cyclist Lighting	Alexander St to Brand Blvd	1
12	✓ (24)	1st St	Curb Extension	At Harding Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Kittridge St to Wolfskill St (0.13 miles)	1
2	✓ (2)	Brand Blvd	Bicycle lanes (Class II) & Bicycle Friendly Street (Class III)	O'Melvany Ave to Truman St, Truman St to Mission City Trail & Mission City Trail to 4th St (0.85 miles)	1
3	✓ (4)	Maclay Ave	Bicycle Friendly Streets (Class III) & Bicycle lanes (Class II)	Amboy St to Truman St, Truman St to 1st St & 1st St to 4th St (0.92 miles)	1
4	✓ (5)	Maclay Ave	Bicycle Lane (Class II)	4th St to 8th St (1 mile)	1
5	✓ (7)	1st St	Bicycle Friendly Street (Class III)	Brand Blvd to Harding (0.40 miles)	1
6	✓ (12)	Brand Blvd / Macneil St.	Bicycle Friendly Street (Class III)	4th St to 8th St (1.03 miles)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Pacoima Wash to Filmore St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Paxton St	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Desmond St to Filmore St	1
4	✓ (4)	San Fernando Rd	Signalized Crossing	At Filmore St	1
5	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St	1
6	✓ (6)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
7	✓ (7)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
8	✓ (8)	Paxton St	Landscape & Shade	Kewen Ave to San Fernando Rd	1
9	✓ (9)	Paxton St	Pedestrian & Cyclist Lighting	Telfair Ave to Bradley Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Paxton Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Paxton St	Bicycle Lane (Class II)	Arleta Ave to Foothill Blvd (2.80 miles)	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Telfair Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
3	(#2)	Pacoima Wash	Off-Street Path	Telfair Ave to Bradley Ave/4th St	3
4	(#3)	Bradley Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
5	(#5)	Desmond St	Bike-Friendly St	Telfair Ave to San Fernando Rd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Filmore St to Pierce St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Van Nuys Blvd	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
4	✓ (4)	San Fernando Rd	New or Improved Sidewalks	Segment south of Filmore St	1
5	✓ (5)	Van Nuys Blvd	Landscape & Shade	From Norris Ave to Kewen Ave	1
6	✓ (6)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	From Norris Ave to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	San Fernando Rd to Glenoaks Blvd (0.78 miles)	1
2	✓ (8)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Glenoaks Blvd to Foothill Blvd (0.75 miles)	2
3	✓ (10)	San Fernando Rd.	Shared-use/ Off Street Path (Class I)	Brandford St to Lankershim Blvd (1.34 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Laurel Canyon Blvd	Landscape & Shade	Paxton St to Terra Bella St	1
2	✓ (2)	Laurel Canyon Blvd	Curb Ramps	At Carl St, Pierce St, Gager St, Gain St, Remington St	1
3	✓ (3)	Laurel Canyon Blvd	Access Ramps	At Filmore St	1
4	✓ (6)	Laurel Canyon Blvd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (7)	Laurel Canyon Blvd	New or Improved Sidewalks	Van Nuys Blvd to Remington St	1
6	✓ (8)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	I-5 Freeway underpass to Kewen Ave	1
7	✓ (9)	Van Nuys Blvd	Bus Stop Improvements	Laurel Canyon and Haddon Ave	1
8	✓ (10)	Van Nuys Blvd	Landscape & Shade	From I-5 Freeway to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Paxton St (1.09 miles)	1
2	✓ (5)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Peoria St & Paxton to Rinaldi St (3.85 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pierce St	Bike-Friendly St.	I-5 to Haddon Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to 1-5 freeway	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Arleta Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to 1-5 freeway	1
4	✓ (4)	Arleta Ave/Devonshire St	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (5)	Arleta Ave/Devonshire St	Landscape & Shade	Pacoima Diversion Channel to Terra Bella St	1
6	✓ (6)	Arleta Ave/Devonshire St	New or Improved Sidewalks	Pacoima Diversion Channel	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#16)	Filmore St	Pedestrian Bridge	Filmore St, Pacoima Diversion Channel	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Arleta Ave/Devonshire St	Protected Bicycle Lane (Class IV)	Terra Bella St to Arleta Ave & Arleta Ave to Filmore St (0.96 miles)	1
2	✓ (3)	Arleta Ave	Protected Bicycle Lane (Class IV)	Devonshire St to Paxton Ave (0.17 miles)	1
3	✓ (8)	Arleta Ave	Protected Bicycle Lane (Class IV)	Paxton St to Fox St & Terra Bella St to Osborne St (1.22 miles)	2
4	✓ (9)	Arleta Ave	Bicycle Lane (Class II)	Osborne St to Tujung Wash (1 mile)	2
5	✓ (11)	Arleta Ave	Bicycle Friendly Street (Class III)	Fox St to Brand Blvd (0.37 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to Gledhill St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Woodman Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to Gledhill St	1
4	✓ (4)	Van Nuys Blvd	Access Ramps	Plummer St	1
5	✓ (6)	Woodman Ave	Landscape & Shade	Filmore St to Plummer St	1
6	✓ (7)	Woodman Ave	Pedestrian & Cyclist Lighting	Filmore St to Plummer St	1
7	✓ (10)	Woodman Ave	Curb Extension	Plummer St	1
8	✓ (11)	Woodman Ave	Access Ramps	Filmore St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Nordhoff St and Tupper St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Gledhill St to Parthenia St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Gledhill St to Parthenia St	1
4	✓ (4)	Nordhoff St	Landscape & Shade	Kester to Woodman Ave	1
5	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave	1
6	✓ (6)	Nordhoff St	Pedestrian & Cyclist Lighting	Cedros Ave to Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#8)	Terra Bella St	Residential Traffic Calming	Nordhoff St to Woodman Ave	3
8	(#9)	Terra Bella St	Street Lights	Nordhoff St to Wakefield Ave	3
9	(#10)	Terra Bella St	Street Trees	Nordhoff St to Woodman Ave	3
10	(#11)	Terra Bella St	Pedestrian Lights	Nordhoff St to Woodman Ave	3
11	(#12)	Terra Bella St	Curb Extensions	Tupper St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (3)	Nordhoff St	Bicycle Lane (Class II)	Sylmar Ave to Moonbeam Ave (0.12 miles)	1
2	✓ (10)	Nordhoff St	Bicycle Lane (Class II)	405 freeway to Balboa (1.70 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pacoima Wash	Off-Street Path	Plummer St to Parthenia St	3
4	(#2)	Terra Bella St	Striped Lanes	Nordhoff St to Woodman Ave	3

*Note - Inclusion as a priority project does not alter or reduce mitigation requirements for Metro.

