Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

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PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

1. ADOPTING East San Fernando Valley Light Rail Transit First/Last Mile Plan (Attachment A); and

2. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines.

ISSUE

Board Motion 14.1 (May 2016) directed staff to undertake first/last mile (FLM) planning for future Metro transit projects. The East San Fernando Valley Light Rail Transit (ESFVLRT) FLM Plan (Plan) (Attachment A; link - <http://media.metro.net/2020/ESFVLRT-FLM-Plan-Final-November-2020.pdf>) was completed following the Metro FLM methodology per the 2014 First Last Mile Strategic Plan. Prioritization of projects within the Plan is based on connectivity, safety, and equity, among other factors described further in this report. Inclusion of potential FLM improvements in an adopted plan better positions the projects for grant funding opportunities.

BACKGROUND

The Plan recommends FLM projects for the 14 ESFVLRT stations located in the City of Los Angeles and the City of San Fernando. To develop the plan, staff followed the FLM methodology, which includes these steps:

- Existing conditions and relevant plans / projects review
- Walk audits of station areas
- Community engagement
- Draft and final pathway networks and project ideas
- Ongoing coordination with local jurisdictions

The Plan casts a wide net to identify pedestrian projects in the ½-mile radius around each station and

for wheel (bicycle, scooter, and other rolling modes) projects in the 3-mile radius around each station to improve safety, access, and comfort. The Plan was prepared by a consultant team that included two community-based organizations in the area: Pacoima Beautiful and Safe Moves. Pacoima Beautiful is a grassroots environmental justice organization that provides education, impacts public policy, and supports local arts and culture for all to promote a healthy and sustainable community. Safe Moves is a non-profit organization dedicated to educating children, teens, and parents about traffic safety, and empowering them to practice safe walking, bicycling and driving habits. Both organizations helped develop the community engagement approach and aided in reaching the community to solicit input on project ideas and prioritization.

The Plan includes two documents that represent core planning products:

- Pathway Maps with Projects, Prioritization Matrices, and Costs
- Three-Mile Wheel Projects Network Memo

The Plan also includes documents and memos that summarize the process and support the two documents above:

- Prioritization Methodology Memo
- Local Jurisdiction Coordination Summary
- Community Outreach Memo
- Walk Audit Results Memo
- Existing Conditions / Review of Plans and Projects Memo

To aid in deliverability of FLM projects, the projects were prioritized based on safety, accessibility, and community input factors.

It should be noted that the ESFVLRT necessitates changes to Van Nuys Blvd. to accommodate the light rail transit and that there are right-of-way constraints on Van Nuys Blvd. This Plan proposes project ideas that complement the planned ESFVLRT.

DISCUSSION

Process and Coordination

Following Metro's FLM planning methodology, this Plan was developed through detailed analysis of existing plans and conditions for walking and bicycling modes. The Plan was developed to ensure close integration of the proposed FLM projects and the ESFVLRT station design.

A key component of developing an FLM plan is robust input from the community. For this Plan, the goals of community engagement were twofold: 1) to inform the community about Metro's FLM program; and 2) to facilitate community participation and gather community knowledge to form FLM project ideas. The team deployed a multi-faceted approach to accomplish these goals, including community participation in walk audits, four workshops at locations throughout the transit corridor, "coffee with the principal" events at local schools, and a survey. The workshops were widely publicized as described in the Plan (Attachment A, see "Community Outreach Memo" section). Additionally, 447 survey responses were collected.

Because FLM projects are typically located in city-controlled right of way, coordination with local jurisdictions on project types, locations, community engagement, and implementation considerations is another critical component of the FLM process. The project team coordinated with City of Los Angeles and City of San Fernando including multiple city departments and elected offices to develop the Plan and review the FLM projects in the Plan. Additional coordination with both jurisdictions will be necessary to continue to advance FLM projects and priorities. More details are provided in the Plan (Attachment A, see "Local Jurisdiction Coordination Summary" section).

Prioritization

This Plan was completed in advance of the FLM Guidelines, which will formalize standards and process for advancing FLM improvements alongside transit corridor delivery. Therefore, the approach to project prioritization for this Plan were developed by staff as a pilot approach, in consultation with the City of Los Angeles and City of San Fernando. As with other recently completed FLM plans for transit corridor projects, the staff recommends returning to the Board for consideration of next steps once the FLM Guidelines are complete.

Multiple factors were considered to prioritize the FLM improvements in the Plan, including: safety, accessibility, community input, and continuity of the pedestrian and bicycle network. The approach also accounted for coverage of Metro Board-adopted Equity Focus Communities (EFCs) within a given station area along with the geographic overlap of adjacent ½-mile walksheds and input from local jurisdictions. See Selected Projects List (Attachment B) for details on the methodology.

EQUITY PLATFORM:

Three pillars from the Equity Platform were addressed as follows:

I. Define and Measure: Through community engagement during the walk audits and development of the pathway network, the team was able to utilize community feedback to inform the project ideas and locations.
II. Listen and Learn: The plan was informed by conversation and relationships with two community-based organizations in the east San Fernando Valley: Pacoima Beautiful and Safe Moves. These two organizations were part of the project team and were instrumental in engaging the community on FLM project ideas.
III. Focus and Deliver: Metro Equity Focus Communities (EFCs) was one factor that was utilized in FLM project selection.

DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. This Plan, along with all FLM planning activities, focuses on identifying projects that address safety issues for people walking, biking or rolling to the future ESFVLRT transit stations.

FINANCIAL IMPACT

- Adoption of this plan has no impact on the budget.

Staff is developing FLM Guidelines and will seek future Board action on next steps consistent with the Guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further two Strategic Plan goals including:

- *Goal #2*: Outstanding trip experiences for all - Projects in the Plan will improve customers' experiences accessing the future stations by walking, biking or other rolling modes.
- *Goal #4*: Transform LA County through collaboration and leadership - Metro is uniquely positioned to facilitate coordination between jurisdictions for FLM projects that span jurisdictional boundaries.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plan, which is not recommended for two reasons:

1) Previous Board action (FLM Policy, 2016) directed that FLM projects be incorporated into transit corridor project delivery; and
2) Inclusion of potential FLM improvements in an adopted plan better positions the projects for grant funding opportunities.

NEXT STEPS

As mentioned above, staff will return to the Board with recommended next steps concurrent with or following adoption of the FLM Guidelines.

ATTACHMENTS

Attachment A - ESFVLRT FLM Plan
Attachment B - Prioritized Projects List

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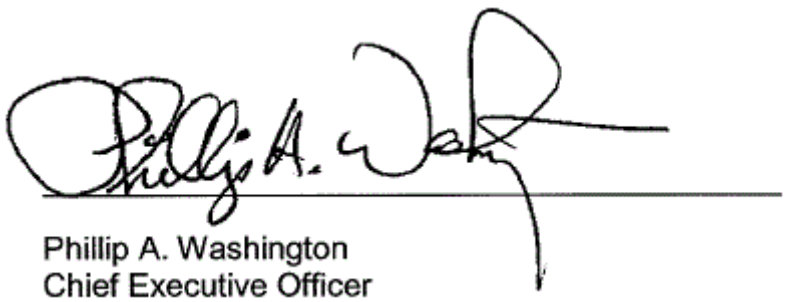

Phillip A. Washington
Chief Executive Officer

Attachment A

Link to Plan: http://media.metro.net/2020/ESFVLRT-FLM-Plan-Final-November-2020.pdf

ATTACHMENT B

Selected Projects List Methodology

The following projects represent a subset of the universe of projects identified in the East San Fernando Valley Light Rail Transit (ESFVLRT) First/Last Mile (FLM) Plan. This Selected Projects List was arrived at following a methodology that reflects Metro's priorities to plan for first/last mile access to future stations (Board Motions 14.1 and 14.2, May and June 2016) and utilize Equity Focused Communities in planning efforts (Board Motion 18.1 June 2019). The ESFVLRT FLM Plan was completed in advance of the FLM Guidelines, which will formalize an approach for project prioritization, project selection, local coordination, and other next steps; therefore, based on past FLM plans, it was estimated that an average of approximately $10 million per station in capital costs for FLM improvements is necessary to deliver a minimum network of continuous FLM access. Given that assumption, the rough-order-of-magnitude cost estimate to implement selected FLM projects totals approximately $140 million across all 14 future stations of the ESFVLRT.

Pedestrian projects and wheel projects were selected separately following different methodologies which reflects the different extents and coverage of the respective project types. In essence, the pedestrian projects selection methodology accounts for station area overlap, Equity Focused Communities, and ensuring that the intent of FLM is preserved by selecting all the project types on a given segment of the Pathway Network. The methodology for wheel project selection starts with identifying north-south facilities that span multiple station areas. Second, wheel projects are selected that connect east-west to the stations. The step-by-step methodology is provided below.

Pedestrian Projects: Station-by-Station Methodology (detailed description)

> Adjacent stations have overlapping walksheds (½-mile radius), therefore calculate each station's relative budget allocation based on that station's area as a proportion of the overall corridor area.
> After the first step, some stations' project lists are more than fully allocated, therefore repurpose the surplus as described in next steps.
> Calculate the percentage of Equity Focused Community (EFC) Census Tracks within each station area (EFC-station area overlap percentage).
> Rank remaining stations by their EFC-station area overlap percentage.
> Starting at the top of the EFC-ranked order, allocate additional $1 million or amount equal to station's remaining pedestrian project list cost, whichever is less (i.e. apply a bonus for EFCs).
> Using the allocated amount determined through the steps above as the target amount, select from the prioritized project lists until allocated amount is reach while ensuring that all projects for a given Pathway Network segments (i.e. street segemnts) are selected. This results in the preservation of the full range of FLM project types.

Wheel Projects: Corridor-Wide Methodology (detailed description)

> Connect north-south wheel projects spanning multiple station areas, parallel to the ESFVLRT, to provide an alternative to the Van Nuys Boulevard bike facility.
> Connect east-wheel projects spanning the ½ mile and 3-mile limits that provide direct station access.

East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Sylmar/San Fernando	1	Primary/Secondary	Signalized crossing	San Fernando Rd	$2,000,000.00
Sylmar/San Fernando	2	Primary/Secondary	Street trees	San Fernando Rd	$273,180.00
Sylmar/San Fernando	3	Primary/Secondary	Signalized crossing	San Fernando Rd	$500,000.00
Sylmar/San Fernando	4	Primary/Secondary	Pedestrian lights	San Fernando Rd	$606,936.00
Sylmar/San Fernando	5	Primary/Secondary	Street lights	San Fernando Rd	$154,836.00
Sylmar/San Fernando	6	Primary/Secondary	Accessible sidewalks	San Fernando Rd	$640,000.00
Sylmar/San Fernando	7	Primary	Street trees	Hubbard St/ N Hubbard Ave	$389,360.00
Sylmar/San Fernando	8	Primary	Pedestrian lights	Hubbard St/ N Hubbard Ave	$479,160.00
Sylmar/San Fernando	9	Primary	Curb extensions	Hubbard St/ N Hubbard Ave	$975,000.00
Sylmar/San Fernando	10	Primary	Bus stop improvements	Hubbard St/ N Hubbard Ave	$134,400.00
Sylmar/San Fernando	11	Primary	Curb extensions	Hubbard St/ N Hubbard Ave	$585,000.00
Sylmar/San Fernando		Allowances	Continental crosswalks	Within 1/2 mile radius	$280,000.00
Sylmar/San Fernando		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$7,042,872.00
				30% DESIGN COSTS SUBTOTAL	$338,057.86
Maclay	1	Secondary	Bus stop improvements	Truman St	$100,800.00
Maclay	3	Secondary	Accessible sidewalks	Truman St	$1,411,500.00
Maclay	4	Secondary	Street trees	Truman St	$282,600.00
Maclay	5	Primary	Pedestrian lights	San Fernando Rd	$191,664.00
Maclay	6	Primary	Street trees	San Fernando Rd	$232,360.00
Maclay	7	Primary	Signalized crossing	San Fernando Rd	$30,000.00
Maclay	8	Primary	ADA access ramps	San Fernando Rd	$6,000.00
Maclay	9	Secondary	Residential traffic calming	4th St	$80,000.00
Maclay	10	Secondary	Curb extension	4th St	$1,060,000.00
Maclay	11	Secondary	Residential traffic calming	4th St	$0.00
Maclay	12	Secondary	Street trees	4th St	$119,320.00
Maclay	13	Secondary	Residential traffic calming	4th St	$80,000.00
Maclay	14	Primary	Pedestrian lights	Maclay Ave	$455,202.00
Maclay	15	Primary	Street trees	Maclay Ave	$56,520.00
Maclay	16	Secondary	Residential traffic calming	Jessie St	$0.00
Maclay	17	Secondary	Street trees	Wolfskill St/Jessie St	$116,180.00
Maclay	18	Secondary	Curb extension	Wolfskill St	$190,000.00
Maclay	19	Primary	Pedestrian lights	Brand Blvd	$455,202.00
Maclay	20	Primary	Curb extension	Brand Blvd	$95,000.00
Maclay	21	Primary	Curb extension	Brand Blvd	$1,360,000.00
Maclay	22	Primary	Curb extension	Brand Blvd	$285,000.00
Maclay		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Maclay		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$6,912,348.00
				30% DESIGN COSTS SUBTOTAL	$331,792.70
Paxton	1	Primary	Street trees	San Fernando Rd	$238,640.00
Paxton	2	Primary	Bus stop improvements	San Fernando Rd	$107,200.00
Paxton	3	Primary	Pedestrian lights	San Fernando Rd	$191,664.00