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Roscoe Blvd	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Parthenia St to Lorne St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Parthenia St to Lorne St	1
4	✓ (5)	Roscoe Blvd	Landscape & Shade	Willis Ave to Lennox Ave	1
5	✓ (6)	Roscoe Blvd	Pedestrian & Cyclist Lighting	Willis Ave to Lennox Ave	1
6	✓ (7)	Roscoe Blvd	Signalized Crossing	At Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Van Nuys Blvd to Woodman Ave (0.91 miles)	1
2	✓ (10)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Woodman Ave to Laurel Canyon Blvd (2.07 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#4)	Parthenia St	Protected Lanes	Pacoima Wash to Van Nuys Blvd	3
4	(#5)	Chase St	Striped Lanes	Pacoima Wash to Van Nuys Blvd	3
5	(#7)	Willis Ave	Bike-Friendly St	Chase St to Lanark St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/MetroLink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Cohasset St to Lorne St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	At Keswisck St and Saticoy St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Cohasset St to Lorne St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Additional Priority Projects					
1	(#4)	Keswick/Raymer St	Bike-Friendly St	Kester Ave to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects *Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Pacoima Wash	Protected Lanes	Raymer St to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Pacoima Wash to Hart St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Sherman Way	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Pacoima Wash to Hart St	1
4	✓ (5)	Van Nuys Blvd	Signalized Crossing	Gault St	1
5	✓ (7)	Sherman Way	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
6	✓ (8)	Sherman Way	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Sherman Way	Protected Bicycle Lane (Class IV)	Kester Ave to Hazeltine Ave (1 mile)	1
2	✓ (7)	Sherman Way	Protected Bicycle Lane (Class IV)	Hazeltine Ave to Laurel Canyon Blvd & Kester Ave to Balboa Blvd (5 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hart St to Kittridge St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hart St to Kittridge St	1
3	✓ (3)	Van Nuys Blvd	Bus Stop Improvements	Vanowen St	1
4	✓ (4)	Vanowen St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Vanowen St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	At Victory Blvd and Sylvan St	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Kittridge St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Kittridge St to Sylvan St	1
4	✓ (4)	Victory Blvd	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Victory Blvd	Landscape & Shade	Kester Ave to Hazeltine Ave	1
6	✓ (7)	Sylvan St	Landscape & Shade	Vesper Ave to Van Nuys Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Friar St	Bike-Friendly St	Friar St Between Hazeltine and Kester	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Bessemer St to Aetna St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hatteras St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hatteras St to Sylvan St	1
4	✓ (8)	Bessemer St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (9)	Bessemer St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Orange Line Busway to Burbank Blvd (.58 miles)	1
2	✓ (6)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Burbank Blvd to LA River (1.10 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Add Priority Projects					
3	(#3)	Cedros Ave	Bike-Friendly St	Kester Ave to Metro Orange Line	3
4	(#5)	Vesper Ave / (Hatteras st)/ Cedros Ave	Bike-Friendly St	Metro Orange Line to Burbank Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Special Cases					
Walk or Wheel Project	Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits
Sylmar/San Fernando Station					
Walk Project	2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St
Wheel Project	3	✓ (6)	San Fernando Rd/ Frank Modugno Dr/ 1st St	Bicycle Friendly Street (Class III)	Polk St to Harding St (1 mile)
Maclay Station					
Walk Project	5	✓ (10)	Maclay Ave	Curb Extension	At 4th St
Paxton Station					
Walk Project	4	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St
Nordhoff Station					
Walk Project	4	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B**10/19/22**

The following worksheets summarize Metro's **Gold Line Foothill Extension 2B** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Gold Line Foothill Extension 2B First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (27)	Glendora Avenue	New/Improved Crossings	Glendora Village Plaza (250 ft south of Meda Ave)	1
2	✓ (27)	Glendora Avenue	New/Improved Crossings	375 ft. north of Foothill Blvd	1
3	✓ (34)	Glendora Avenue	New/Improved Crossings	Foothill Blvd	1
4	✓ (60)	Glendora Avenue	Pedestrian/Cyclist Lighting	Foothill Blvd to Route 66	1
5	✓ (40)	Glendora Avenue	Street Furniture	Foothill Blvd to Route 66	1
6	✓ (27)	Glendora Avenue	New/Improved Crossings	Carroll Avenue	1
7	✓ (35)	Glendora Avenue	Bus Stop Improvements	Ada Avenue	1
8	✓ (35)	Glendora Avenue	New/Improved Crossings	Ada Avenue	1
9	✓ (40)	Glendora Avenue	Street Trees	Ada Avenue to Route 66	1
10	✓ (37)	Glendora Avenue	New/Improved Crossings	Gold Line ROW	1
11	✓ (49)	Glendora Avenue	New/Improved Crossings	Route 66	1
12	✓ (52)	Glendora Avenue	New/Improved Sidewalks	Gold Line ROW to Colorado Ave	1
13	✓ (39)	Ada Avenue	New/Improved Sidewalks	Grand Avenue to Vermont Avenue	1
14	✓ (30)	Ada Avenue	New/Improved Crossings	Vermont Avenue	1
15	✓ (40)	Ada Avenue	New/Improved Sidewalks	Glendora Avenue to Cullen Avenue	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (45)	Ada Avenue	Pedestrian/Cyclist Lighting	Glendora Avenue to Cullen Avenue	1
17	✓ (38)	Grand Ave	New/Improved Crossings	Foothill Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (27)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Sierra Madre Avenue to Bennett Avenue	2
2	✓ (55)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Foothill Blvd to Route 66	1
3	✓ (54)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Route 66 to Arrow Highway	1, 2
4	✓ (38)	Gold Line ROW	Shared Use/Off-Street Path (Class I)	Foothill Blvd to Carroll Ave	1
5	✓ (48)	Foothill Blvd	Protected Bicycle Lane (Class IV)	Citrus Ave to Grand Ave	2
6	✓ (33)	Foothill Blvd	Bicycle Lane (Class II)	Grand Ave to Vista Bonita Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(39)	Bonita Avenue	Landscape and Shade Trees	Arrow Highway to Cataract Avenue	1
2	✓ (39)	Bonita Avenue	New/Improved Crossings	Cataract Avenue	1
3	✓(45)	Bonita Avenue	Landscape and Shade Trees	San Dimas Avenue to East City Limit	1
4	✓ (38)	Bonita Avenue	New/Improved Crossings	Iglesia Street	1
5	✓ (54)	Bonita Avenue	New/Improved Sidewalks	Walnut Avenue to East City Limit	1
6	✓ (50)	San Dimas Avenue	New/Improved Crossings	Bonita Avenue	1
7	✓ (45)	San Dimas Avenue	New/Improved Sidewalks	Bonita Avenue to Gold Line ROW	1
8	✓ (50)	San Dimas Avenue	New/Improved Crossings	Railroad Track	1
9	✓ (40)	San Dimas Avenue	New/Improved Crossings	Commercial Street	1
10	✓ (43)	San Dimas Avenue	New/Improved Sidewalks	Metrolink RR to Avenue Domingo	1
11	✓ (34)	Puddingstone Dr	New/Improved Crossings	San Dimas Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Arrow Highway to 200' East of Cataract Ave	1, 2
2	✓ (50)	Bonita Avenue	Bicycle Lane (Class II)	San Dimas Av to Iglesia Street	1
3	✓ (42)	Bonita Avenue	Bicycle Lane (Class II)	Iglesia St to Walnut Avenue	1
4	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Walnut to East City Limit	1, 2
5	✓ (45)	San Dimas	Bicycle Lane (Class II)	5th Street to Bonita Avenue	1
6	✓ (45)	San Dimas	Bicycle Lane (Class II)	Bonita Avenue to Arrow Highway	1
7	✓ (42)	San Dimas	Bicycle Lane (Class II)	Arrow Highway to Puddingstone Drive	1, 2
8	✓ (44)	San Dimas	Bicycle Lane (Class II)	Puddingstone Drive to Via Verde	2
9	✓ (19)	Puddingstone Dr	Shared Use/Off Street Path (Class I)	San Dimas Av to Puddingstone Dr	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (25)	Station	Bus Stop Improvements	Arrow Hwy and Fairplex Dr	1
2	✓ (53)	Second St	New/Improved Sidewalks	D St to E St	1
3	✓ (44)	Live Oak Wash	New/Improved Crossings	White Avenue	1
4	✓ (29)	Live Oak Wash	New/Improved Crossings	D St	1
5	✓ (49)	E St	New/Improved Crossings	Bonita Ave	1
6	✓ (47)	E St	New/Improved Crossings	Third St	1
7	✓ (42)	E St	New/Improved Crossings	Second St	1
8	✓ (51)	E St	New/Improved Sidewalks	Second St to Arrow Hwy	1
9	✓ (45)	E St	New/Improved Crossings	First St	1
10	✓ (41)	Fairplex Dr	New/Improved Sidewalks	Arrow Hwy to Metrolink ROW	1
11	✓ (36)	Fairplex Dr	Landscape and Shade Trees	Arrow Hwy to Metrolink ROW	1
12	✓ (41)	Fairplex Dr	Pedestrian and Cyclist Lighting	Arrow Hwy to Metrolink ROW	1
13	✓ (40)	Fairplex Dr	New/Improved Crossings	Metrolink RR	1
14	✓ (45)	Bonita Ave	New/Improved Crossings	Glenfield Ave	2
15	✓ (59)	Bonita Ave	Pedestrian and Cyclist Lighting	B St to East city Limit	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (29)	White Ave	New/Improved Crossings	Grove St	1
17	✓ (44)	White Ave	New/Improved Crossings	Bonita Ave	1
18	✓ (49)	White Ave	Pedestrian and Cyclist Lighting	Bonita Ave to First St	1
19	✓ (35)	White Ave	Landscape and Shade Trees	Bonita Ave to First St	1
20	✓ (24)	White Ave	New/Improved Crossings	First St	1
21	✓ (40)	White Ave	Pedestrian and Cyclist Lighting	First St to Arrow Hwy	1