East San Fernando Valley Light Rail Transit First/Last Mile
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Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Paxton	4	Primary	Signalized crossing	San Fernando Rd	$0.00
Paxton	5	Primary	Signalized crossing	San Fernando Rd	$0.00
Paxton	6	Primary	Curb extensions	San Fernando Rd	$390,000.00
Paxton	7	Primary	Curb extensions	San Fernando Rd	$390,000.00
Paxton	8	Primary	Street trees	Paxton St	$119,320.00
Paxton	9	Primary	Pedestrian lights	Paxton St	$431,244.00
Paxton	10	Secondary	Pedestrian lights	Telfair Ave	$36,000.00
Paxton	11	Secondary	Residential traffic calming	Telfair Ave	$0.00
Paxton	12	Secondary	Street lights	Telfair Ave	$72,864.00
Paxton	14	Secondary	ADA access ramps	Desmond St	$48,000.00
Paxton	15	Secondary	Pedestrian lights	Bradley Ave	$36,000.00
Paxton		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Paxton		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$2,365,932.00
				30% DESIGN COSTS SUBTOTAL	$113,564.74
Van Nuys-San Fernando	1	Primary	Street trees	San Fernando Rd	$166,420.00
Van Nuys-San Fernando	2	Primary	Bus stop improvements	San Fernando Rd	$134,400.00
Van Nuys-San Fernando	3	Primary	Pedestrian lights	San Fernando Rd	$211,629.00
Van Nuys-San Fernando	4	Primary	Accessible sidewalk	San Fernando Rd	$97,500.00
Van Nuys-San Fernando	5	Primary	Street trees	Van Nuys Blvd	$260,620.00
Van Nuys-San Fernando	6	Primary	Pedestrian lights	Van Nuys Blvd	$662,838.00
Van Nuys-San Fernando	7	Secondary	Residential traffic calming	Telfair Ave	$0.00
Van Nuys-San Fernando	8	Secondary	Continental crosswalk	Telfair Ave	$7,000.00
Van Nuys-San Fernando	9	Secondary	ADA access ramps	Telfair Ave	$12,000.00
Van Nuys-San Fernando	10	Secondary	Street lights	Telfair Ave	$241,362.00
Van Nuys-San Fernando	11	Secondary	Continental crosswalk	El Dorado St	$6,000.00
Van Nuys-San Fernando	12	Secondary	Street lights	El Dorado St	$236,808.00
Van Nuys-San Fernando	13	Secondary	ADA access ramps	Pierce St	$30,000.00
Van Nuys-San Fernando	14	Secondary	Street lights	Pierce St	$136,620.00
Van Nuys-San Fernando	15	Secondary	Residential traffic calming	Bradley Ave	$0.00
Van Nuys-San Fernando	16	Secondary	ADA access ramps	Filmore St	$30,000.00
Van Nuys-San Fernando		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Van Nuys-San Fernando		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$2,538,197.00
				30% DESIGN COSTS SUBTOTAL	$121,833.46
Laurel Canyon	1	Primary	Street trees	Laurel Canyon Blvd	$339,120.00
Laurel Canyon	2	Primary	ADA access ramps	Laurel Canyon Blvd	$206,000.00
Laurel Canyon	3	Primary	ADA access ramps	Laurel Canyon Blvd	$304,000.00
Laurel Canyon	4	Primary	Street lights	Laurel Canyon Blvd	$86,526.00
Laurel Canyon	5	Primary	Street lights	Laurel Canyon Blvd	$241,362.00
Laurel Canyon	6	Primary	Pedestrian lights	Laurel Canyon Blvd	$219,615.00
Laurel Canyon	7	Primary	Accessible Sidewalk	Laurel Canyon Blvd	$1,231,500.00
Laurel Canyon	8	Primary	Pedestrian lights	Van Nuys Blvd	$479,160.00
Laurel Canyon	9	Primary	Bus stop improvements	Van Nuys Blvd	$201,600.00
Laurel Canyon	10	Primary	Street trees	Van Nuys Blvd	$175,840.00
Laurel Canyon		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00

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Laurel Canyon		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$3,789,723.00
				30% DESIGN COSTS SUBTOTAL	$181,906.70
Arleta	1	Primary	Street trees	Van Nuys Blvd	$172,700.00
Arleta	2	Primary	Bus stop improvements	Van Nuys Blvd	$134,400.00
Arleta	3	Primary	Pedestrian lights	Van Nuys Blvd	$439,230.00
Arleta	4	Primary	Pedestrian lights	Arleta Ave	$439,230.00
Arleta	5	Primary	Street trees	Arleta Ave	$298,300.00
Arleta	6	Primary	Accessible sidewalk	Devonshire St	$212,500.00
Arleta	7	Primary	Street lights	Devonshire St	$236,808.00
Arleta	8	Secondary	Street trees	Beachy Ave	$251,200.00
Arleta	9	Secondary	Street lights	Beachy Ave	$91,080.00
Arleta	10	Secondary	Street Lights	Beachy Ave	$36,432.00
Arleta	11	Secondary	Street trees	Pierce St	$157,000.00
Arleta	12	Secondary	Street lights	Pierce St	$59,202.00
Arleta	13	Secondary	ADA access ramps	Filmore St	$6,000.00
Arleta	14	Secondary	Street lights	Filmore St	$81,972.00
Arleta		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Arleta		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$2,921,054.00
				30% DESIGN COSTS SUBTOTAL	$140,210.59
Woodman	1	Primary	Street trees	Van Nuys Blvd	$260,620.00
Woodman	2	Primary	Bus stop improvements	Van Nuys Blvd	$100,800.00
Woodman	3	Primary	Pedestrian lights	Van Nuys Blvd	$662,838.00
Woodman	4	Primary	ADA access ramps	Van Nuys Blvd	$6,000.00
Woodman	6	Primary	Street trees	Woodman Ave	$188,400.00
Woodman	7	Primary	Pedestrian lights	Woodman Ave	$479,160.00
Woodman	9	Primary	Street lights	Woodman Ave	$163,944.00
Woodman	10	Primary	Curb extensions	Woodman Ave	$390,000.00
Woodman	11	Primary	ADA access ramps	Woodman Ave	$6,000.00
Woodman	12	Secondary	Residential traffic calming	Plummer St	$1,060,000.00
Woodman	13	Secondary	Signalized crossing	Plummer St	$0.00
Woodman	14	Secondary	ADA access ramps	Plummer St	$0.00
Woodman	16	Secondary	Street trees	Canterbury Ave	$238,640.00
Woodman	17	Secondary	Street lights	Canterbury Ave	$209,484.00
Woodman	18	Secondary	Street trees	W Lassen St	$72,220.00
Woodman	19	Secondary	Residential traffic calming	W Lassen St	$280,000.00
Woodman	20	Secondary	Street trees	Vesper Ave	$106,760.00
Woodman	21	Secondary	Street lights	Pierce St	$122,958.00
Woodman	22	Secondary	ADA access ramps	Filmore St	$12,000.00
Woodman		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Woodman		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$4,664,824.00
				30% DESIGN COSTS SUBTOTAL	$223,911.55
Nordhoff	1	Primary	Bus stop improvements	Van Nuys Blvd	$201,600.00
Nordhoff	2	Primary	Street trees	Van Nuys Blvd	$298,300.00
Nordhoff	3	Primary	Pedestrian lights	Van Nuys Blvd	$758,670.00