22	✓ (30)	White Ave	Landscape and Shade Trees	First St to Arrow Hwy	1
23	✓ (35)	White Ave	New/Improved Sidewalks	First St to Arrow Hwy	1
24	✓ (61)	Arrow Hwy	New/Improved Sidewalks	Wheeler Ave to White Ave	1
25	✓ (41)	Arrow Hwy	Landscape and Shade Trees	A St to White Ave	1
26	✓ (40)	Arrow Hwy	New/Improved Crossings	E St	1
27	✓ (41)	Arrow Hwy	Pedestrian and Cyclist Lighting	E St to White Ave	1
28	✓ (40)	Arrow Hwy	New/Improved Crossings	Metrolink RR	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (40)	Live Oak Wash	Shared Use/Off-Street Path (Class I)	White Ave to D St	2
2	✓ (60)	E St	Protected Bicycle Lane (Class IV)	Eight St to Arrow Hwy	1
3	✓ (38)	Fairplex Dr	Protected Bicycle Lane (Class IV)	Arrow Hwy to Puddingstone Dr	1, 2
4	✓ (60)	Bonita Av	Bicycle Lane (Class II)	West City Limit to D St	1, 2
5	✓ (50)	Bonita Av	Bicycle Lane (Class II)	D St to E St	1
6	✓ (55)	Bonita Av	Bicycle Lane (Class II)	E St to East City Limit	1, 2
7	✓ (60)	White Av/Fruit St	Bicycle Lane (Class II)	Baseline Rd to Eight Street	2
8	✓ (54)	White Av	Bicycle Lane (Class II)	Eight St to Gold Line ROW	1
9	✓ (40)	White Av	Bicycle Lane (Class II)	First St to Arrow Hwy	1
10	✓ (35)	White Av	Protected Bicycle Lane (Class IV)	First St to Arrow Hwy	2
11	✓ (35)	White Av	Shared Use/Off-Street Path (Class I)	Arrow Hwy to South City Limit	1
12	✓ (41)	Arrow Hwy	Protected Bicycle Lane (Class IV)	E St to White Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(52)	Garey Av	Pedestrian/Cyclist Lighting	Harrison Av to Bonita Av	1
2	✓ (54)	Garey Av	New/Improved Sidewalks	Bonita Av to Arrow Hwy	1
3	✓(39)	Garey Av	Landscape and Shade Trees	Bonita Av to Arrow Hwy	1
4	✓ (59)	Garey Av	Pedestrian/Cyclist Lighting	Bonita Av to Arrow Hwy	1
5	✓ (39)	Garey Av	Seating	Bonita Av to Arrow Hwy	1
6	✓ (41)	Garey Av	New/Improved Crossings	Bonita Av	1
7	✓ (44)	Garey Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (44)	Bonita Av	New/Improved Sidewalks	Fulton Rd to 900 ft. west of Garey Av	1
9	✓ (54)	Bonita Av	Pedestrian/Cyclist Lighting	Fulton Rd to Garey Av	1
10	✓ (39)	Bonita Av	Landscape and Shade Trees	Fulton Rd to Garey Av	1
11	✓ (52)	Bonita Av	Landscape and Shade Trees	Garey Av to Melbourne Av	1
12	✓ (33)	Thompson Creek	New/Improved Crossings	White Av	2
13	✓ (42)	Fulton Rd	New/Improved Crossings	Arrow Hwy	1
14	✓ (37)	Fulton Rd	New/Improved Crossings	La Verne Av	1
15	✓ (36)	Fulton Rd	New/Improved Crossings	Bonita Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (40)	Fulton Rd	Landscape and Shade Trees	Bonita Av to La Verne Av	1
17	✓ (50)	Fulton Rd	Pedestrian/Cyclist Lighting	Bonita Av to La Verne Av	1
18	✓ (35)	Fulton Rd	New/Improved Crossings	RR Track	1
19	✓ (39)	Garey Av	New/Improved Crossings	RR Track	1
20	✓ (39)	Garey Av	Bus Stop Improvements	RR Track	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (60)	Garey Av	Protected Bicycle Lane (Class IV)	White Oak Dr to Harrison Av	1, 2
2	✓ (59)	Garey Av	Protected Bicycle Lane (Class IV)	Harrison Av to La Verne Av	1
3	✓ (55)	Garey Av	Protected Bicycle Lane (Class IV)	La Verne Av to Alameda St	2
4	✓ (60)	Bonita Av	Protected Bicycle Lane (Class IV)	Fulton Rd to Carnegie Av	1, 2
5	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Garey Av to Bonita Av	1, 2
6	✓ (35)	Fulton Rd	Protected Bicycle Lane (Class IV)	Bonita Av to Arrow Hwy	1
7	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Arrow Hwy to White Av	1, 2
8	✓ (43)	Metrolink Parking Lot	Shared Use/Off-Street Path (Class I)	N/A	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (46)	College Av	New/Improved Crossings	6th St	1
2	✓ (51)	College Av	New/Improved Crossings	1st St	1
3	✓ (62)	College Av	New/Improved Sidewalks	1st St to Arrow Hwy	1
4	✓ (42)	College Av	Landscape and Shade Trees	1st St to Arrow Hwy	1
5	✓ (62)	College Av	Pedestrian/Cyclist Lighting	1st St to Arrow Hwy	1
6	✓ (54)	College Av	New/Improved Crossings	Green St	1
7	✓ (56)	College Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (46)	College Av	Pedestrian/Cyclist Lighting	Blaisdell Park to San Jose Av	1
9	✓ (41)	College Av	New/Improved Sidewalks	Blaisdell Park to San Jose Av	1
10	✓ (57)	Harvard Av	New/Improved Crossings	1st St	1
11	✓ (44)	1st St	Bus Stop Improvements	Harvard Av	1
12	✓ (61)	1st St	New/Improved Crossings	Indian Hill Bl	1
13	✓ (38)	1st St	New/Improved Crossings	Village Plaza Walkway	1
14	✓ (46)	1st St	Landscape and Shade Trees	College Av to Columbia Av	1
15	✓ (32)	1st St	New/Improved Crossings	Claremont Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (46)	1st St	New/Improved Crossings	Columbia Av	1
17	✓ (27)	1st St	New/Improved Crossings	Mills Av	1
18	✓ (48)	Bonita Av	New/Improved Crossings	Indian Hill Bl	1
19	✓ (53)	Bonita Av	New/Improved Sidewalks	Carnegie Av to Indian Hill Bl	1
20	✓ (37)	Green St Extension	New/Improved Sidewalks	Bucknell Av	1
21	✓ (37)	Green St	New/Improved Crossings	Indian Hill Bl	1
22	✓ (47)	Green St	Landscape and Shade Trees	Indian Hill Bl to College Av	1
23	✓ (26)	Oakdale Dr	New/Improved Crossings	Arrow Hwy	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont

Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (56)	College Av	Bicycle Lane (Class II)	6th St to Bonita Av	1
2	✓ (62)	College Av	Protected Bicycle Lane (Class IV)	1st St to Arrow Hwy	1
3	✓ (51)	College Av	Bicycle Lane (Class II)	Arrow Hwy to San Jose Av	1, 2
4	✓ (54)	1st St	Shared Use/Off-Street Path (Class I)	College Av to Pacific Electric Trail	1, 2
5	✓ (53)	Bonita Av	Protected Bicycle Lane (Class IV)	Carnegie Av to Indian Hill Bl	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
10/19/2022

The following worksheets summarize Metro's **Purple (D Line) Extension Transit Project Section 2&3** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Purple (D Line) Extension Transit Project Section 2&3 First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	High Visibility Crosswalk	Linden Dr to Wetherly Dr	1
2	✓ (2)	Wilshire Blvd	Bus Stop Improvements	Linden Dr to Wetherly Dr	1
3	✓ (3)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Linden Dr to Wetherly Dr	1
4	✓ (4)	Wilshire Blvd	Seating	Linden Dr to Wetherly Dr	1
5	✓ (6)	Wilshire Blvd	Landscaping and Shade Trees	Linden Dr to Wetherly Dr	1
6	✓ (7)	Beverly Dr	Curb Extensions	Park Way to Olympic Blvd	1
7	✓ (8)	Beverly Dr	High Visibility Crosswalk	Park Way to Olympic Blvd	1
8	✓ (9)	Beverly Dr	New or Improved Sidewalk	Park Way to Olympic Blvd	1
9	✓ (10)	Beverly Dr	Bus Stop Improvements	Park Way to Olympic Blvd	1
10	✓ (11)	Beverly Dr	Seating	Park Way to Olympic Blvd	1
11	✓ (13)	N. Santa Monica Blvd	High Visibility Crosswalk	Bedford Dr to N Alpine Dr	1
12	✓ (14)	N. Santa Monica Blvd	Bus Stop Improvements	Bedford Dr to N Alpine Dr	1
13	✓ (15)	N. Santa Monica Blvd	Pedestrian and Cyclist Lighting	Bedford Dr to N Alpine Dr	1
14	✓ (17)	N. Santa Monica Blvd	Landscaping and Shade Trees	Bedford Dr to N Alpine Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Beverly Dr	Protected Bicycle Lane (Class IV)	Santa Monica Blvd to Olympic Blvd	1
2	✓ (2)	Beverly Dr	Bicycle-friendly Intersection	Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Constellation Blvd	New or Improved Sidewalk	Century Park East and Century Park parking garage entrance	1
2	✓ (2)	Constellation Blvd	Bus Stop Improvements	Avenue of the Stars	1
3	✓ (3)	Constellation Blvd	Pedestrian and Cyclist Lighting	Around Station	1
4	✓ (5)	Constellation Blvd	Landscape and Shade Trees	Avenue of the Stars	1
5	✓ (6)	Constellation Blvd	Traffic Calming	Century Park East and Century Park parking garage entrance	1
6	✓ (7)	Constellation Blvd	High Visibility Crosswalk	Century Park East and Century Park parking garage entrance	1
7	✓ (8)	Avenue of the Stars	High Visibility Crosswalk	Constellation	1
8	✓ (9)	Avenue of the Stars	Traffic Calming	Along corridor	1
9	✓ (10)	Avenue of the Stars	Pedestrian and Cyclist Lighting	Around Station	1
10	✓ (11)	Avenue of the Stars	Bus Stop Improvements	Constellation Blvd & Santa Monica Blvd	1
11	✓ (12)	Avenue of the Stars	Seating	Near Station	1
12	✓ (13)	Avenue of the Stars	Landscape and Shade Trees	Constellation Blvd	1
13	✓ (22)	Santa Monica Blvd	High Visibility Crosswalk	Avenue of the Stars, Century Park E, Fox Hills Dr, Cornstalk Ave, Warnall, Ave, Benecia Ave, Ensley Ave, and Club View Dr.	1
14	✓ (23)	Santa Monica Blvd	Bus Stop Improvements	Along Corridor	1
15	✓ (25)	Santa Monica Blvd	Landscape and Shade Trees	Median at Avenue of the Stars	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Constellation Blvd	Protected Bicycle Lane (Class IV)	Along Corridor	1
2	✓ (3)	Constellation Blvd	Bicycle Friendly Intersection	Century Park West, Avenue of the Stars, Century Park East	1
3	✓ (4)	Santa Monica Blvd	Protected Bicycle Lane (Class IV)	Pandora Ave to Moreno Dr	1
4	✓ (5)	Santa Monica Blvd	Bicycle Friendly Intersection	Century Park West, Club View Dr, Avenue of the Stars, Century Park East, Moreno Dr, Lasky Dr	1
5	✓ (6)	Avenue of the Stars	Protected Bicycle Lane (Class IV)	Along Corridor	1
6	✓ (7)	Avenue of the Stars	Bicycle Friendly Intersection	Santa Monica Blvd, Constellation Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#11)	Club View Dr	Class III Sharrows with street calming	Along corridor	3
8	(#15)	Warnall Ave	Class III Bike Boulevard with street calming	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	Bus Stop Improvements	Veteran Ave, Westwood Blvd, Glendon Ave	1
2	✓ (2)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
3	✓ (3)	Wilshire Blvd	Seating	At controlled intersections	1
4	✓ (5)	Wilshire Blvd	Landscape and Shade Trees	South side of the street and street corners	1
5	✓ (6)	Wilshire Blvd	High Visibility Crosswalk	Westwood Blvd, Glendon Ave, Malcom Ave, 1-405 on ramp	1
6	✓ (7)	Wilshire Blvd	New or Improved Sidewalk	South side of Wilshire Blvd	1
7	✓ (8)	Westwood Blvd	High Visibility Crosswalk	Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave	1
8	✓ (9)	Westwood Blvd	Bus Stop Improvements	Wilshire Blvd	1
9	✓ (10)	Westwood Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
10	✓ (11)	Westwood Blvd	Seating	Corners and midblock	1
11	✓ (13)	Westwood Blvd	New and Improved Sidewalk	Not given	1
12	✓ (14)	Westwood Blvd	Landscape and Shade Trees	South of Wilshire Blvd	1
13	✓ (15)	Gayley Ave	High Visibility Crosswalk	Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd	1
14	✓ (16)	Gayley Ave	Curb Extensions	Lindbrook Dr, Kinross Ave, Weyburn Ave	1
15	✓ (17)	Gayley Ave	New or Improved Sidewalk	Consider decorative paving seen on Lindbrook/Westwood	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (18)	Gayley Ave	Pedestrian and Cyclist Lighting	Along corridor	1
17	✓ (20)	Gayley Ave	Bus Stop Improvements	North of Le Conte Ave	1
18	✓ (21)	Gayley Ave	Landscape and Shade Trees	Along corridor	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Westwood Blvd	Protected Bicycle Lane (Class IV)	Le Conte Ave to Massachusetts Ave	1
2	✓ (2)	Westwood Blvd	Bicycle Friendly Intersection	Lindbrook Dr, Wilshire Blvd, Rochester Ave, Ohio Ave	1
3	✓ (6)	Gayley Ave	Protected Bicycle Lane (Class IV)	Wilshire Blvd to Veteran Ave	1
4	✓ (7)	Gayley Ave	Bicycle Friendly Intersection	Wilshire Blvd, Le Conte Ave, Lindbrook Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
5	(#3)	Ohio Ave	Class IV protected bike lane	Westgate Ave to Westwood Blvd	3
6	(#5)	Ohio Ave	Bicycle-friendly intersection	Kelton Ave, Westwood Blvd	3
7	(#8)	Wilshire Blvd	Bicycle-friendly intersection & hub	Veteran Ave, Gayley Ave, Westwood Blvd (hub at station)	3
8	(#11)	Rochester Ave	Class III Bike Boulevard with street calming	East from Veteran Ave	3
9	(#12)	Rochester Ave	Bicycle-friendly intersection	Vetern Ave, Midvale Ave, Westwood Blvd	3
10	(#16)	Broxton Ave	Class III Bike Boulevard with street calming	Le Conte Ave to Kinross Ave	3
11	(#18)	Midvale/Kenton Ave	Class III Bike Boulevard with street calming	Wilshire Blvd to Santa Monica Blvd	3
12	(#19)	Weyburn Ave	Bicycle-friendly intersection	Weyburn Pl to Gayley Ave	3
13	(#23)	Le Conte Ave	Biycle-friendly intersection	Gayley Ave, Hilgard Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (8)	Wilshire Blvd	High Visibility Crosswalks	Barrington Ave to I-405	1
2	✓ (9)	Wilshire Blvd	Bus Stop Improvements	Barrington Ave to I-405	1
3	✓ (10)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Barrington Ave to I-405	1
4	✓ (12)	Wilshire Blvd	Landscape and Shade Trees	Barrington Ave to I-405	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Ohio Ave	Class IV Protected Bike Lane	Barrington Ave to Sepulveda Blvd	3
2	(#2)	Ohio Ave	Bicycle-friendly intersection	Sawtelle Blvd	3
3	(#7)	Federal Ave/San Vincente Blvd/Bringham Ave	Class II bike lane	South of Wilshire Blvd	3
4	(#8)	Federal Ave/San Vincente Blvd/Bringham Ave	Class IV protected bike lane	Wilshire Blvd to Darlington	3
5	(#9)	Federal Ave/San Vincente Blvd/Bringham Ave	Bicycle-friendly intersection	Bringham Ave	3
6	(#10)	Veteran Ave	Class II bike lane	New bike lane to connect new bike boulevard on Rochester Ave	3
7	(#11)	Veteran Ave	Bicycle-friendly intersection	Kinross Ave, Wilshire Blvd, Rochester Ave, Weyburn Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

PROJECT PRIORITIZATION METHODOLOGY

BACKGROUND

First/Last Mile (FLM) Planning is performed on all of Metro’s proposed rail corridors after the Locally Preferred Alternative (LPA) alignment is selected. Potential pedestrian and wheeled projects are identified for each rail station through analysis that considers technical data, walk audits and community input. For each rail station a “walk and wheel zone” is analyzed up to one half-mile from the station platform. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform.