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Nordhoff	4	Primary	Street trees	Nordhoff St	$282,600.00
Nordhoff	5	Primary	Signalized crossing	Nordhoff St	$0.00
Nordhoff	6	Primary	Pedestrian lights	Nordhoff St	$247,566.00
Nordhoff	7	Primary	Street lights	Nordhoff St	$191,268.00
Nordhoff	8	Secondary	Residential traffic calming	Terra Bella St	$1,500,000.00
Nordhoff	9	Secondary	Street lights	Terra Bella St	$100,188.00
Nordhoff	10	Secondary	Street trees	Terra Bella St	$145,728.00
Nordhoff	11	Secondary	Pedestrian lights	Terra Bella St	$255,552.00
Nordhoff	12	Secondary	Curb extension	Terra Bella St	$140,000.00
Nordhoff	13	Secondary	Street trees	Rayen St	$122,460.00
Nordhoff	14	Secondary	ADA access ramps	Rayen St	$39,000.00
Nordhoff	15	Secondary	Street trees	Parthenia St	$59,660.00
Nordhoff	16	Secondary	Accessible sidewalk	Cedros Ave	$300,000.00
Nordhoff	17	Secondary	Street lights	Cedros Ave	$72,864.00
Nordhoff	18	Secondary	Street trees	Wakefield Ave	$138,160.00
Nordhoff	19	Secondary	Street trees	Wakefield Ave	$194,680.00
Nordhoff		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Nordhoff		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$5,353,296.00
				30% DESIGN COSTS SUBTOTAL	$256,958.21
Roscoe	1	Primary	Bus stop improvements	Van Nuys Blvd	$168,000.00
Roscoe	2	Primary	Pedestrian lights	Van Nuys Blvd	$590,964.00
Roscoe	3	Primary	Street trees	Van Nuys Blvd	$232,360.00
Roscoe	5	Primary	Street trees	Roscoe Blvd	$163,280.00
Roscoe	6	Primary	Pedestrian lights	Roscoe Blvd	$535,062.00
Roscoe	7	Primary	Signalized crossing	Roscoe Blvd	$400,000.00
Roscoe	8	Primary	Street lights	Roscoe Blvd	$273,240.00
Roscoe	9	Secondary	Street trees	Chase St	$113,040.00
Roscoe	10	Secondary	Street lights	Willis Ave	$209,484.00
Roscoe	11	Secondary	Street trees	Willis Ave	$72,220.00
Roscoe	12	Secondary	Street trees	Lanark St	$62,800.00
Roscoe	13	Secondary	Street lights	Lanark St	$127,512.00
Roscoe		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Roscoe		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$3,252,962.00
				30% DESIGN COSTS SUBTOTAL	$156,142.18
Van Nuys Metrolink	1	Primary	Street trees	Van Nuys Blvd	$226,080.00
Van Nuys Metrolink	2	Primary	Bus stop improvements	Van Nuys Blvd	$134,400.00
Van Nuys Metrolink	3	Primary	Pedestrian lights	Van Nuys Blvd	$574,992.00
Van Nuys Metrolink	4	Secondary	Street trees	Arminta St	$113,040.00
Van Nuys Metrolink	5	Secondary	Street lights	Arminta St	$163,944.00
Van Nuys Metrolink	6	Secondary	Street trees	Raymer St	$147,580.00
Van Nuys Metrolink	8	Secondary	Street trees	Saticoy St	$153,860.00
Van Nuys Metrolink	9	Secondary	Street lights	Covello St	$109,296.00
Van Nuys Metrolink	10	Secondary	Accessible path	Covello St	$625,000.00
Van Nuys Metrolink	12	Secondary	Street lights	Tyrone Ave	$27,324.00
Van Nuys Metrolink		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00

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Van Nuys Metrolink		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$2,580,516.00
				30% DESIGN COSTS SUBTOTAL	$123,864.77
Sherman Way	1	Primary	Street trees	Van Nuys Blvd	$659,400.00
Sherman Way	2	Primary	Bus stop improvements	Van Nuys Blvd	$134,400.00
Sherman Way	3	Primary	Pedestrian lights	Van Nuys Blvd	$471,174.00
Sherman Way	5	Primary	Signalized crossing	Van Nuys Blvd	$400,000.00
Sherman Way	6	Primary	Street lights	Van Nuys Blvd	$50,094.00
Sherman Way	7	Primary	Pedestrian lights	Sherman Way	$399,300.00
Sherman Way	8	Primary	Street trees	Sherman Way	$307,720.00
Sherman Way	9	Primary	Street lights	Sherman Way	$118,404.00
Sherman Way	10	Secondary	Street trees	Hart St	$144,440.00
Sherman Way	11	Secondary	Street lights	Hart St	$168,498.00
Sherman Way	12	Secondary	Accessible sidewalk	Cedros Ave	$325,000.00
Sherman Way	13	Secondary	Accessible sidewalk	Cedros Ave	$325,000.00
Sherman Way	14	Secondary	Street lights	Cedros Ave	$109,296.00
Sherman Way	15	Secondary	Residential traffic calming	Tyrone Ave	$0.00
Sherman Way	16	Secondary	Street lights	Tyrone Ave	$104,742.00
Sherman Way	17	Secondary	Street lights	Valerio St	$350,658.00
Sherman Way	18	Secondary	Accessible sidewalk	Valerio St	$628,000.00
Sherman Way		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Sherman Way		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$5,001,126.00
				30% DESIGN COSTS SUBTOTAL	$240,054.05
Vanowen	1	Primary	Pedestrian lights	Van Nuys Blvd	$375,342.00
Vanowen	2	Primary	Street trees	Van Nuys Blvd	$73,790.00
Vanowen	3	Primary	Bus stop improvements	Van Nuys Blvd	$168,000.00
Vanowen	4	Primary	Pedestrian lights	Vanowen St	$391,314.00
Vanowen	5	Primary	Street trees	Vanowen St	$307,720.00
Vanowen	6	Primary	Street lights	Vanowen St	$892,584.00
Vanowen	7	Secondary	Street lights	Kittridge St	$446,292.00
Vanowen	8	Secondary	Street lights	Cedros Ave	$214,038.00
Vanowen	9		Accessible sidewalk	Van Nuys Rec Center	$0.00
Vanowen	10	Secondary	Street lights	Tyrone Ave	$100,188.00
Vanowen		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Vanowen		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$3,274,268.00
				30% DESIGN COSTS SUBTOTAL	$157,164.86
Victory	1	Primary	Bus stop improvements	Van Nuys Blvd	$268,800.00
Victory	2	Primary	Pedestrian lights	Van Nuys Blvd	$343,398.00
Victory	3	Primary	Street trees	Van Nuys Blvd	$135,020.00
Victory	4	Primary	Pedestrian lights	Victory Blvd	$399,300.00
Victory	5	Primary	Street trees	Victory Blvd	$307,720.00
Victory	6	Primary	Street lights	Victory Blvd	$428,076.00
Victory	7	Secondary	Street trees	Sylvan St	$37,680.00
Victory	8	Secondary	Street lights	Sylvan St	$113,850.00
Victory	9	Secondary	Street lights	Tyrone Ave	$150,282.00

East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Victory	10	Secondary	Street lights	Cedros Ave	$118,404.00
Victory		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Victory		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$2,607,530.00
				30% DESIGN COSTS SUBTOTAL	$125,161.44
Van Nuys MOL	1	Primary	Bus stop improvements	Van Nuys Blvd	$67,200.00
Van Nuys MOL	2	Primary	Street trees	Van Nuys Blvd	$210,380.00
Van Nuys MOL	3	Primary	Pedestrian lights	Van Nuys Blvd	$535,062.00
Van Nuys MOL	4	Secondary	Street trees	Tyrone Ave	$31,400.00
Van Nuys MOL	5	Secondary	Signalized crossing	Tyrone Ave	$0.00
Van Nuys MOL	6	Secondary	Residentail traffic calming	Tyrone Ave	$0.00
Van Nuys MOL	7	Secondary	Street lights	Tyrone Ave	$387,090.00
Van Nuys MOL	8	Primary	Pedestrian lights	Bessemer St	$199,650.00
Van Nuys MOL	9	Primary	Street trees	Bessemer St	$314,000.00
Van Nuys MOL	10	Secondary	Street lights	Hatteras St	$455,400.00
Van Nuys MOL	11	Secondary	Accessible sidewalks	Hatteras St	$650,000.00
Van Nuys MOL	12	Secondary	ADA access ramps	Hatteras St	$6,000.00
Van Nuys MOL	13	Secondary	Street trees	Cedros Ave	$25,120.00
Van Nuys MOL	14	Secondary	Street lights	Cedros Ave	$300,564.00
Van Nuys MOL	15	Secondary	Street lights	Delano St	$113,850.00
Van Nuys MOL		Allowances	Crosswalks	Within 1/2 mile radius	$280,000.00
Van Nuys MOL		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	$25,000.00
				DIRECT COSTS SUBTOTAL	$3,600,716.00
				30% DESIGN COSTS SUBTOTAL	$172,834.37
				TOTAL DIRECT COSTS	**$55,905,364.00**
				30% DESIGN COSTS	**$2,683,457.47**