The FLM Planning process results in a list of potential walk and wheel projects for each station, typically more extensive than what can be initially built. Selected FLM projects will follow the Metro FLM Toolkit Improvements & Icons developed in August 2021 and are referenced in the Appendix at the end of this Memo. Walk and wheel projects are more often implemented in phases due to their geographic extent and available funding. One of the anticipated sources for initial priority FLM walk and wheel projects implementation for new rail stations is “Measure M 3% Local Contribution” funding. Please refer to the [Measure M Ordinance](#) (page 14) and the [Measure M Guidelines](#) (page 20).

Metro’s intent in facilitating implementation of prioritized projects is to contribute to a ‘complete street’ on a particular pathway connecting to a rail station. A complete street provides a combination of safety and comfort improvements that will encourage customers of all ages and abilities to walk or wheel to a transit station. As such, in arriving at an FLM scope for the 3% Cooperative Agreement, local agencies should consider projects as a group in order to meet this goal, and should avoid disconnected, discontinuous improvements that do not contribute to a cohesive pathway serving the station. Priority projects must contribute to safe and continuous pathways to the station. As such, projects on streets that do not directly connect to stations will only be considered if a connection to the station is present in existing conditions or otherwise committed.

Given finite resources, each station’s FLM potential projects must be prioritized so Metro and participating local jurisdictions have a honed list of projects that will address the safety and comfort of its customers who are walking and wheeling to a rail station. The specific methodology for prioritizing FLM projects for implementation in conjunction with new rail corridors has been determined based on 1) consistency with FLM policies adopted by Metro’s Board, 2) the results from testing alternative methodologies on prototypical stations, and 3) input from local jurisdictions.

FLM projects and Metro transit projects are distinct and defined within the [First/Last Mile Guidelines](#) (page 8), noting that the transit project will contain some FLM type elements such as sidewalk restoration or curb cuts within the project boundary.

PRIORITIZATION GOALS

Four goals provide a foundation for establishing a prioritization methodology for application along new rail corridors. The following goals for prioritizing FLM improvements are a synthesis of objectives from Metro’s [First/Last Mile Strategic Plan](#), the adopted [First/Last Mile Guidelines](#) and a review of completed First/Last Mile Plans. First/Last Mile improvements refers to both walk and wheel projects.

First/Last Mile Prioritization goals are:

1. Improve Primary Pathways that lead to new rail stations for people walking and wheeling.
2. Advance safety for pedestrians and wheel users.
3. Connect wheeled customers to the broader wheel network.
4. Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

Project Prioritization

METHODOLOGY

Each station’s list of potential FLM projects would be evaluated against the four goals for prioritizing projects.

If a project is considered prioritized, then it could be implemented at the discretion of the local jurisdiction. This methodology prioritizes projects for safety on Primary Pathways, that connect walk customers to the rail station and connect wheel customers to the rail station and wheel network; that contribute to more complete streets; and that, where appropriate, provide flexibility to accommodate local factors. The evaluation can be performed by reviewing the list of eligible project types as specified for each goal in *Table 1*. It’s important to note that the methodology does not consider costs of individual projects, nor how projects might be bundled for greater efficiency or impact. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed/considered consistent with Method 3, and where the proposed project provides for comparable intent and benefit to a project in the adopted plan.

Eligible projects are established by any of the three methods described below. Note that Method 3 (which provides for local flexibility) must be proposed by the local agency and is subject to Metro’s approval.

METHOD 1 – Walk/wheel projects within one-half mile of station

- on Primary Pathway as defined in an adopted FLM Plan; AND
- improve safety for walk and wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*)

METHOD 2 – Wheel projects between one-half mile and three miles of the station

- on Primary Pathway to the extent delineated in an adopted FLM Plan; AND
- improve safety for wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*); AND
- connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station

METHOD 3 – Local Flexibility

Metro’s First/Last Mile program is based on partnership with local jurisdictions who construct and maintain projects and is further intended to reflect and elevate desires of the community as captured in the FLM planning process. FLM prioritization allows for projects that meet local and community needs to be considered. All projects considered under this method must be included in the adopted FLM Plan except where a substitution/modification is proposed (third bullet below).

Justification must be consistent with one or more of the following criteria:

- Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community’s top 25% key issues/concerns within a station area (how support is tabulated vary by station area/project depending on community engagement approach and documentation)
- Project is identified in an adopted local active transportation, street safety or related plans/projects AND connects to a station or an existing, safe facility that connects to station
- Project substitutes for or modifies a project in the adopted FLM plan AND demonstrates comparable benefit and intent as the plan project (e.g., provide for comparable bike connection on a different street)
- Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project (e.g., including pedestrian lighting when adding street lighting), noting the incremental cost savings, will be considered

ATTACHMENT B – PROJECT PRIORITIZATION METHODOLOGY

- Project provides a safe and comfortable route with the same or similar connection to the station as the Primary Pathway when a facility cannot be integrated on that Primary Pathway due to right of way constraints or discontinuous street grid; (e.g., Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles)
- Project on a Secondary Pathway, that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a Primary Pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and Secondary Pathways should be prioritized over a parallel Non-Secondary Pathway

To be considered, a project must be proposed by the jurisdiction and be provided to Metro in advance of Board adoption of an FLM Plan/Prioritized Project List (unless replacing an infeasible project). Metro retains discretion to disallow due to a variety of factors, notably cost.