East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
Wheel Facilities that Span Multiple Stations (Typically More Than 3) and Are Located Within 1/2 Mile of Stations					
Kester Av./Raymer St.	Van Nuys Blvd. at Metrolink - Ventura Blvd.	II/III	No	$799,440	Roadway width varies; eliminates 1 travel lane and some parking; ADT > 20,000.
Cedros St./ Vesper Av.	Hart St. - LA River	III	Yes/No	$514,520	
Cedros St./ Willis Av./ Arminta St.	Plummer St. - Van Nuys at Metrolink	III	Yes	$502,140	
Tyrone Av./Covello St.	Van Nuys Blvd. at Metrolink - LA River	III/I	No	$925,700	2/3s of cost is Burbank - LA River due to 3 HAWKs. Cost of shared use path on Covello Is included in pedestrian improvements.
Pacoima Wash/ Lassen St.	Filmore St./Woodman Av. - Lanark St.	I	Yes	$3,796,000	15' wide path with solar lighting on existing paved channel access road that is at same elevation as roadways - one side only - of LA County Flood Control channel.
Wakefield Av./Lennox Av./Burton Av./Tilden Av.	Tupper St. - Lanark St.	III	No	$707,100	
Terra Bella St.	Van Nuys Blvd. - San Fernando Rd.	II	Yes	$514,000	ADT > 20,000 near I-5.
Pierce St.	Woodman Ave. - Foothill Blvd.	III	Yes	$283,630	Cost does not include improvements to existing freeway tunnel. Herrick Av. - Foothill Blvd. is funded, so cost is not included.
Filmore St.	Woodman Av. - San Fernando Rd.	III	No	$487,340	Cost does not include improvements to existing freeway tunnel. Bridge over Pacoima Diversion Channel is included in pedestrian projects, so cost is not included.
Telfair Av./Hollister St./Lazard St.	San Fernando Rd. - Montague St.	III	Yes	$358,710	Bridge over Pacoima Wash is already funded, so cost is not included.
Bradley Av./4th St./Pala Av.	Polk St. - Pierce St.	III	Yes/No	$138,550	
1st St./Frank Modugno Dr.	Polk St. - Brand Blvd.	III	Yes/No	$249,800	
San Fernando Road/ Wolfskill St.	Bleeker St. - 1st St.	II & IV	Yes/No	$1,039,500	Class IV in City of San Fernando eliminates 2 travel lanes; ADT <11,000. Controlled crossing at Bleeker St./San Fernando Rd. is included in pedestrian projects, so cost is not included.

East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
Projects Perpendicular to ESFVTC and Passing Within 1/2 Mile of a Station					
Hatteras St.	Sepulveda Blvd. - Sunnyslope Av.	III	No	$487,690	Includes jog on Costello Av.-Emelita St.-Ranchito Av. per map.
Gilmore St./ Friar St.	Columbus Av. - Ranchito Av.	III	No	$916,940	
Hart/ St./Lennox Av./Vose St./Varna St.	Orion Av. - Tujunga Wash	III	No	$340,390	
Sherman Way	Woodley Av. - Laurel Canyon Blvd.	IV	Yes	$7,050,000	Eliminates 2 lanes; ADT may be high for lane reduction near I-
Lanark St./Cantara St./ Nagle Av.	Sepulveda - Coldwater Cyn Ave.	III	Yes/No	$621,930	
Chase St.	I-405 - Canterbury Av.	III & II	Yes	$79,940	
Nordhoff St.	Balboa Blvd. - I-405 & Moonbeam Av. - Sylmar Av.	II	Yes	$1,314,000	
Tupper St./ Noble Av.	Nordhoff St.- Terra Bella St.	III	Yes/No	$259,030	
Devonshire St.	Balboa Blvd.- Woodman Av.	IV	Yes	$3,445,000	Eliminates 1 or 2 travel lanes; ADT < 20,000
Canterbury Av.	Filmore St. - Tujunga Wash	III	No	$105,740	
Arleta Av.	Brand Blvd. - Tujunga Wash	IV, II, III	No	$2,347,380	Eliminates 2 travel lanes; ADT < 20,000
Laurel Canyon Blvd.	Rinaldi St. - Peoria St.	II	Yes	$1,138,000	Roadway width varies; eliminates some parking
Brand Blvd.	O;Melveny Ave. - 8th St.	II & III	Yes	$205,710	No lane reduction required.
Harding St.	1st St. - Gladstone Av.	III	Yes	$74,750	
Hubbard St./Av.	Laurel Canyon Blvd. - Eldridge Av.	II	Yes	$600,000	Eliminates 1 travel lane; ADT > 20,000
Astoria St.	Bleeker St. - Eldridge Av.	III	Yes	$104,900	
			TOTAL DIRECT COSTS	**$29,407,830**	