Table 1: Project Prioritization Overview

First/Last Mile Toolkit Pedestrian Improvements & Wheel Facility Projects	Prioritized Projects	Additional Projects (Subject to Flexibility Provision)
Safety-Focused Projects		
	Curb Extension	
	Curb Ramps	
	High Visibility Crosswalk	
	New or Improved Sidewalk	
	Pedestrian & Cyclist Lighting	
	Roundabout	
	Signalized Crossing	
	Traffic Calming	
	Wheel Facility (Class I, II, IV)	
	Bicycle-Friendly Intersection <i>When a part of a Prioritized Project listed above, will also be deemed a priority</i>	
	Landscape & Shade Trees	
	Shade Structure	
	Seating <i>(not including seating at Bus Stops)</i>	
	Bus Stop Improvements	
Other Amenities		
	Multimodal Mobility Hub	
	Opportunity Improvement	
	Plaza/Parklet	
	Street/Roadway Lights	
	Wayfinding Signage	
	Bicycle Repair Station	
	Short Term Bicycle Parking	
	Other Furnishings	

See Appendix Definitions and Figures 1 – 3 for First/Last Mile Toolkit project/icon definitions and images

Appendix

DEFINITIONS

This appendix provides definitions and additional background information for terms used throughout the Project Prioritization Methodologies Memo. The following pages include excerpts from the recently adopted Metro FLM Project Toolkit (2021), with definitions and photo examples for First/Last Mile projects and icons.

Adopted Local Transportation Plans/Projects – includes adopted (adopted by governing body) citywide or specific plan transportation, active transportation, mobility, bicycle or pedestrian plans and location-specific plans for streetscape, vision zero, safety and active transportation projects.

Bicycle Boulevards – as defined in the *NACTO Urban Bikeway Design Guide*

“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”

Community Priority - Strong evidence of community support, within the FLM plan, or identified as top 25% of projects identified in community engagement.

Complete Streets – as defined in *Metro’s Complete Streets Policy*

“A comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. Complete Streets is a high-level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance, and operations work, the street network will gradually become safer and more accessible for travelers of all ages and abilities.”

Key Destinations – should be regional in nature and include publicly-accessible locations such as: educational institutions including colleges and high schools; hospitals and medical centers; major shopping centers; major job centers; and regional parks, recreational centers and open space.

Neighborhood Enhanced Network Streets – examples include Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles [Mobility Plan 2035](#). These NEN/bicycle boulevard streets include Safety-Focused features such as speed and volume management to slow and limit motor vehicles, vehicle turning restrictions, signs and pavement markings and other features.

Other Furnishings – furnishings that do not provide seating, as defined below; including trash and recycling receptacles, bike racks, post boxes, display cases, public art, etc.

Other Wheel Facilities – can include wheel facilities that are included in a adopted plan and have a commitment to be constructed.

Primary Pathway – as delineated in an adopted FLM Plan, a Primary Pathway is a major station access route, typically intersecting the station. Other terminology may be used, including “pathway arterial.”

Safety-Focused Projects are defined to allow for a comfortable and safe environment for pedestrians and wheel users and include the following:

- Dual ADA-compliant access curb ramp at street corner
- Single ADA access curb ramp where dual ramps cannot be accommodated, or at mid-block crossing
- High-visibility crosswalk at street corner or mid-block crossing
- Signalized crossing, traffic signal installed for new walk/wheel crossing at corner or mid-block
- Pedestrian or wheel signal improvements that measurably improve crossing safety, such as HAWK signals, protected right and left turns, mid-block signalized crossings, leading pedestrian interval (LPI), bicycle-priority signals, scramble or all-cross intersections.
- New sidewalk where none exists today, to replace unused driveways, or widen pathway for safety and comfort, curb extensions
- Street trees that buffer pathway from curbside travel lane and/or shade pathway or shade structure
- Parkways designed to buffer pathway
- New pedestrian lighting or wheel facility lighting
- Seating or street furnishings that provides periodic places for disabled or elderly to rest along pathway
- Traffic calming strategies, including roundabouts and bicycle-friendly intersection improvements
- Linear wheel project (e.g., protected bike lane) that connects wheeled customers to the broader wheel network
- Bike friendly intersection, when paired with linear wheel project

Seating – seating that qualifies for safety prioritized projects must provide periodic places for disabled persons or the elderly to rest along a pathway

Secondary Pathway – as delineated in an adopted FLM Plan, a Secondary Pathway is a route that typically does not connect to a station directly but extends from Primary Pathways to more localized destinations. Other terminology may be used, including “pathway feeder.”

Strong Evidence of Community Support – safety, comfort and other project ideas that were supported by a majority of the public during the various community engagement activities including public workshops, pop-up events, walk audits, stakeholder interviews, community advisory committee meetings, on-line and intercept surveys.

Walk Project - projects that are primarily focused on pedestrian safety, accessibility, and comfort (e.g., crosswalk enhancements, curb extensions)

Wheel Project - project that safely accommodates bicyclists or other wheeled active transportation users. Typically refers to linear projects such as bike lanes but also includes spot treatments such as bike friendly intersections.

Figure 1. Graphic symbols and definitions for FLM Improvement Projects.

First/ Last Mile Improvement Icons

Pedestrian Corridor Improvements

 <p>Landscape & Shade Plantings that provide shade and improve the walking environment.</p>	 <p>New or Improved Sidewalk Construction of new sidewalks or widening or upgrades of existing sidewalks.</p>	 <p>Pedestrian & Bike Lights Person-scaled lighting for comfort and safety.</p>
 <p>Street Lights Street-scaled lighting for comfort and safety.</p>	 <p>Traffic Calming Measures to reduce traffic speeds, including speed humps, chicanes, and other treatments.</p>	 <p>Wayfinding Signage Improves navigation to transit stations and local destinations.</p>

Pedestrian Spot Improvements

 <p>Bus Stop Improvements Includes shelter, bench, and other amenities.</p>	 <p>Curb Extension Curb extensions that shorten the crossing distance and slow traffic at intersections or at mid-block locations.</p>	 <p>Curb Ramps Facilitates street crossings for mobility device users.</p>
 <p>High Visibility Crosswalk Installation of new or upgraded crosswalks in high-visibility pattern.</p>	 <p>Multimodal Mobility Hub Site that can incorporate multiple transportation options, such as bikeshare, carshare, and transit stops and information.</p>	 <p>Opportunity Improvement To be used in place of an improvement that does not already have an icon. <i>For example: pedestrian refuge</i></p>
 <p>Overpass Improvements Measures to improve comfort and safety on overpasses, such as new sidewalks, wayfinding, shade, and lighting.</p>	 <p>Plaza/Parklet Public open space to accommodate walking and rolling mode movement or public gathering space in locations that were former roadway space.</p>	 <p>Roundabout Neighborhood traffic circle intersection measure used to reduce traffic speeds.</p>
 <p>Shade Structure Canopy to provide shade, may accompany plazas or parklets.</p>	 <p>Signalized Crossing Could include traffic signals and mid-block crossing signals.</p>	 <p>Street Furniture Public benches, trash receptacles, and other amenities.</p>
 <p>Underpass Improvements Measures to improve comfort and safety in underpasses, such as new sidewalks, wayfinding, and lighting.</p>		

Wheel Spot Improvements

 <p>Bicycle-Friendly Intersection Improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes.</p>	 <p>Bicycle Repair Station Provides tools for basic bicycle maintenance.</p>	 <p>Short Term Bicycle Parking Racks that provide secure bicycle parking on public sidewalks or on-street areas.</p>
---	--	--



Metro

Figure 2. Photo examples paired with graphic symbols for FLM Pedestrian Improvement projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum

Pedestrian Corridor Improvements

Lorem Ipsum



Landscape & Shade
Lorem Ipsum



New or Improved Sidewalk
Lorem Ipsum



Pedestrian & Bike Lights
Lorem Ipsum



Street Lights
Lorem Ipsum



Traffic Calming
Lorem Ipsum



Wayfinding Signage
Lorem Ipsum

Pedestrian Spot Improvements

Lorem Ipsum



Bus Stop Improvements
Lorem Ipsum



Curb Extension
Lorem Ipsum



Curb Ramps
Lorem Ipsum



High Visibility Crosswalk
Lorem Ipsum



Multimodal Mobility Hub
Lorem Ipsum



Opportunity Improvement
Lorem Ipsum



Overpass Improvements
Lorem Ipsum



Plaza/Parklet
Lorem Ipsum



Roundabout
Lorem Ipsum



Shade Structure
Lorem Ipsum



Signalized Crossing
Lorem Ipsum



Street Furniture
Lorem Ipsum



Underpass Improvements
Lorem Ipsum



Metro

Figure 3. Photo examples paired with graphic symbols for Wheel Facilities by class type for FLM Improvement Projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum

Wheel Facilities

Lorem Ipsum



Shared-Use/Off Street Path (Class I)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Protected Bicycle Lane (Class IV)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Bicycle Lane (Class II)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Bicycle-Friendly Streets (Class III)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans

Wheel Spot Improvements

Lorem Ipsum



 **Bicycle-Friendly Intersection**
Lorem Ipsum



 **Bicycle Repair Station**
Lorem Ipsum



 **Short Term Bicycle Parking**
Lorem Ipsum



10



MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

September 16, 2022

Mr. Jacob Lieb
Senior Director, First/Last Mile Planning
LA Metro Countywide Planning and Development
One Gateway Plaza
Los Angeles, CA 90012

RE: First/Last Mile Project Submissions in Council District 11

Dear Mr. Lieb,

On behalf of Councilmember Mike Bonin, I would like to express our office's support for the projects outlined below as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan. These projects have strong community support and increase access and safety for people walking and bicycling to access Purple Line Extension stations and the Aviation/96th St. They either close key gaps in the Westside subregional bike network that feeds into the station areas or provide critical linkages for people walking and taking the bus to connect with rail. All are eligible based on the criteria of the Metro Board-adopted First/Last Mile Policy.

- Century City/Constellation Station
 - Santa Monica Blvd Protected Bike Lane on Santa Monica Blvd between S Sepulveda to Moreno (Modification to Bike Project 1)
 - Bicycle Friendly Intersection on Santa Monica Blvd & Westholme/Prosser (Modification to Bike Project 3)
- Westwood/VA Hospital Station
 - Westwood Protected Bike Lane on Westwood Blvd south to National (Modification to Bike Project 1)
 - Ohio Ave PBL/Bike Friendly Street on Ohio Ave from Westgate to Westwood (Modification to Bike Project 3)
 - Ohio Ave gap closure from Ohio West of SMB to Ohio East of SMB (Modification to Bike Project 3)
 - San Vicente to Federal bike gap closure FROM San Vicente Blvd south of Bringham through Federal to Ohio (Modification to Bike Project 8)
 - Bicycle Friendly Intersection on San Vicente Blvd at Wilshire (Modification to Bike Project 10)

Westchester Office

7166 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall

200 N. Spring Street, Room 475
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office

1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



- Aviation/96th St (Airport Metro Connector) Station
 - 98th St Bus Stops on 98th St (Modification to New 98th St Tier 2 Project)
 - Arbor Vitae/Westchester Bike Lane on Arbor Vitae/Westchester from Sepulveda Westway to Aviation (Modification to Arbor Vitae Tier 2 Project)
 - Century Blvd Streetscape on Century Blvd from Airport Blvd to La Cienega Ave (Modification to Century Blvd Tier 1 Project)
 - Aviation Blvd Walk/Wheel Connection on Aviation Blvd from Arbor Vitae to Century (Modification to Aviation Blvd Tier 1 Project)

These projects are critical to creating a comprehensive suite of First/Last Mile solutions that ensures people of all ages and abilities can access stations. Ensuring Metro prioritizes these projects as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan will increase overall community support for the plans and increase transit ridership over time.

Our office supports these projects and urges you to include them as high priorities in their respective First/Last Mile Plans. If you have any questions about these projects, I can be reached at eric.bruins@lacity.org.

Regards,



ERIC BRUINS

Deputy Chief of Staff, 11th District



Next stop: vibrant communities.

First/Last Mile

Project Prioritization Methodology

Planning and Programming Committee

October 19, 2022

File ID 2022-0265



First/Last Mile (FLM) Project Prioritization

Action: Approve Recommendations

Recommendations:

- A. RECEIVE AND FILE First/Last Mile (FLM) Project Prioritization Methodology; and
- A. ADOPT Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - i. Aviation/96th Street Station, adopted June 27, 2019 (File # 2019-0170)
 - ii. East San Fernando Valley, adopted 12/03/2020 (File # 2019-0431)
 - iii. Gold Line Foothill Extension 2B, adopted 06/26/2019 (File # 2019-0170)
 - iv. Purple Line Ext. Sections 2 & 3, adopted 05/28/2020 (File # 2020-0111)

FLM Guidelines

- Board approved Guidelines in May 2021 (File # 2020-0365)
- Guidelines stated:
 1. Only priority projects are eligible for 3% credit
 2. Priority projects are:
 - On primary pathways
 - Intended to improve safety and accessibility
 - Account for local priorities
 3. Specific, consistent project prioritization methodology to be developed and applied to completed and upcoming plans

Follow-Up Actions from FLM Guidelines

- Project prioritization methodology developed and circulated to local jurisdictions for comment
- Methodology applied to FLM plans
- Resulting Project Priority Lists circulated to jurisdictions
- Local flexibility proposed projects submitted, evaluated, and added where consistent with criteria

Questions, Discussion