East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
ALTERNATE/BACK-UP PROJECTS					
Kittridge St.	Sepulveda Blvd. - Matilija Av.	III	Yes	$272,190	Alternative to Gilmore.
Wyandotte St.	I-405 - Van Nuys Blvd.	III	No	$223,500	Alternative to Sherman Way for a small area.
Parthenia St.	Balboa Blvd. - Van Nuys Blvd.	IV	Yes	$3,745,340	Alternate to Nordhoff. Eliminates 2 lanes; ADT 26,000 - 33,000 (high for lane reduction).
Plummer St.	Balboa Blvd. - Woodman Av.	IV	No	$4,435,000	Alternative to Nordhoff. Eliminates 2 travel lanes; ADT < 20,000.
Lassen St.	Balboa Blvd. - Woodman Av.	IV	No	$2,900,000	Alternative to Nordhoff. Eliminates 2 travel lanes; ADT < 20,000.
Polk St.	Glenoaks Blvd. - Eldridge Av. &	II	Yes	$300,000	Alternative to Hubbard.
	Telfair Av. - San Fernando Rd.				
Van Nuys Blvd.	LA River - Orange Line	IV	Yes	$2,990,000	Direct access south to LA River.
Van Nuys Blvd.	San Fernando Rd. - Foothill Blvd.	IV	Yes	$2,540,000	Direct access north to Foothill Blvd;upgrade from Class II.
Woodman Av.	Roscoe Blvd. - Sherman Way &	II	Yes	$390,000	Completes existing north-south Class II (parallel to Van Nuys).
	Burbank Blvd. - Magnolia Blvd.	II	Yes		
Lemona Av.	Chatsworth St. - Nordhoff St.	III	Yes	$696,780	Alternative to Pacoima Wash.
Montague St.	San Fernando Rd. - Woodman Av.	III	Yes	$138,020	Extends access.
Glenoaks Blvd.	Foothill Blvd. - Hubbard St./Av.	II	Yes	$472,000	Extends access north.
			TOTAL DIRECT COSTS ALTERNATE/BACK-UP PROJECTS	**$19,102,830**	

Planning and Programming Committee
November 18, 2020
First/Last Mile Plan
File ID 2019-0431

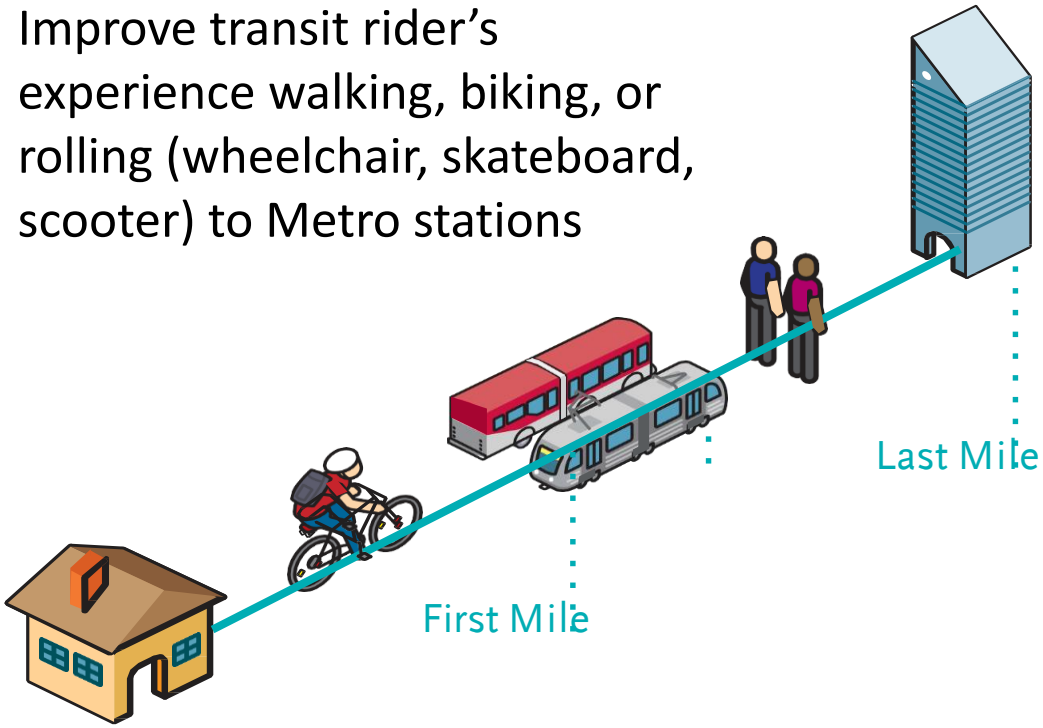
East San Fernando Valley First /Last Mile Plan
File No. 2019-0431

ADOPT East San Fernando Valley Light Rail Transit First/Last Mile Plan and

DIRECT staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines

Overview

- 14 future stations on the ESFVLRT
- Community-based process
- Improve transit rider's experience walking, biking, or rolling (wheelchair, skateboard, scooter) to Metro stations



Process Summary

Step 1: Identify areas to study	Fall 2018
Step 2: Walk audits	Late 2018
Step 3: Draft pathway network	Winter/ Spring 2019
Step 4: Community workshops to share results and receive input	Summer 2019
Step 5: Finalize station area plans	Fall/Winter 2019
Step 6: Prioritize projects for future phases	Early 2020

Walk Audits and Community Engagement

Working with CBOs

- Pacoima Beautiful and Save Moves

Walk Audits and Events

- 4 community walk audits
- 4 community workshops
- 6 “Coffee with the Principal” events
- 447 surveys received

Metro

Next Steps

- Return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines