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Metropolitan Transportation
Authority
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Los Angeles, CA

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PLANNING AND PROGRAMMING COMMITTEE
JULY 14, 2021

SUBJECT: EXPO/CRENSHAW STATION FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Expo/Crenshaw First/Last Mile Plan (Attachment A).

ISSUE

The Expo/Crenshaw First/Last Mile Plan (Plan, Attachment A) presents a menu of potential streetscape improvements for the Expo/Crenshaw Station on the E Line (Expo) and forthcoming Crenshaw/LAX Line. The Plan's recommendations address enhancing safety, comfort, and access in the area surrounding the station. Metro staff conducted additional engagement during the month of May as directed by the Metro Board in March 2021. The plan includes a Supplement (Attachment C) incorporating this community feedback and detailing priority projects based on the level of community support.

Notwithstanding additional technical review and vetting of individual improvements that may be necessary, adopting the Plan would aid in future grant funding applications for implementation.

BACKGROUND

First/Last Mile (FLM) planning is part of Metro efforts to improve safety and access to transit, deriving from the 2016 Board Motion 14.1 direction to integrate FLM planning into new transit projects. In 2019, staff identified an opportunity to conduct a focused FLM plan in collaboration with other Transit Oriented Communities (TOC) efforts in the area, including the joint development partnership with LA County adjacent to the station.

The Plan differs slightly from previous Metro FLM plans, in that it focuses more closely on the area immediately proximate the station, utilizing ¼-mile and 1-mile radii for walking and biking projects, respectively. The Plan also recognizes and builds upon the prior planning work conducted in the area in anticipation of the Crenshaw/LAX Transit Project.
The planning process and outreach are detailed in the supporting documents to the Plan. The attached Supplement details outreach events conducted in May 2021 following Board direction to allow additional community input on Plan recommendations.

DISCUSSION

Findings

The Plan presents project ideas to improve safety, connectivity, and accessibility to people accessing the Expo/Crenshaw station by walking, biking, or other non-motorized transportation modes. Proposed projects are grouped along the Primary and Collector Pathway networks of streets leading riders to the station.

Key proposed improvements include elements to improve pedestrian and bicyclist comfort, safety, and connectivity in reaching the station. Comfort-oriented improvements include additional shade trees and pedestrian lighting, while safety improvements, such as enhanced crosswalks and bulb-outs, address pedestrian safety at crosswalks. Bicycle facilities, including protected bike lanes, are also recommended on key access streets where safe bicycling facilities are not present, noting that bicycle recommendations on three streets may necessitate travel lane reductions. Given community concern on these specific projects, the Supplement details additional public process and technical steps that would need to precede any implementation activities.
A full list of Pathways and recommended improvements is available in the Plan text, which is linked in the Executive Summary.

Process

Plan recommendations are the culmination of a focused outreach process, which began with a review of the recent existing planning work along the Crenshaw corridor, such as the 2016 Crenshaw Boulevard Streetscape Plan. In the winter of 2019, three roundtable meetings were held, with a local youth group, neighborhood council representatives, and bicycle and pedestrian advocates, to learn of local barriers and identify priorities for improvements. The team also held an interactive pop-up event in February 2020 and distributed an online survey through community partners to gather further input on desired treatment types and locations. Further review and coordination with City of Los Angeles staff took place in the Spring of 2020 to ensure the Plan's support of City active transportation priorities.

On March 25, 2021, the Board directed staff to conduct additional outreach in order to allow greater community participation and feedback. Staff held two virtual open houses in May 2021, with more than 80 community members attending across the two events. The events were promoted through email, social media, local community groups, and flyers distributed to residents in the station area. The workshops were structured to collect comments, questions, and feedback through breakout discussion groups. Participants also ranked their most-desired improvement types through a survey exercise, generating nearly 70 survey entries, and submitted written comments via email. The attached Supplement to the Plan details the community feedback collected from these workshops. This input informed the creation of a list of "priority projects" that are recommended for early implementation given their broad base of community support. Several projects have been identified as projects of concern and therefore are recommended for the City of Los Angeles to conduct further outreach and study before considering implementation. Note that this Plan is not subject to the FLM Guidelines, either generally related to project development steps, or specifically related to priority projects.

FINANCIAL IMPACT

Adoption of the Expo/Crenshaw First/Last Mile Plan would have no financial impact to the agency.

Impact to Budget

The project recommendations within the Expo/Crenshaw First/Last Mile Plan are unfunded and would not carry a budgetary impact.

EQUITY PLATFORM

The Plan advances equity though the framework of the Equity Platform, specifically the Define and Measure, Listen and Learn, and Focus and Deliver pillars. An understanding of the area's existing conditions was informed through participation from stakeholders in multiple engagement opportunities and the use of key data. Development of the Plan involved stakeholder roundtables, a pop-up event, an online survey, and two virtual workshops. Comments and feedback from these events informed plan improvements and prioritization. The variety of engagement types were designed to solicit feedback from a wide set of residents with diverse relations to the station and station area. The Supplement responds to community concerns and interests captured through workshops.

The concept recommendations within the Plan would be highly beneficial to transit riders traveling on the E Line (Expo) and Crenshaw/LAX Transit Project by enhancing safety and comfort for those navigating to, from, and around a key transfer station. The Plan improves safety on two streets (Crenshaw and Jefferson Boulevards) identified in the City of Los Angeles High Injury Network (HIN). The HIN is the 6 percent of streets within the City that comprise 65 percent of its traffic fatalities and severe injuries from crashes involving people walking. The network is a key data indicator for the City's Vision Zero plan and aids in guiding strategic safety investments to address high-need, dangerous street corridors. In their current conditions, Jefferson and Crenshaw Blvds are multi-lane, high-speed commercial corridors that also serve as direct connections for riders reaching Expo/Crenshaw Station. Between 2010 and 2019, the date of most recent data, a total of 77 bicycle-involved crashes and 91 pedestrian crashes occurred within a half-mile of the station, including five fatal crashes. The Plan recommendations seek to add improvements such as protected bike lanes, enhanced crosswalks, curb extensions, and other streetscape upgrades that would improve safety by calming traffic and prioritizing space and crossings for people walking and biking.

These improvements would be most beneficial to community members who most commonly walk, bike, and ride transit in LA County. This includes younger residents, the elderly, people of color, and lower-income residents. The residents in neighborhoods comprising Expo/Crenshaw station area are predominantly Black and Latino, comprising 46 and 40 percent of residents, respectively, although higher-income households in portions of the station area suggest some residents of color are less likely to ride transit than other adjacent neighborhoods. In addition, about one-third of the station area includes Metro Equity-Focused Community census tract, in which residents are more likely to rely on transit: 58 percent of households make less than $35,000 annually, and 22 percent do not have access to a car. By implementing Plan-proposed improvements, these residents will see safer, more comfortable, and more direct pathways to reach the station, improving their transit access and overall traffic safety.

The Plan recommends popular and frequently suggested improvement ideas from feedback heard throughout the development and engagement process, while workshops held in May elicited substantial concern from some residents with a focus on bike projects necessitating lane reductions and potential associated traffic impacts. This can be mitigated and addressed through the next steps as described elsewhere in the report.

DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. Projects recommended within the Plan will, when implemented, enhance safety for Metro riders walking and biking to and from Expo/Crenshaw Station and making transfers in the station area. These project types include treatments such as protected bike lanes, enhanced crosswalks, and corner bulb-outs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of the Plan supports strategic plan goals #2 and #3. Following Initiative 2.2, Metro is committed to improving legibility, ease of use, and trip information on the transit system, first/last mile improvements enhance transit access and the experience of traveling to stations. Additionally, the Plan enhances communities and lives through mobility and access to opportunity, specifically through Initiative 3.2: Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The Board may choose to not adopt the Plan. This action is not recommended as it would hamper the ability of Metro and the City of Los Angeles to advance plan concepts to the next stage and potentially the ability to seek funding to implement certain safety and access improvements around this key transfer station.

NEXT STEPS

Staff will continue to work with City of Los Angeles to identify suitable funding opportunities for implementation of Plan-recommended projects. Applicable state and local funding sources include the State's Active Transportation Program and Affordable Housing and Sustainable Communities Program, along with the Measure M Multi-Year Subregional Program (MSP). Additionally, staff will coordinate with the City of Los Angeles to discuss and address specific community interests and concerns captured in the Supplement. The Supplement stipulates specific activities for some plan projects including conducting further community outreach, investigating design alternatives as necessary, and developing additional transportation impact studies. These stipulations will be communicated to the City, and Metro may assist in carrying out these steps pending further discussion.

ATTACHMENTS

Attachment A - Expo/Crenshaw First/Last Mile Plan
Attachment B - Executive Summary
Attachment C - Supplement to the Expo/Crenshaw First/Last Mile Plan

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Next stop: our healthy future.

Expo/Crenshaw First/Last Mile Plan

August 28, 2020

Metro®

Acknowledgments

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Preface

The Expo/Crenshaw First/Last Mile Plan presents key pathways for improving safety and access to the Metro station, along public streets within the City of LA. Plan context, graphics, and narrative are designed to be used in support of funding applications from a variety sources, such as active transportation and streetscape grants. The recommended projects in this plan are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects. Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward.

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Want more?

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Introduction

Introducing the Project Area.

The **Expo/Crenshaw station** is uniquely situated as a key transfer station, connecting regional trips to and from **LAX, Santa Monica, Downtown Los Angeles,** and farther to other key employment centers and destinations throughout the City.

The Expo/Crenshaw station will be the terminus of the Crenshaw/LAX line, currently under construction. Once open, the light rail line will run from the existing E Line (Expo Line) at Crenshaw and Exposition Boulevards, 8.5 miles south to the C Line (Green Line). The line will serve the cities of Los Angeles, Inglewood, El Segundo and parts of unincorporated Los Angeles County. The Expo/Crenshaw station will be a major transfer point for Crenshaw/LAX Line, E Line (Expo Line), and bus riders. This Plan identifies and prioritizes First/Last Mile (FLM) improvements to enhance the transit experience for all people.



The Expo/Crenshaw station will draw new local & regional riders.

The Expo/Crenshaw station is located near several regional destinations. These key attractions mean that many people recreating, shopping, working, and living in the area will be traveling through this station in the future.

Crenshaw Crossing

The Crenshaw Crossing project proposes a transit oriented, mixed-use community adjacent to the Expo/ Crenshaw station. With new community and commercial space, the areas around the transit station will be activated and energized.

West Angeles Church

The West Angeles Church currently occupies approximately 3.5 acres just north of the Expo/Crenshaw station. With a congregation of 24,000 people, this regional destination will also contribute to the activity at the station, for churchgoers.

Commercial Center

The commercial area to the south of the station includes big-box stores such as Walgreens, Big 5, Verizon, Chase, Starbucks, etc. Access to these stores from the station will require intuitive wayfinding as both patrons and store employees may pass through the station on their way to the commercial center.



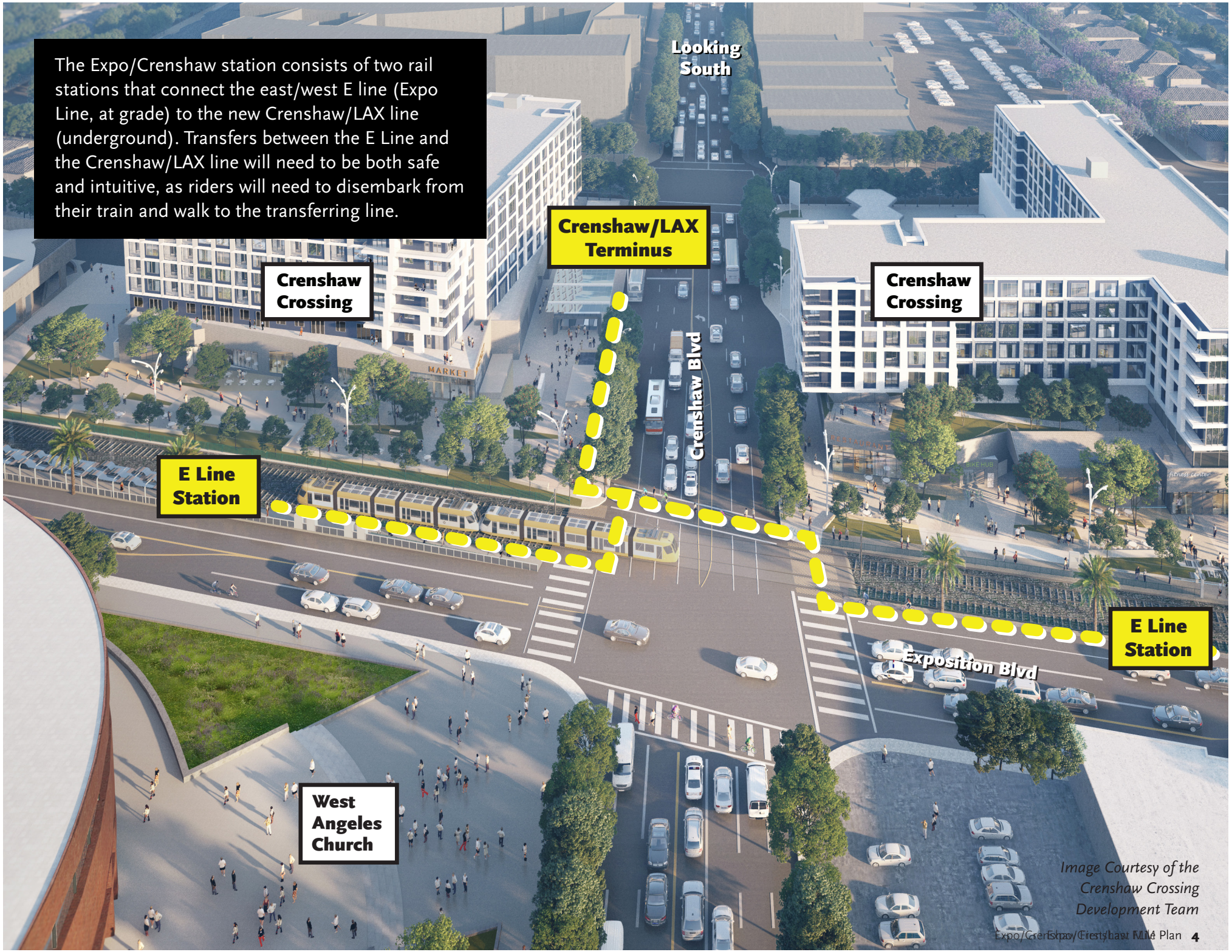


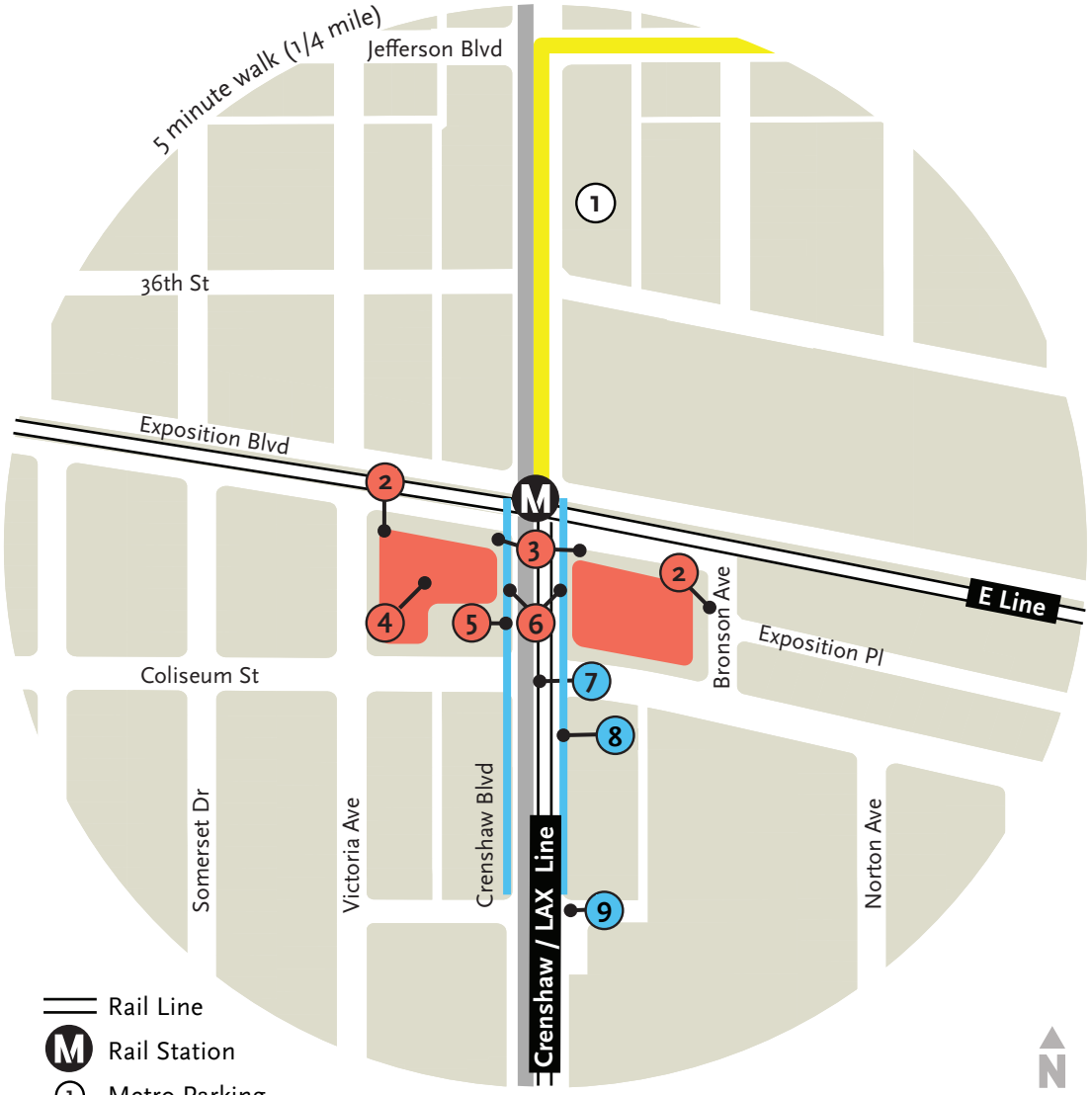
Image Courtesy of the Crenshaw Crossing Development Team

Significant planning has already been completed. We've integrated these ideas into the Plan.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community. Further description of all plans can be found in Appendix C.

Relevant plans and projects include:

- **Crenshaw Blvd Streetscape Plan**
- **Crenshaw Corridor Specific Plan**
- **Destination Crenshaw**
- **Expo/Crenshaw Joint Development Guidelines & proposed Crenshaw Crossing project**
- **Great Streets Challenge Grant**
- **Metro NextGen Study**
- **Metro Active Transportation Strategic Plan**
- **Metro First/Last Mile Strategic Plan**
- **Prop 1C Improvements**
- **Vision Zero Crenshaw Safety Improvements**
- **West Adams/Baldwin Hills/Leimert Community Plan**



Prop 1C Improvements

Improvements include elements like: new trees, pedestrian lighting, sidewalk repairs, & curb ramps

Crenshaw Crossing Project

2. Drop-off zone
3. Street vacation
4. Bike hub
5. Future additional portal to Crenshaw/LAX line
6. Bus turnouts

Crenshaw Blvd Streetscape Plan

Crenshaw/ LAX Transit Project

7. New crosswalk & dual curb ramps
8. New street trees
9. New single curb ramps

Let's Dive into Some of Those Plans.

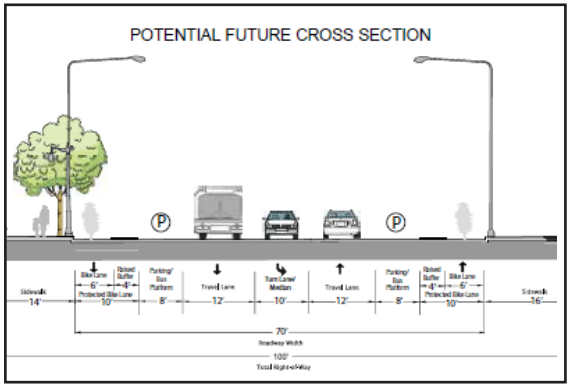
Crenshaw Crossing Project



The Crenshaw Crossing rendering above shows the southwest corner of Exposition Blvd and Crenshaw Blvd.

The Metro Joint Development sites, in partnership with the County of Los Angeles, are located south of Exposition Blvd, on either side of Crenshaw Blvd. The western site is currently the LA County Probation Department Office, while the eastern site is being used as a staging area for the Crenshaw/LAX light-rail project. The sites include a set of buildings and spaces with mixed uses, consisting of residential over commercial and community space, and the Metro station entrance portal (see image of the proposed project, left). The new development will provide a key connection for transit riders who are transferring between the E Line (Expo Line) and the Crenshaw/LAX Line. Transfers between the two lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd / Exposition Blvd intersection.

Crenshaw Boulevard Streetscape Plan



The Crenshaw Blvd Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts establish "unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape elements that differentiate the corridor's many distinct neighborhoods." The Crenshaw Blvd Streetscape Plan describes community support for a protected bicycle facility along Crenshaw Blvd, north of 48th St. Significant right-of-way changes would need to occur to accommodate a protected bicycle lane (see illustration from the Streetscape Plan, left).

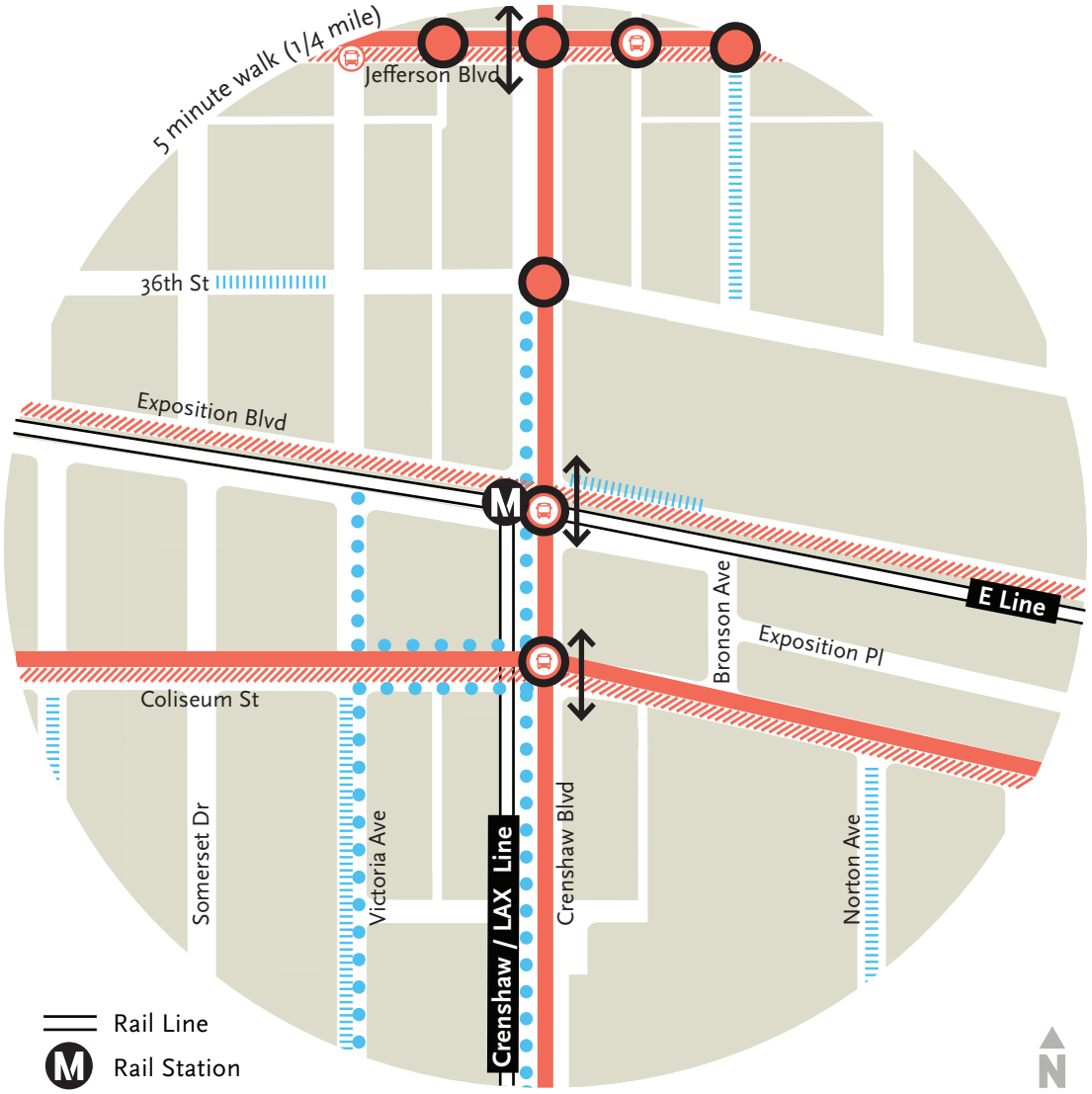
Further description of all plans can be found in Appendix C.

Summing it Up.

Existing walking, biking, and "rolling" conditions were studied to understand barriers and opportunities for improvement, relating to the First/Last Mile. The First/Last Mile refers to the parts of an individual's transit trip, before and after boarding or disembarking from the Metro line. While bus and rail services often form the core of a trip, riders complete the first and last portion on their own, for example by walking, biking, driving, or rolling themselves to and from the nearest station. This is referred to as the First/Last Mile.

The analysis looked at community destinations, the transit network, safety, pedestrian amenities, street conditions, and the bicycle network. In the station area, existing signalized crossings are critical in providing safe crossings, especially across east/west thoroughfares. Shade and a mature tree canopy are present on some residential streets, but absent on commercial corridors. East/west streets around the station often act as barriers to north/south movement, as there are often over 1,300 feet between crossings. Wide streets in the area encourage high vehicular speeds and contribute to an unpleasant pedestrian environment. High collisions occur on Crenshaw Blvd and Jefferson Blvd, and the transit environment around the station is consistently poor, with little to no amenities.

Detailed mapping and analysis can be found in Appendix C.



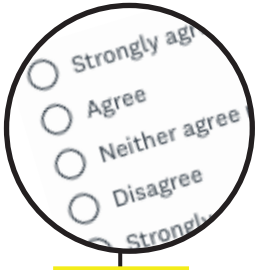
Active Listening

Project Process

The project followed Metro's First/ Last Mile methodology.







Stakeholder Conversations | **Pop-Up** | **Survey**

2019 **Summer** **Fall** 2020 **Winter** **Spring**

Gather Background Data

Existing plans and projects were analyzed to understand how they will impact and can inform first/last mile planning. Existing urban conditions were analyzed and mapped. This initial analysis set the stage for fruitful community conversations and draft design concepts.

Active Listening

The Plan involved multiple conversations with the community, including 3 stakeholder meetings, an online survey, and a community pop-up. Community members helped identify problem areas and locations for improvements. The findings from these conversations helped lay the foundation for first/last mile design concepts.

Metro's Equity Platform

In 2018, the Metro Board approved the Metro Equity Platform Framework, which calls on the agency to address equity in multiple ways. This Plan uses the Equity Platform as a guide, identifying recommendations that derive from a diverse range of local voices. The West Angeles Community Development Corporation (CDC), a community based non-profit organization, was a key partner throughout the process. This section describes community conversations on which Plan recommendations are based. For each project design, most of the elements requested by the community have been included, and if not, explanations as to why are provided on the costing sheets.

Prepare Design Concepts

Pathways were identified for people to walk, bike, and roll the Expo/ Crenshaw station. Streetscape enhancements and recommendations were identified for each pathway, with a focus on the 1/4 mile around the station.

Compile Final Plan Report

Background data, community conversations, and refined design concepts were compiled into this Plan.

Meeting with Stakeholders.

Three stakeholder meetings were assembled during the winter of 2019. All three meetings were held in the study area and included conversations with:

- **A local church youth group (Nov 14, 2019)**
- **Representatives from Neighborhood Councils and an HOA (Dec 9, 2019)**
- **Bicycle and pedestrian advocates (Dec 17, 2019)**

In discussions, community members, many of whom are transit dependent, focused almost exclusively on ways to improve the walking and biking environment around the station. Several participants urged the design and planning team to 'think big' and consider streets improvements that would provide significant improvements to the walking, biking, and rolling experience. Examples included protected bike lanes, Complete Streets, and a consistent landscaped parkway with curvilinear sidewalks. Crenshaw Blvd and Exposition Blvd rose to the top as the streets most in need of an overhaul for people walking, biking, and rolling. Street trees, pedestrian lighting, enhanced crosswalks, and improved bike facilities were noted overall as the most needed elements throughout the station area.

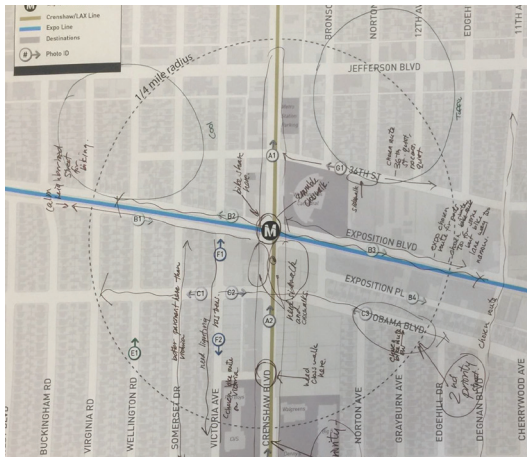
A detailed overview of findings can be found in Appendix D.



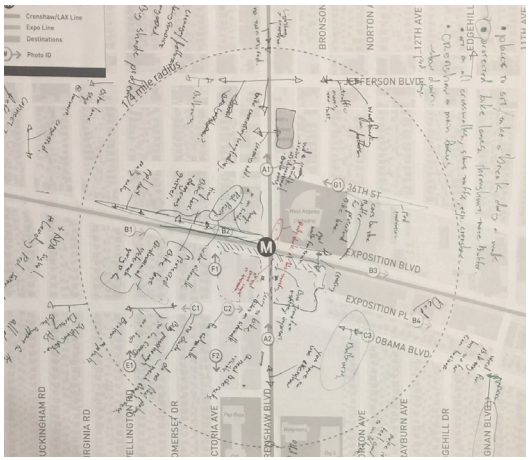
Neighborhood Representatives Notes



Youth Group Notes



Bicycle and Pedestrian Advocates Notes





Popping Up at the Crenshaw Farmers' Market

A community pop-up workshop was held to gather feedback from the public at the Crenshaw Farmers' Market on February 28, 2020.

The pop-up included educational information and a playful activity that used an oversized "Connect 4" game for feedback. Participants were shown a menu of possible improvements and were instructed to choose the three streets they felt needed improvements the most. Participants placed corresponding improvement chips into the game board for their chosen streets. A blank chip was included for participants who wanted to write in their own idea or comment.

A detailed overview of findings can be found in Appendix D.

Participants

141 comments

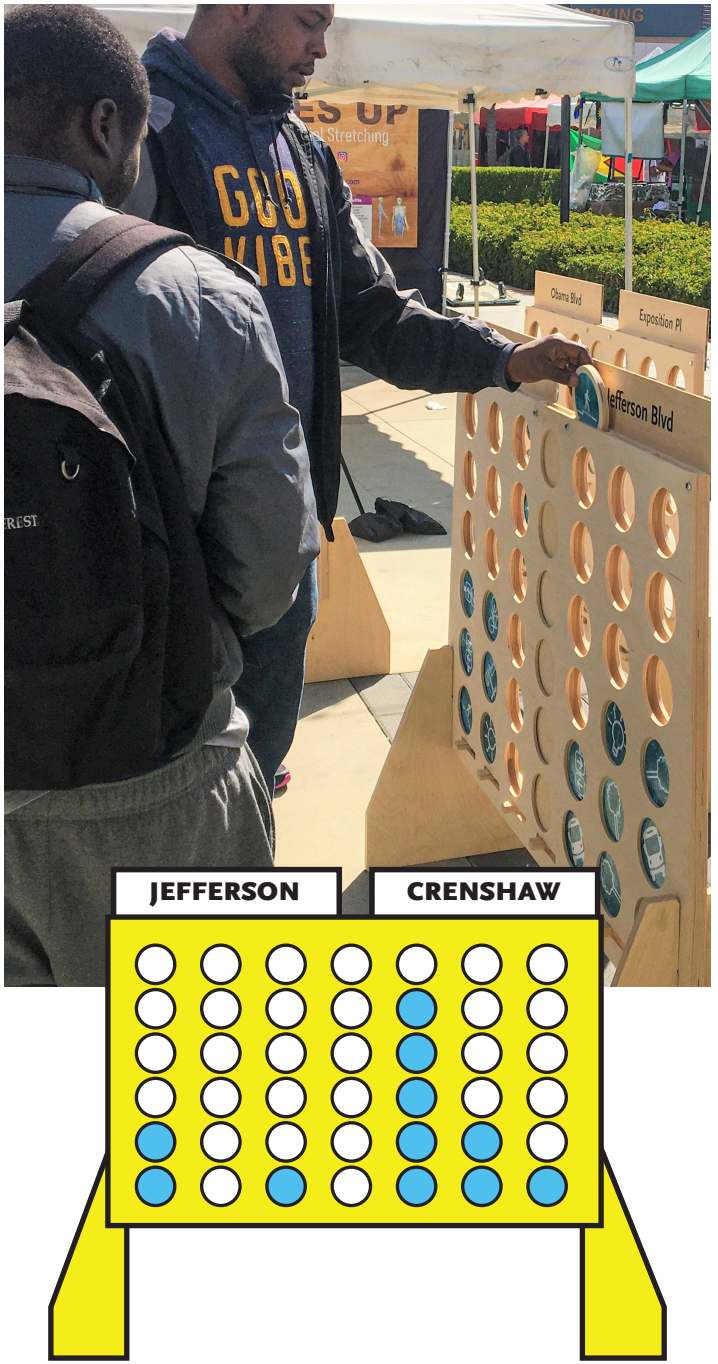
Most voted streets

Crenshaw Blvd, Obama Blvd, & Jefferson Blvd

Most important improvements

Street trees, enhanced crosswalks, & pedestrian lighting

Voting for sidewalk improvements on Jefferson Blvd



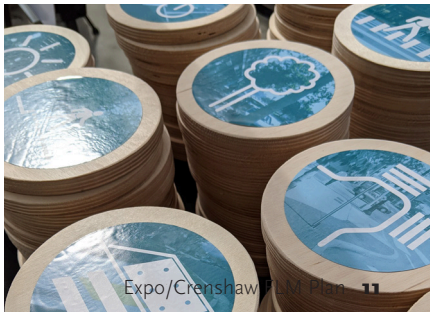
Crenshaw snapshot



Voting for trees on Crenshaw Blvd



First/Last Mile voting chips



Community Survey

The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The questions on the survey aligned with the questions asked during the pop-up; the goal was to gather feedback to help prioritize first/last mile improvements within the 1/4 mile around the station. The survey, which was online for 3 weeks, was distributed via Metro social media, listservs, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area.

Similar to the findings from the pop-up and the input received from the stakeholder meetings, **Crenshaw Blvd, Obama Blvd, Exposition Blvd,** and **Jefferson Blvd** were the top 4 streets that were brought up by survey participants.

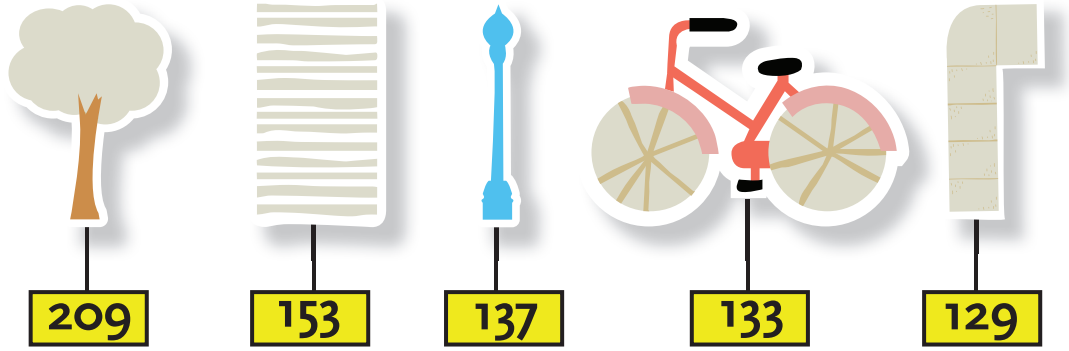
130 Survey Entries

Top 3 streets that need improvements

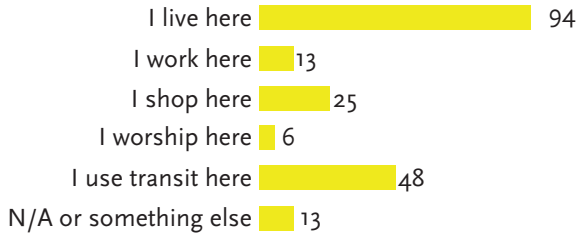
Crenshaw Blvd
Obama Blvd
Exposition Blvd

Top Improvements Needed

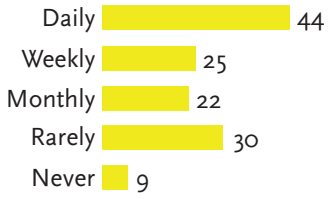
(Total number of votes for each improvement in yellow boxes; top 5)



What draws people to the study area?



Participants use the bus/train...



The Pathway Strategy

Improving station access means improving a complete network of streets, enhanced for multiple modes.

Understanding the Recommendations

Take a look first at the First/Last Mile Pedestrian Pathway Network and Wheels Pathway Network maps to understand the streets that have been chosen for improvement. These streets were selected as a result of community conversations - each street was recommended for inclusion by the community, except in one case, where Somerset Dr was added to the network because it solves a particular issue that was identified by participants (providing a safe alternative to Crenshaw Blvd for people who are biking and walking). The **Pedestrian Pathway Network** map includes streets that are within a comfortable walking distance from the station (1/4 mile), while the **Wheels Pathway Network** map looks further out (1 mile), given the longer distance people are willing to bike or scoot, compared to those walking.

In recognition of the importance of safe and visible, street crossings, an **Intersections Treatment Diagram** is included, illustrating recommended improvements for intersections near the Expo/Crenshaw station, as being able to cross frequently and regularly is important for station access.

Note: Recommended dimensions provided are for guidance purposes only to showcase desired spatial allocation. Actual dimensions will vary based on on-the-ground conditions and detailed study.

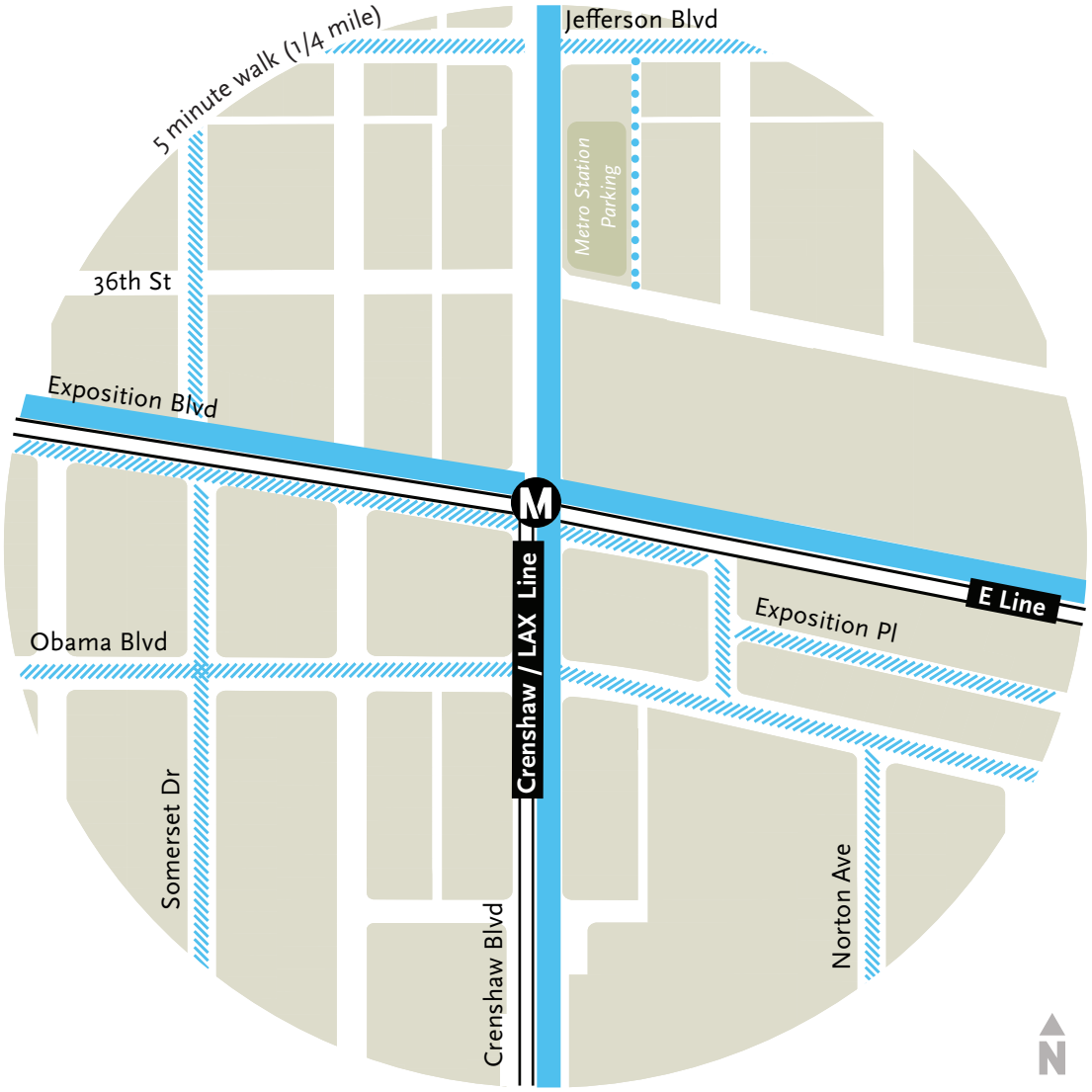
While all streets should be comfortable for people walking, the First/ Last Mile Pedestrian Pathway Network highlights streets that are especially critical for access.

Pedestrian Pathway Network

The First/Last Mile Pedestrian Pathway Network includes streets, primarily identified by the community, which are critical for station access for people walking. Streetscape improvements should be focused along these streets.

The Network is composed of three different types of pathways:

1. **Pathway Arterials** are primary routes that connect directly to the station. Here they include Exposition Blvd and Crenshaw Blvd.
2. **Pathway Collectors** are secondary routes that connect to the two Pathway Arterials
3. **Pathway Cut-Throughs** are additional shortcut routes or pathways to improve access to key destinations.



Critical Pedestrian Streets for Station Access

- Pathway Arterial
- Pathway Collector
- Pathway Cut-Through
- Rail Line
- Rail Station

Note: Coliseum St and Buckingham Rd are not within the 1/4 mile study area, but are included in this Plan as key transit access streets.

For bike-related improvements, let's look beyond the 1/4 mile, at new bike facilities that can link in with the regional network.

Wheels Pathway Network

The goal for the proposed Wheels Pathway Network is to optimize access for people riding, scooting, and otherwise rolling to and from the station. Proposed 'wheels' facilities connect to existing and city-proposed bike lanes and help to close gaps. See the Toolkit in Appendix A for example photos of each type of proposed facility. All proposed facilities should be friendly for both expert and novice riders of all ages. This means that on major streets, bike facilities should be protected, vertically separated from vehicle lanes, and well-delineated. On slower neighborhood streets, bike facilities should be enhanced with traffic calming measures and streetscape improvements.

In addition, Bicycle Friendly Intersections (BFIs) and a Green Zone are recommended. BFIs can include bike boxes, conflict striping, and bike signage, as appropriate. The Green Zone can include transfer amenities such as a drop off zone, electric vehicle charging, bike share stations, micro-mobility parking, and a mobility hub.

See Appendix A and the FLM Strategic Plan for more information.



Using Metro's First/ Last Mile suite of improvements, the recommendations for each key street are summarized here.*

Community stakeholders additionally expressed interest in **engaging local artists** to design public art, gateways, and other streetscape elements to reinforce the cultural identity of the corridor. Although specific locations for public art are not identified in this Plan, visual enhancements are supported within the study area. As an example, artists can be commissioned to enhance the character of commercial corridors by artfully painting blank building facades.



Name	*Type*	Enhanced Crosswalks	Speed Cushions	Corner Curb Extensions	Directional Ramps	Improved Sidewalks	Street Trees	Street Furniture	Wayfinding **	Enhanced Bus Stops	Pedestrian Lighting	Bike Facility (e.g. lane or other)
Crenshaw Blvd	*Arterial*	○			○	○	○	○	○	○	○	○
Obama Blvd	*Collector*	○		○	○		○		○		○	○
Exposition Blvd	*Arterial*	○		○	○		○		○		○	○
Exposition Blvd (S of Expo Line)	*Collector*	○		○	○		○				○	○
Jefferson Blvd	*Collector*	○		○	○	○	○		○	○	○	○
Somerset Dr	*Collector*	○	○	○	○		○		○		○	○
Norton	*Collector*	○	○	○	○		○		○		○	○
Coliseum	*Collector*	○		○	○		○		○	○	○	○
Exposition Pl	*Collector*						○	○	○		○	○
Alley (E of Crenshaw)	*Cut-Through*								○		○	

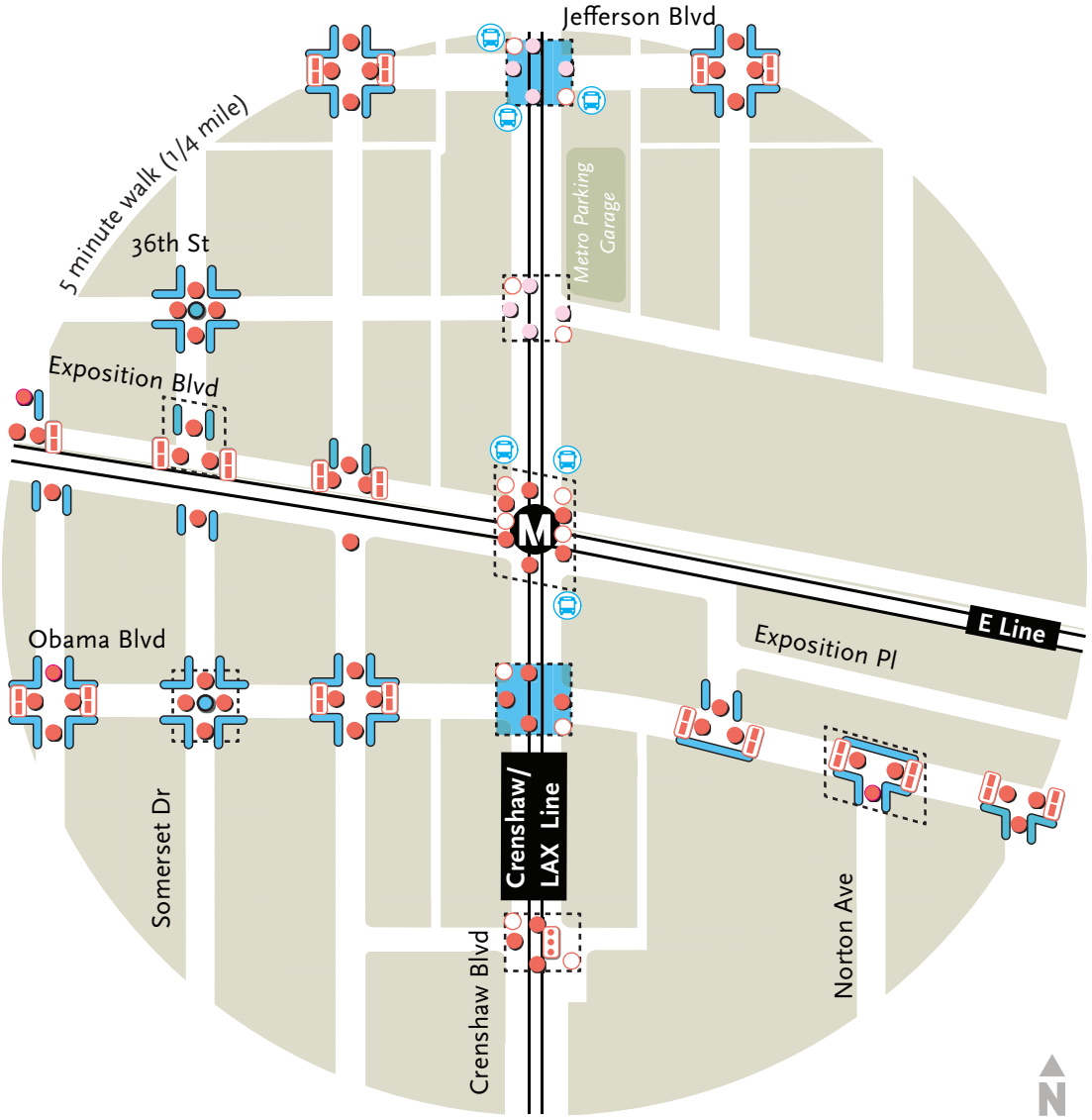
** Not all improvements recommended in the Plan are included in this matrix. See project pages for details.*

*** The design of wayfinding and signage as it relates to Metro Rail needs to follow Metro's Trailblazing Signage Standards to ensure that Metro wayfinding is consistent and recognizable to riders accessing the system across LA County.*

Facilitating easy and pleasant crossings at intersections is key for First/Last Mile access.

Improving intersections for First/Last Mile access can take many forms. Usually the intent is to make crossing the street easier and safer, through increased visibility, shorter crossing distances, slowing or stopping traffic, or bike-friendly design.

Corner curb extensions with directional curb ramps and enhanced crosswalks are recommended at various locations along many First/Last Mile Pathways throughout the 1/4 mile study area. Traffic circles are added at key intersections along Somerset Dr, Norton Ave, and Buckingham Rd to transform them into Neighborhood Greenways. New rectangular rapid flashing beacons are recommended along Jefferson Blvd and Obama Blvd to allow for more frequent crossings on these busy streets. Bicycle signals are recommended at intersections along Crenshaw Blvd.



Project Specifics

Recommendations consider the full experience - what it feels, smells, looks, and sounds like around the station.

Here we present **recommendations for a network of key streets*** that can be used to safely and pleasantly walk, bike, and "roll" to and from the Metro station. Recommendations include public realm improvements, taking into consideration the full experience of getting to and from the station - what does it feel like, what does it look like, what does it sound like? Adding trees and shade can make it **feel** more comfortable and **smell** more pleasant with cleaner air, adding sidewalk lighting can make it **look** nicer and easier to navigate, and slowing traffic or moving vehicles away from the sidewalk, can make it **sound** calmer, quieter, and more welcoming for people not in vehicles.

Streetscape enhancements are presented for each key street within a 1/4 mile of the station. The order in which the streets are presented in this section reflects the streets that were ranked the highest in response to the following online survey question: "Which street needs improvement the most?" Crenshaw Blvd received the most votes (122), followed by Obama Blvd (74), Exposition Blvd (69), Jefferson Blvd (65), Coliseum St (32), and Exposition Pl (18). Norton and Somerset were not options for this question. This ranking is supported by the Project Prioritization presented in the final section of this Plan.

Tear out the pages for the street you are interested in.

This packet can be used for funding applications or to build community support. Street recommendations follow the same organization:

1. Overview of goals
2. ID of community-identified issues & opportunities
3. Illustration of improvements, via a plan view, street sections, and in some cases 3D before/after renderings
4. Costing information

* *Recommendations in this Plan are compatible with or complement already-planned or proposed improvements by the City of LA and others, as noted in the Relevant Plans and Projects Memo. (See Appendix C)*

1

Crenshaw Blvd is a major north-south commercial corridor that connects directly to the Expo/Crenshaw station. There is strong community support* for both pedestrian and bicycle improvements along the street. Currently, Crenshaw serves various Metro bus lines and has up to three lanes of traffic in each direction and a center turn lane. When it comes to walking and biking, the street is fairly uncomfortable. Adding a protected bike lane would make it much nicer for cyclists and also for pedestrians, since vehicles would be further away from the sidewalk. This proposal aligns with the "Aspirational Bike Lane" concept designed in the City's *Crenshaw Blvd Streetscape Plan.*

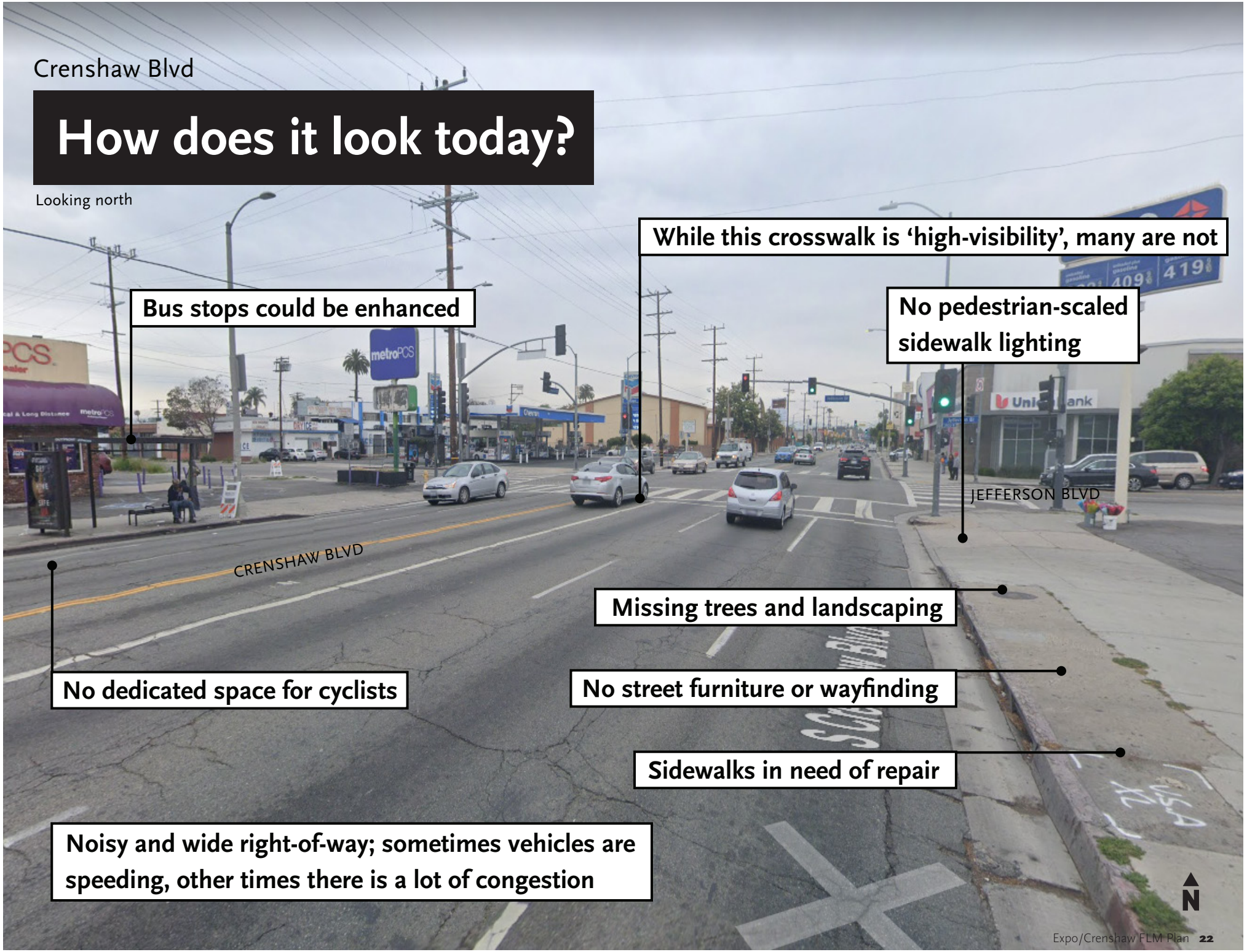
** Crenshaw Blvd, especially the segment north of Exposition Blvd, was the most commented upon street during the stakeholder meetings, community pop-up, and the online survey. It also rose to the top for both pedestrian- and wheels- project prioritization.*

Crenshaw Blvd

Crenshaw Blvd

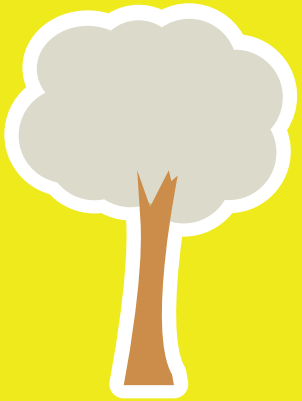
How does it look today?

Looking north



What's needed the most?

Top 3 Requested Improvements *



Street Trees

Crosswalks



Sidewalk Improvements

Other Items that Need Attention **

A direct connection is needed for people riding their bikes to the station, it is generally unpleasant to walk on the street due to the heat and lack of shade, swiftly moving vehicles, and sidewalks in need of repair. The street is also missing wayfinding signage, which would be very helpful in this area. The improvements from the Crenshaw Blvd Streetscape Plan should be implemented.

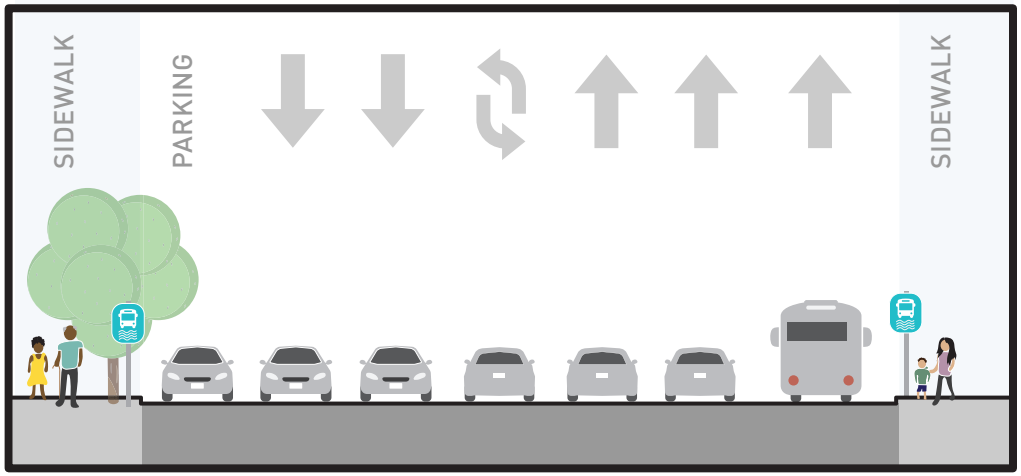
* *From the online survey*

** *As discussed by community stakeholders*

Crenshaw Blvd

Roadway Changes

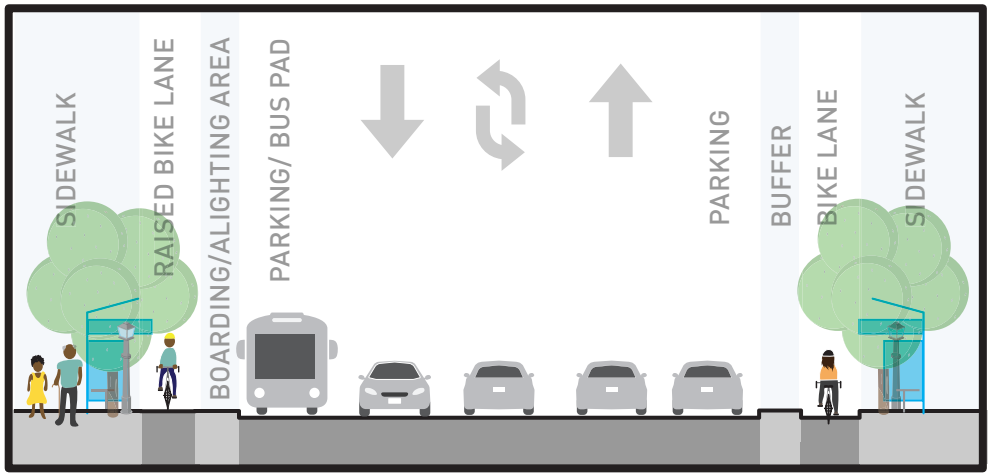
Existing Street



varies 8’ 11’ 10’ 10’ 10’ 10’ 11’ varies

70’

Proposed Street



varies 5’ 5’ 8’ 12’ 10’ 12’ 8’ 4’ 6’ varies

70’

Summary

Major traffic impacts - remove 2 northbound travel lanes and 1 southbound travel lane

Retain parking on west side and add parking on the east side

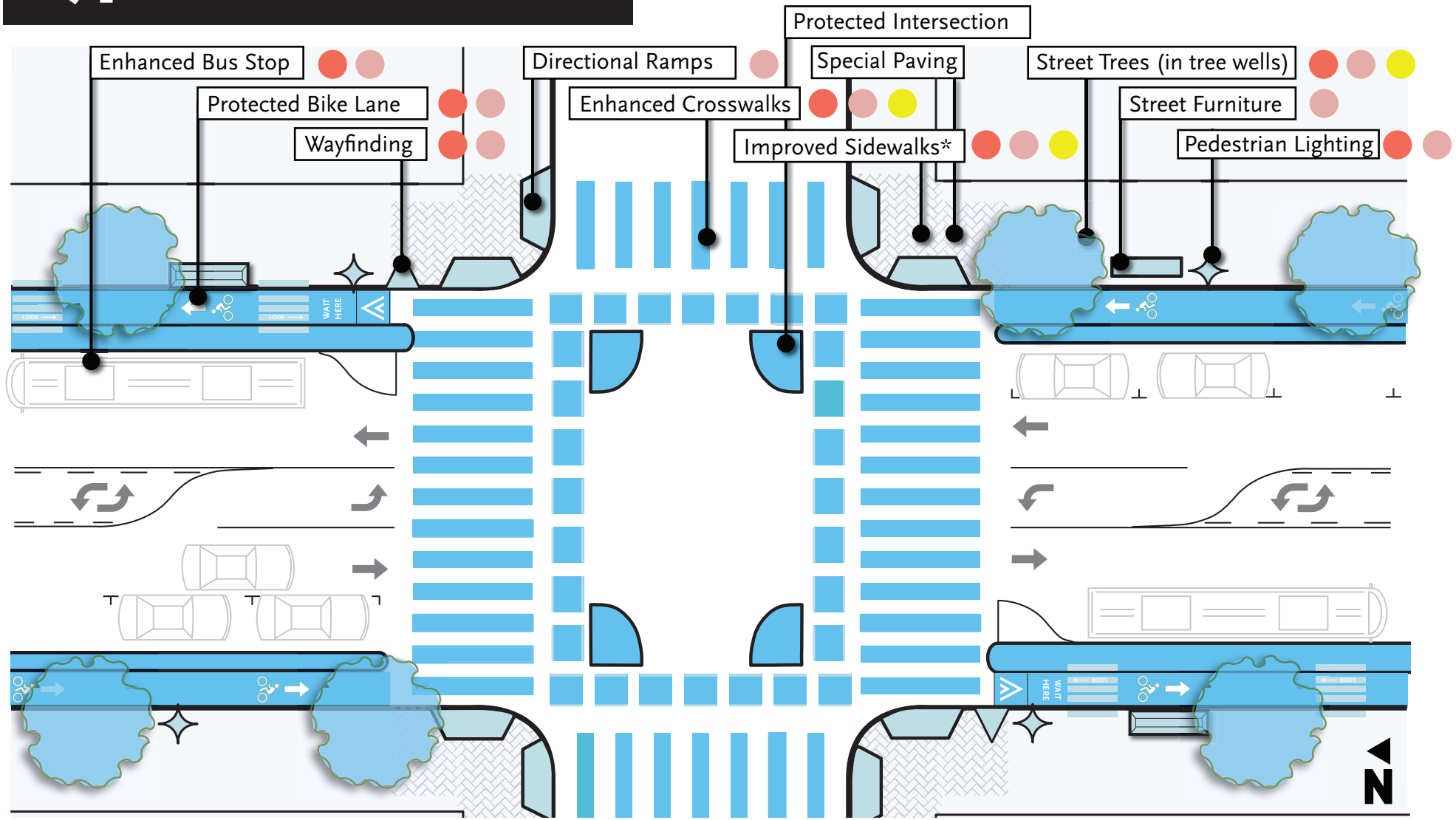
Add in protected bike lane

Introduce raised bike lane with narrow boarding/alighting area at bus stops

Add Protected Intersections where feasible (see illustration, next page)

Crenshaw Blvd

Typical Intersection

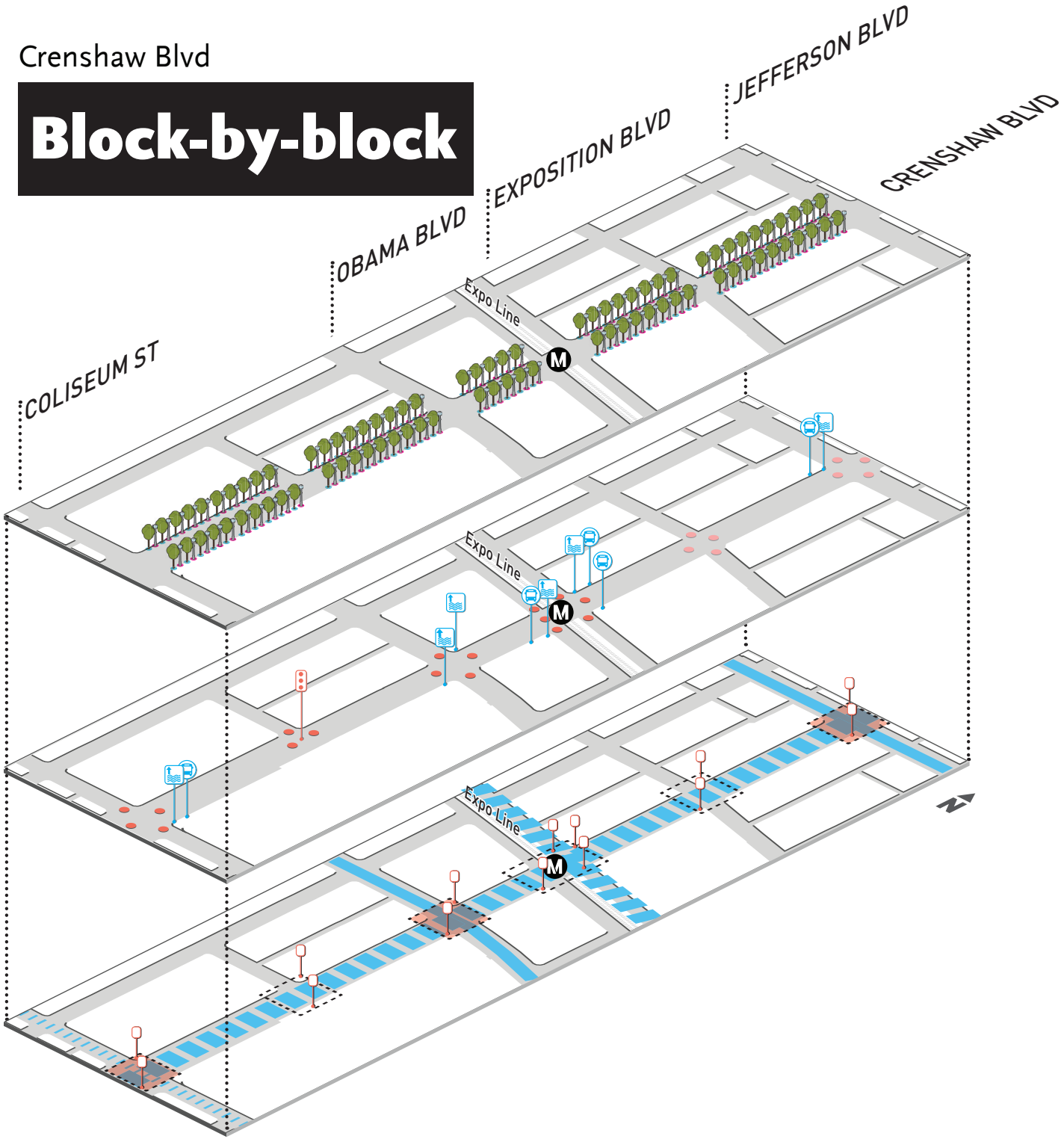


- *Recommended during a stakeholder meeting*
- *Recommended during the community pop-up*
- *Element in the top 3 of those supported in the online survey*

* *Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.*

Crenshaw Blvd

Block-by-block



Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (30' on center)

Access

- Enhanced Crosswalks
- Existing Crosswalks
- New Traffic Signal
- Enhanced Bus Stop
- Wayfinding

Mobility

- Bike Friendly Intersection (e.g. bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Crenshaw Blvd

Before-and-After



Tomorrow: Envisioning the Improvements on Crenshaw Blvd

How much will this cost?

Pedestrian Projects

Street trees (in tree well)	$407,000
Pedestrian lighting	$945,000
Sidewalk paving enhancements	$588,000
Enhanced crosswalks	$93,240
Outboard bus platforms	$210,000
Wayfinding	$12,600
Signal modifications	$315,000
Green zone	$60,000
Misc/contingency/construction/soft costs	$3,535,000
Total (rounded)	**$6,166,000**

Wheels Projects

Bike signals	$350,000
Bike friendly intersections	$270,000
8-80 protected bike lane (Class IV)	$2,120,000
Protected intersections	$1,500,000
Misc/contingency/construction/soft costs	$5,689,000
Total (rounded)	**$9,929,000**

Other items recommended by the community, which were not integrated into the design plans:
All recommendations provided by the community were folded into the Plan. Traffic calming will result from the reduction in lanes due to the addition 8-80 protected bike facility (Class IV).

2

Obama Blvd is as a key east-west residential route located south of the Expo/Crenshaw station. Obama Blvd is often used as a vehicular cut-through and it therefore sees high traffic speeds. Curb extensions with enhanced crosswalks will help to calm traffic and facilitate pedestrian and bicyclist movement across and along the street. A bike lane is recommended, requiring removal of one travel lane in each direction. The goal is to make Obama Blvd more people-oriented and friendly to use while walking to and from the station.

Obama Blvd

Obama Blvd

How does it look today?

Looking west



Obama Blvd

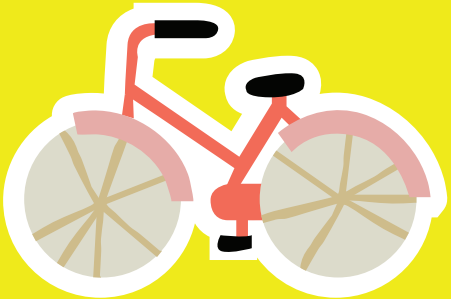
What's needed the most?

Top 3 Requested Improvements *



Street Trees

Crosswalks



Bike Amenities

Other Items that Need Attention **

Dark at night, long blocks, and the wide street encourage speeding traffic.

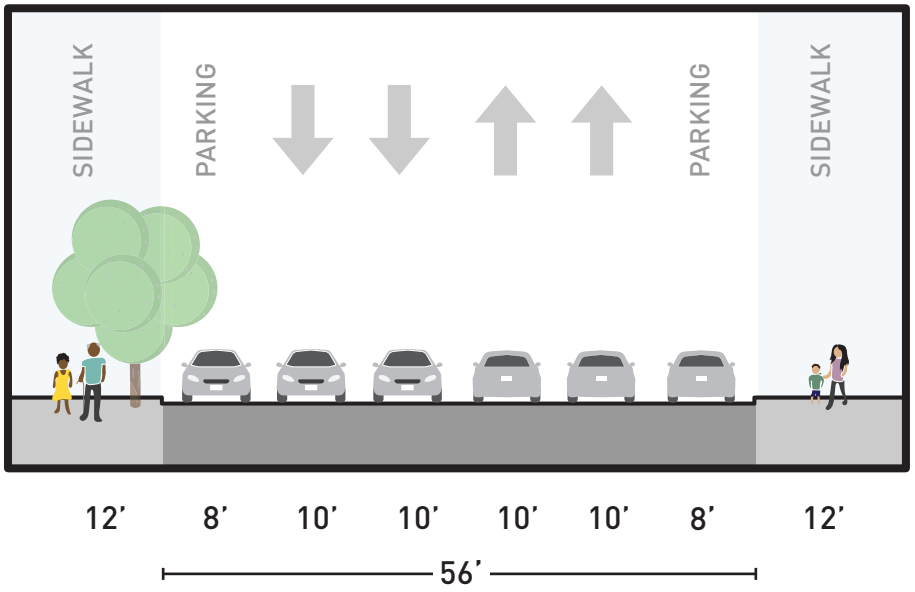
* *From the online survey*

** *As discussed by community stakeholders*

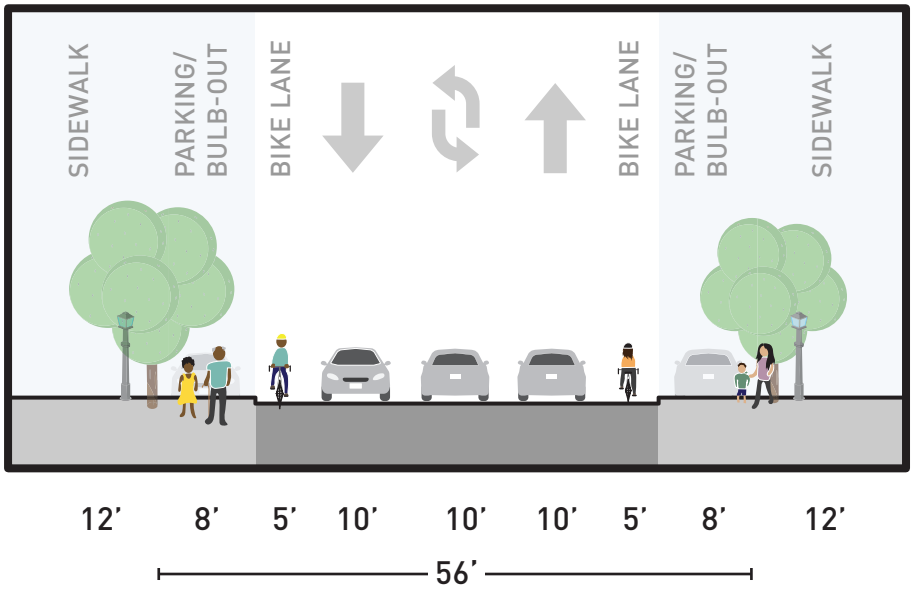
Obama Blvd

Roadway Changes

Existing Street



Proposed Street



Summary

Remove one travel lane in each direction

Introduce center turn lane

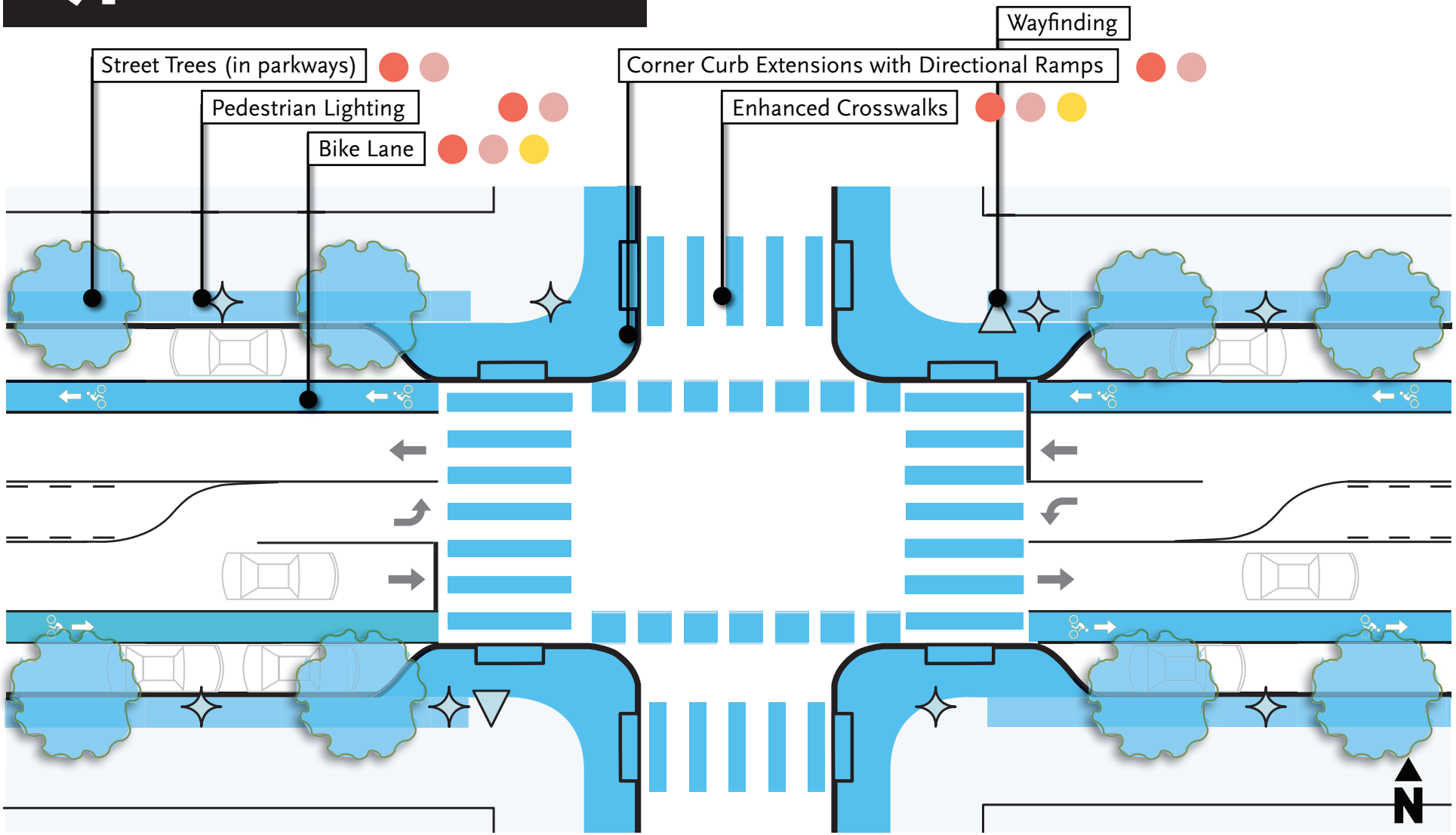
Retain parking

Add corner curb extensions

Add bike lane

Obama Blvd

Typical Intersection



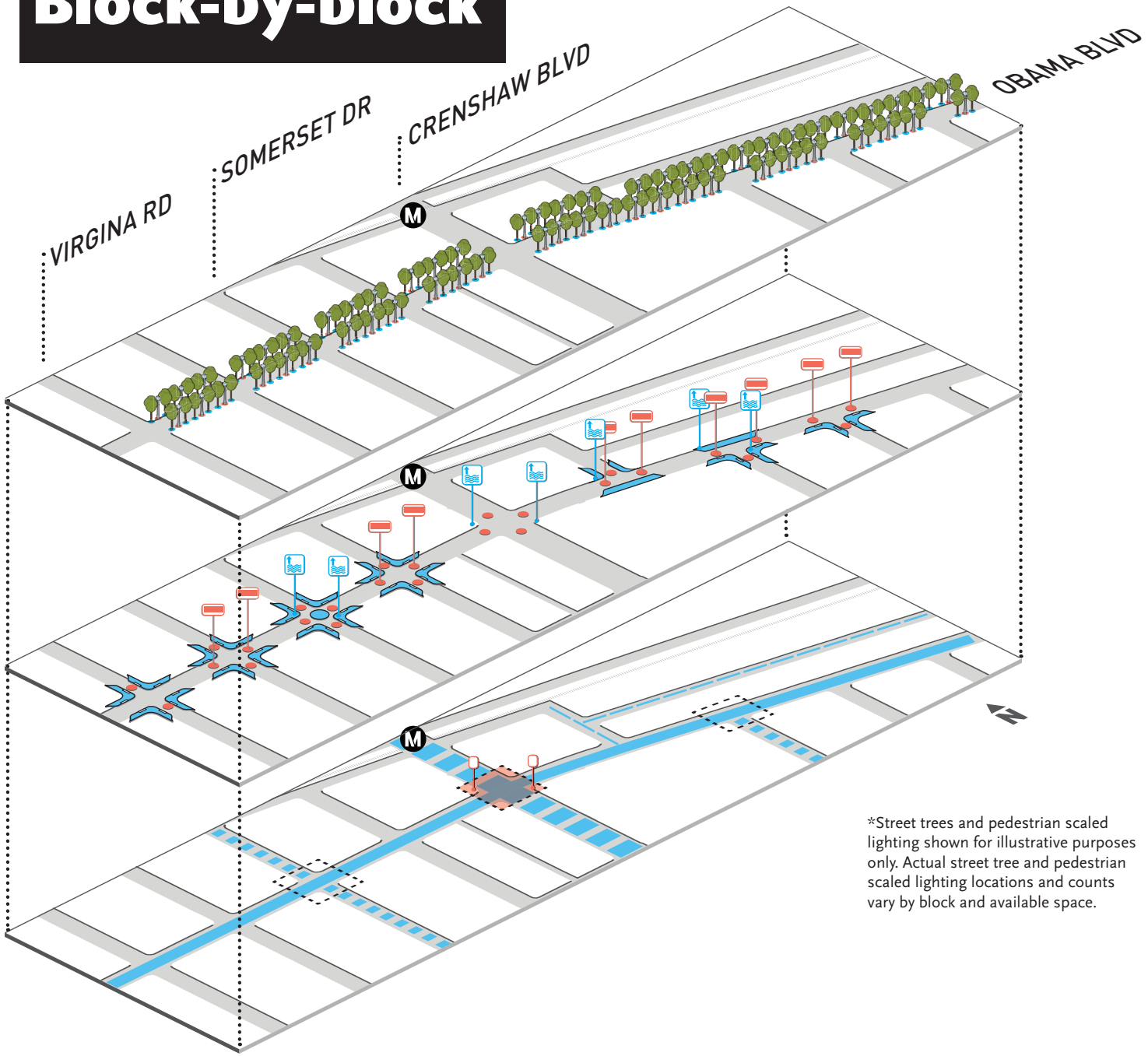
Recommended during a stakeholder meeting

Recommended during the community pop-up

Element in the top 3 of those supported in the online survey

Obama Blvd

Block-by-block



*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (60' on center)

Access

- Enhanced Crosswalks
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps
- Traffic Circle

Mobility

- Bike Friendly Intersection (e.g. bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Sharrow (Class III)

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	$112,000
Street trees (in tree well)	$133,200
Pedestrian lighting	$491,400
Bulb-outs with directional curb ramps	$672,000
Enhanced crosswalks	$82,880
Wayfinding	$14,700
Rectangular rapid flashing beacons	$400,000
Misc/contingency/construction/soft costs	2,564,000
Total (rounded)	**$4,471,000**

Wheels Projects

Bike signals	$50,000
Bike friendly intersections	$150,000
Bike lane (Class II)	$324,000
Misc/contingency/construction/soft costs	$711,000
Total (rounded)	**$1,235,000**

Other items recommended by the community, which were not integrated into the design plans: All recommendations provided by the community were folded into the Plan except ideas for street furniture and bus stop improvements. Because of the residential character of the streets and because there are not currently any buses that run along the street, these elements are not included.

Regarding traffic calming (recommended by the community), while not overtly included in the Plan via elements like speed humps, traffic calming will result from the proposed lane reduction and new corner bulb-out extensions.

3

Exposition Blvd runs east-west, immediately adjacent to the Expo Line. It is separated by a landscaped buffer from the Metro tracks and currently has a narrow bike lane. The street is pleasant to walk down, because of the street's narrow width, the trees and new landscaping, and the nice sidewalks. The long Expo Line tracks offer a great opportunity to introduce a bi-directional protected bike lane to improve the experience for those riding a bicycle along the street.

Exposition Blvd

How does it look today?

Looking west



What's needed the most?

Top 3 Requested Improvements *



Street Trees

Crosswalks



Sidewalk Improvements

Other Items that Need Attention **

Narrow bike lane along tracks, dark at night, no wayfinding

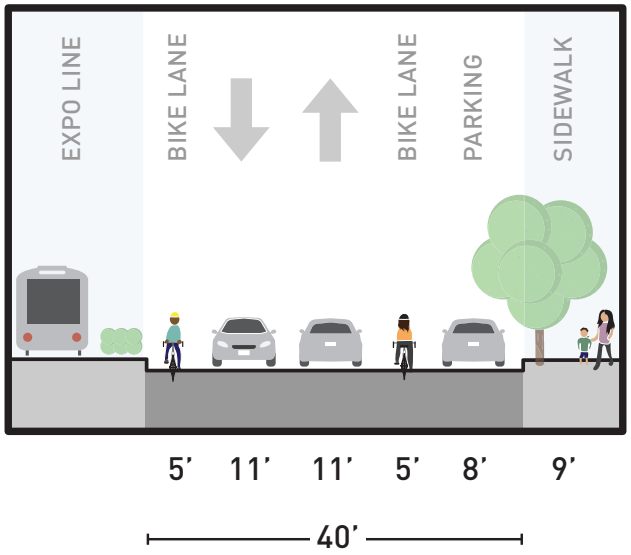
* *From the online survey*

** *As discussed by community stakeholders*

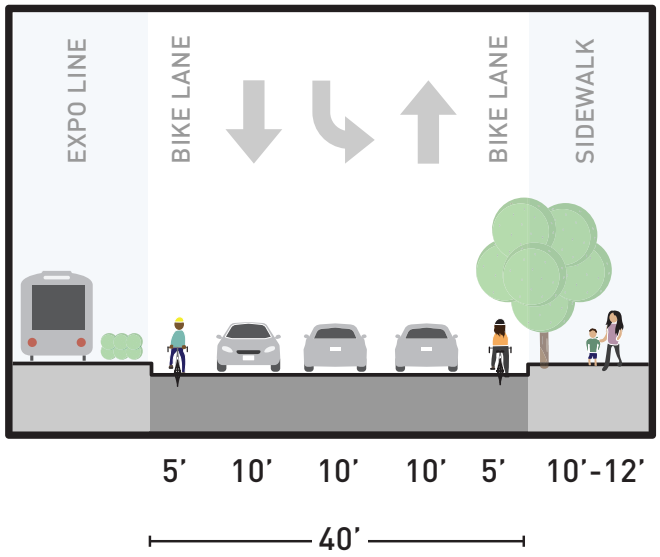
Exposition Blvd

Roadway Changes

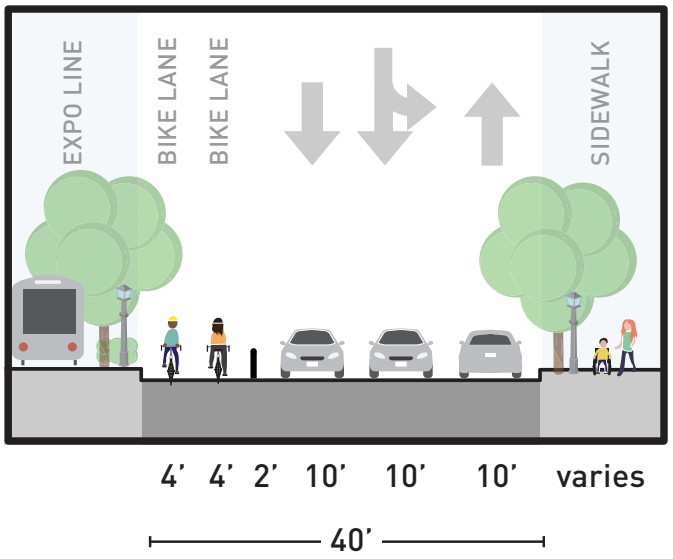
Existing Street (West of Crenshaw)



Existing Street (East of Crenshaw)



Proposed Street



Summary

Retain travel lanes

Remove parking lane west of Crenshaw Blvd

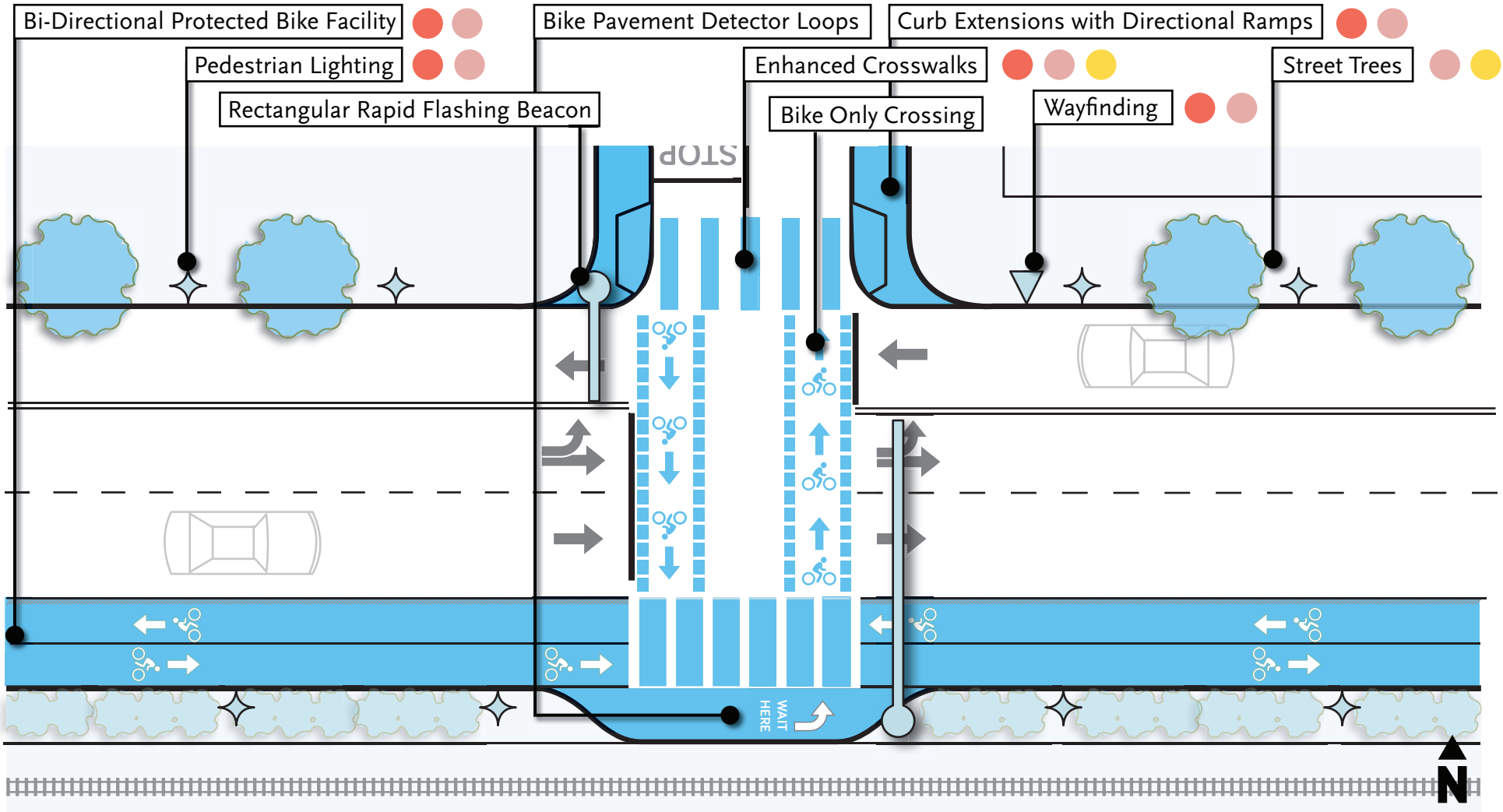
Add a seamless and protected bike facility

A Note on Implementation:

Adding a two-way protected bike lane along Exposition Blvd will require careful design and engineering. Additional space may be required from the existing landscape median along the tracks, especially in areas where safe north-south turning movements must be accommodated for cyclists. Access in and out of the protected bike lane should be provided frequently and should be clearly indicated. Additional pinch points, where the right-of-way and available space for roadway re-allocation is minimal, would need to be thoughtfully designed so as to maintain as much protection as possible for cyclists. Likewise, service gates that are used to access the tracks must be considered along the bike lane and not obstruct the bike lane when open. Removal of any trees within the landscape median to accommodate the protected bike lane, will require a 2-to-1 tree replacement.

Exposition Blvd

Typical Intersection



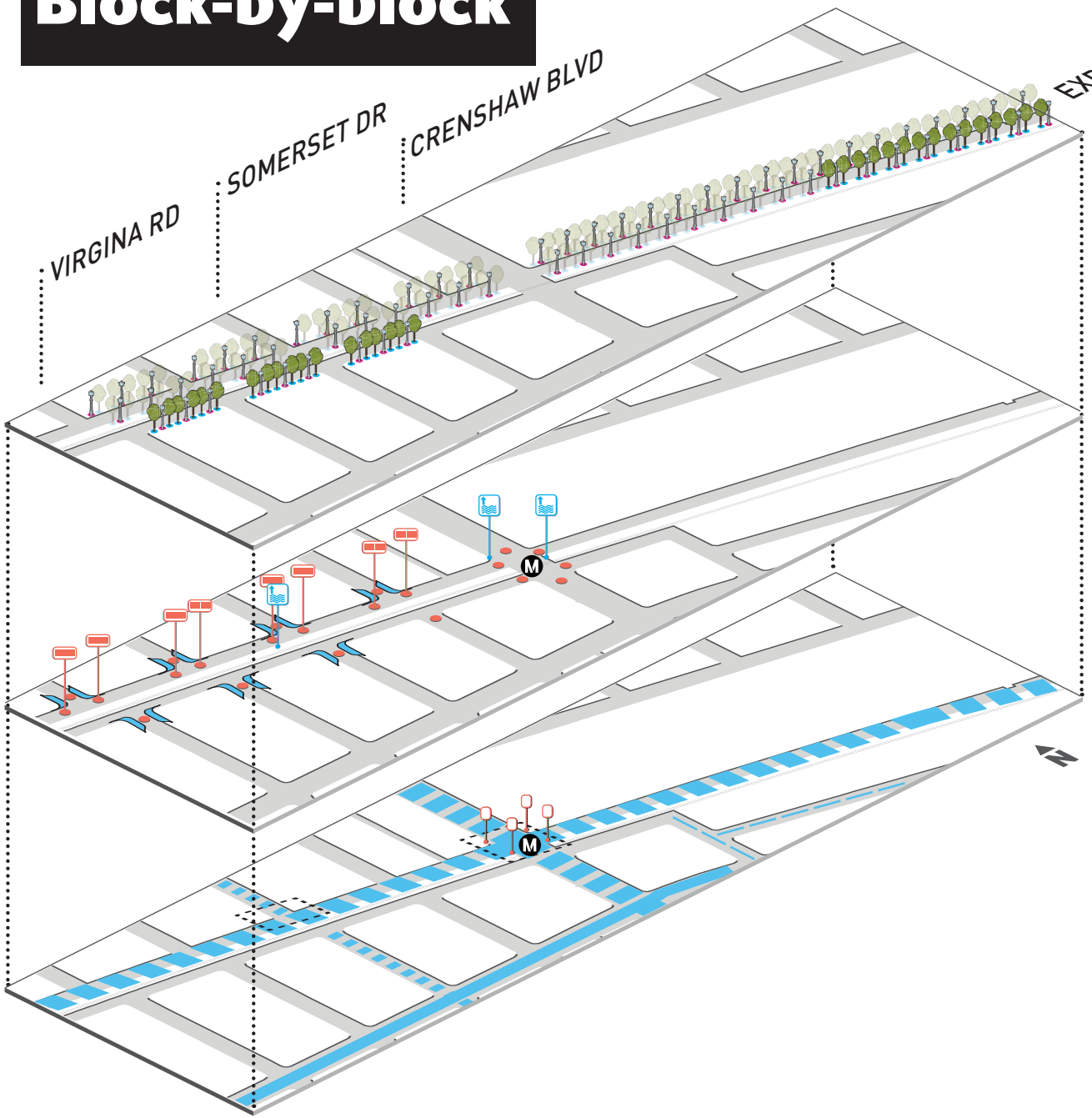
Recommended during a stakeholder meeting

Recommended during the community pop-up

Element in the top 3 of those supported in the online survey

Exposition Blvd

Block-by-block



Comfort

New Street Trees*
(30' on center)

Pedestrian Scaled Lighting*
(60' on center)

Access

Enhanced Crosswalks

Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers

Wayfinding

Corner Curb Extensions with Directional Curb Ramps

Mobility

Bike Friendly Intersection
(e.g. Bike boxes, conflict striping, bike signage, etc)

Bike Signal

8-80 Protected Bike Lane (Class IV)

Bike Lane (Class II)

Greenway (Class III)

Sharrow (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Exposition Blvd

Before-and-After



Tomorrow: Envisioning the Improvements on Exposition Blvd

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	$64,000
Street trees (in tree well)	$37,000
Pedestrian lighting	$554,400
Bulb-outs with directional curb ramps	$416,000
Enhanced crosswalks	$51,800
Wayfinding	$6,300
Misc/contingency/construction/soft costs	$1,520,000
Total (rounded)	**$2,650,000**

Wheels Projects

Bike signals	$800,000
Bike friendly intersections	$90,000
8-80 Protected bike lane (Class IV)	$1,050,000
Left turns onto Exposition	$360,000
Rectangular rapid flashing beacons	$1,600,000
Misc/contingency/construction/soft costs	$5,232,000
Total (rounded)	**$9,132,000**

Other items recommended by the community, which were not integrated into the design plans: The community also recommended new/improved sidewalks, street furniture, and bus stop enhancements on this street. The existing sidewalks are high-quality and the width of the sidewalk cannot be extended while also accommodating a protected bike lane. Street furniture is not recommended due to the residential and industrial character of the street. Finally, Exposition Blvd does not have an existing bus route to warrant bus stop enhancements.

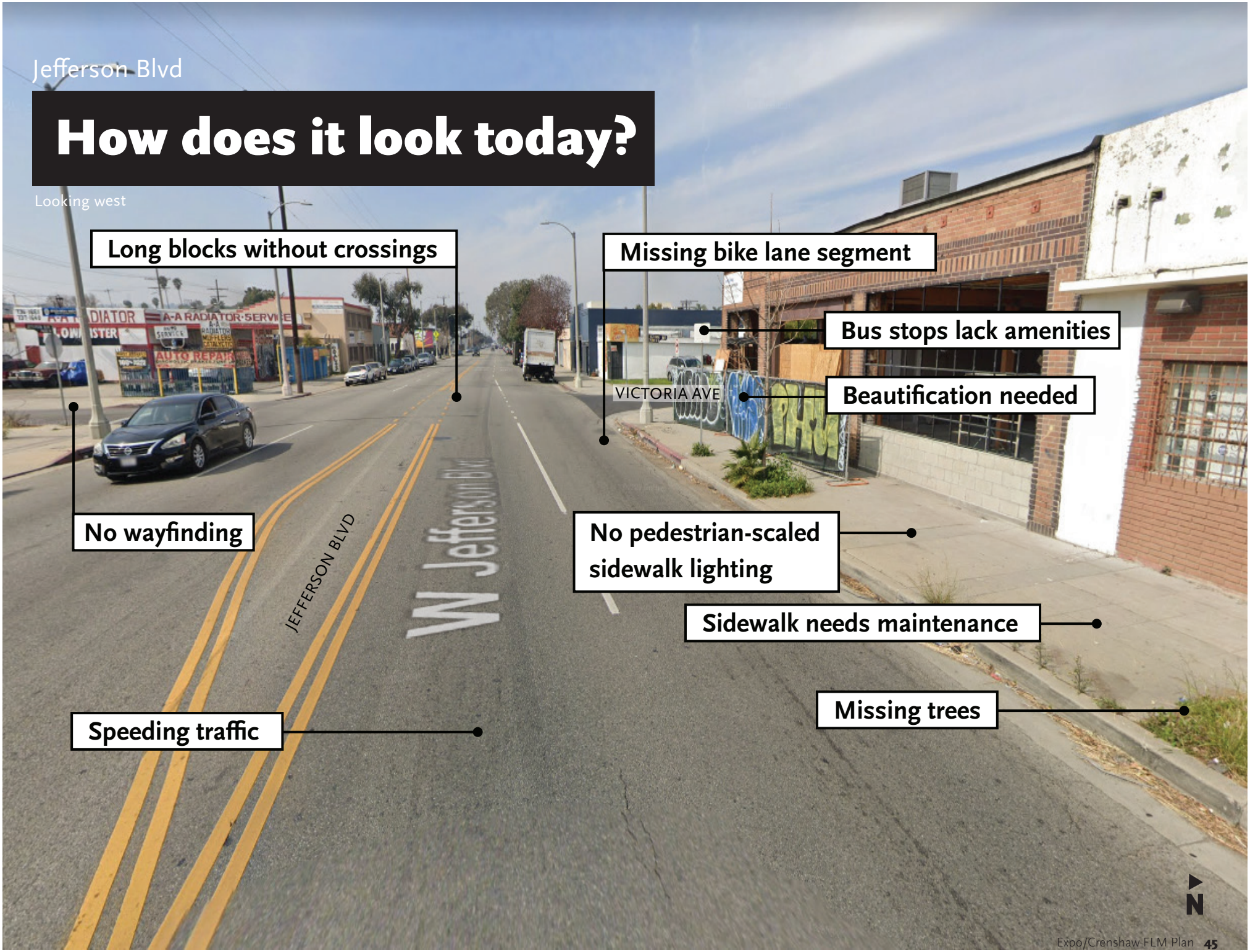
4

Jefferson Blvd is a key east-west commercial and bus corridor, north of the station. First/Last Mile recommendations include pedestrian improvements, amenities for bus riders, and a new bike lane, which aligns with proposals in the City of LA's *Mobility Plan 2035*. The new bike lane would connect to the existing bike lane on Jefferson Blvd, west of Harcourt Ave. Jefferson should feel more welcoming for people walking as well. Adding corner curb extensions, new crosswalks to shorten blocks, trees, and pedestrian lighting will help people feel comfortable and safe.

Jefferson Blvd

How does it look today?

Looking west



Jefferson Blvd

What's needed the most?

Top 3 Requested Improvements *



Street Trees

Crosswalks



Pedestrian Lighting

Other Items that Need Attention **

Speeding traffic, discontinuous bike lane, beautification needed, bus stops without much-needed amenities, dark at night, no wayfinding, sidewalks are unimproved.

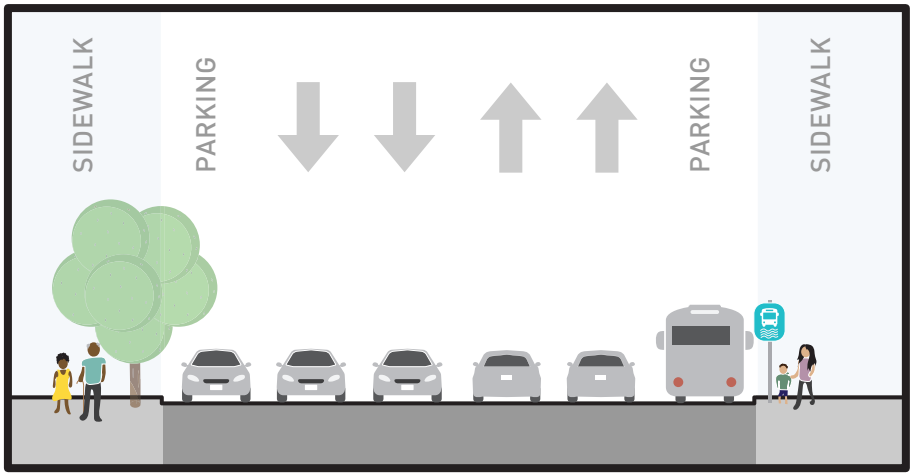
* *From the online survey*

** *As discussed by community stakeholders*

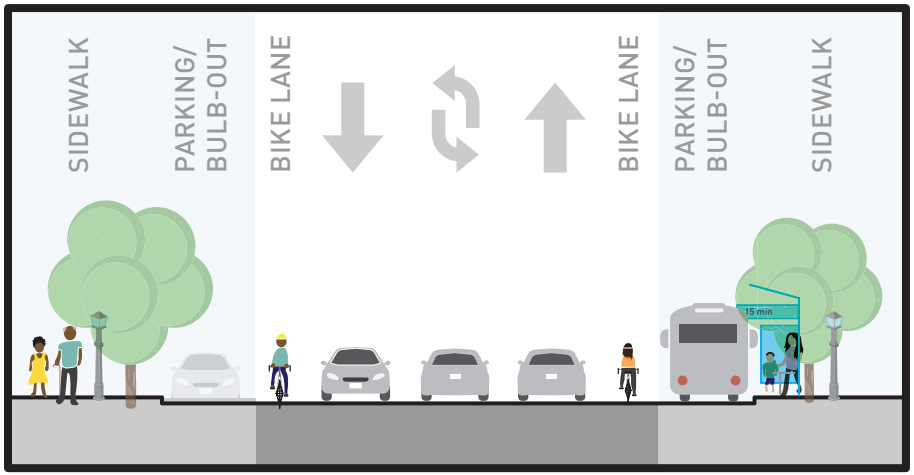
Jefferson Blvd

Roadway Changes

Existing Street



Proposed Street



Summary

Remove one travel lane in each direction

Introduce center turn lane

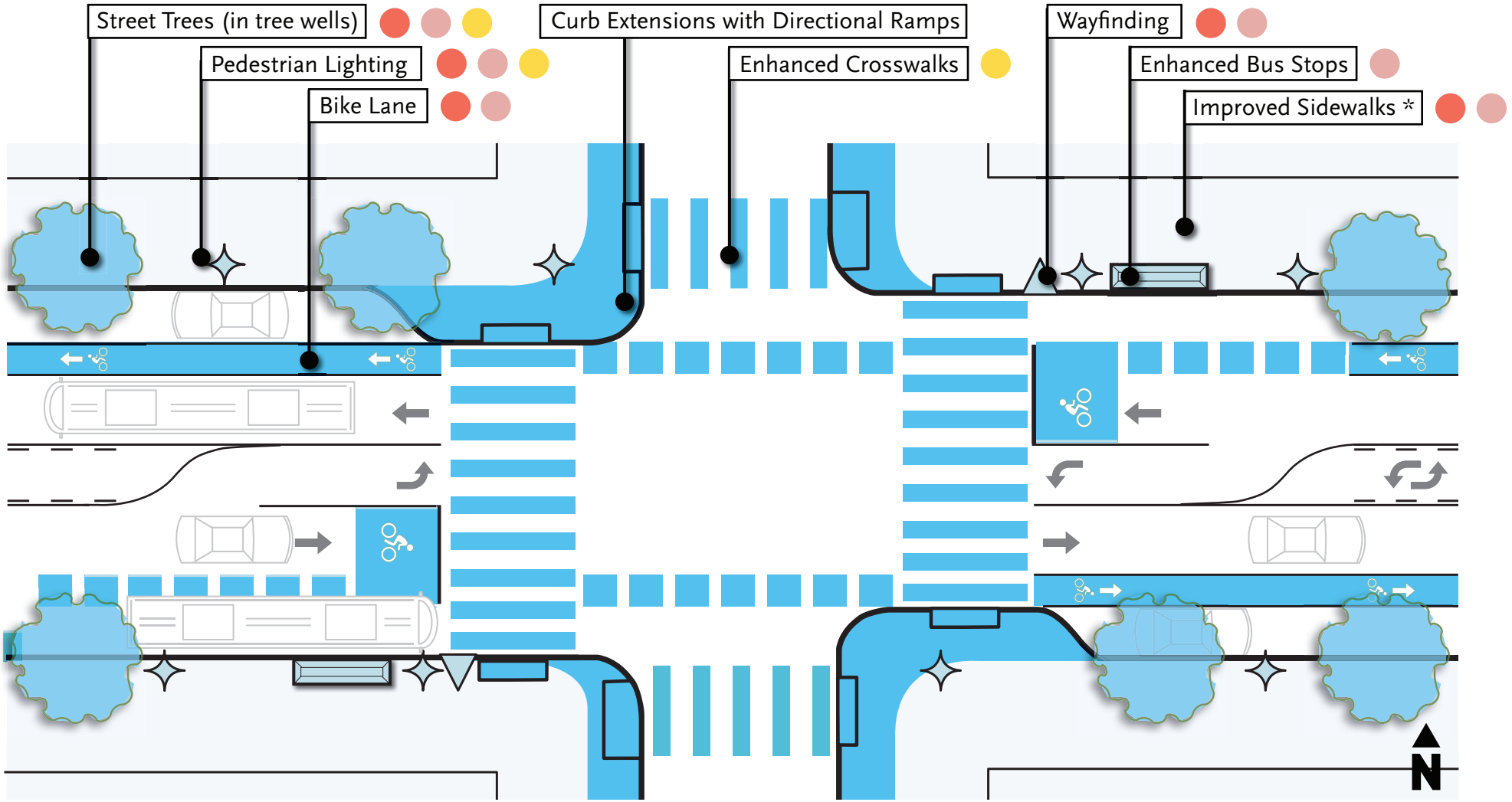
Retain parking

Add corner curb extensions

Add bike lane

Jefferson Blvd

Typical Intersection



Recommended during a stakeholder meeting

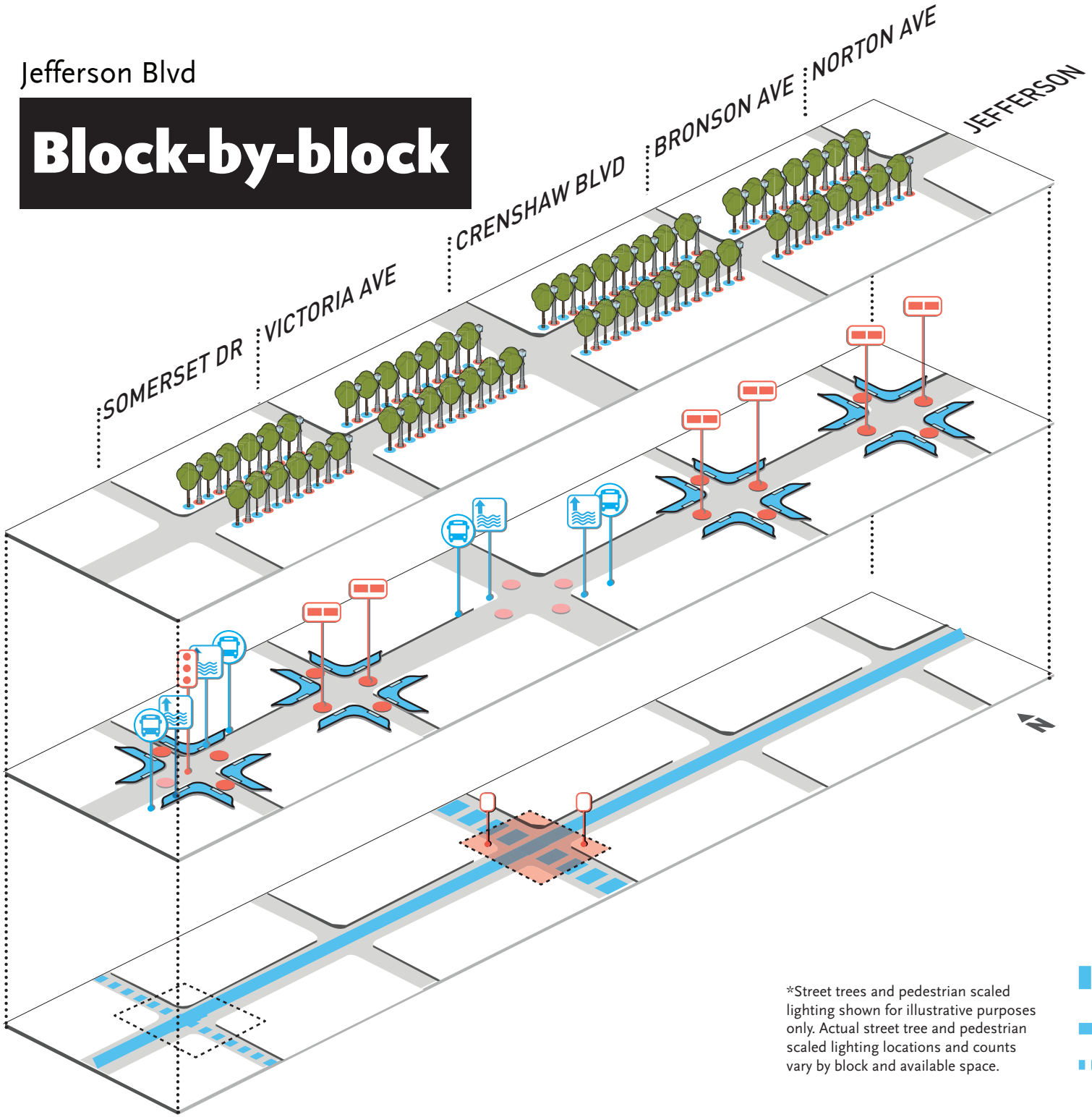
Recommended during the community pop-up

Element in the top 3 of those supported in the online survey

* *Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.*

Jefferson Blvd

Block-by-block



*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (30' on center)

Access

- Enhanced Crosswalks
- Existing Crosswalks
- New Traffic Signal
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers
- Enhanced Bus Stop
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps

Mobility

- Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	$32,000
Street trees (in tree well)	$74,000
Pedestrian lighting	$592,200
Bulb-outs with directional curb ramps	$512,000
Enhanced crosswalks	$44,400
Enhanced bus stops	$112,000
Wayfinding	$8,400
Signal modifications	$315,000
Rectangular rapid flashing beacons	$300,000
Misc/contingency/construction/soft costs	$2,673,000
Total (rounded)	**$4,663,000**

Wheels Projects

Bike friendly intersections	$120,000
Bike lane (Class II)	$315,000
Protected intersection	$500,000
Misc/contingency/construction/soft costs	$1,258,000
Total (rounded)	**$2,193,000**

Other items recommended by the community, which were not integrated into the design plans: Traffic calming, which was recommended during stakeholder meetings. While specific measures such as speed humps are not appropriate on major vehicular thoroughfares such as Jefferson Blvd (and thus not recommended), other recommended improvements such as curb extensions and a lane reduction will likely have a traffic calming effect.

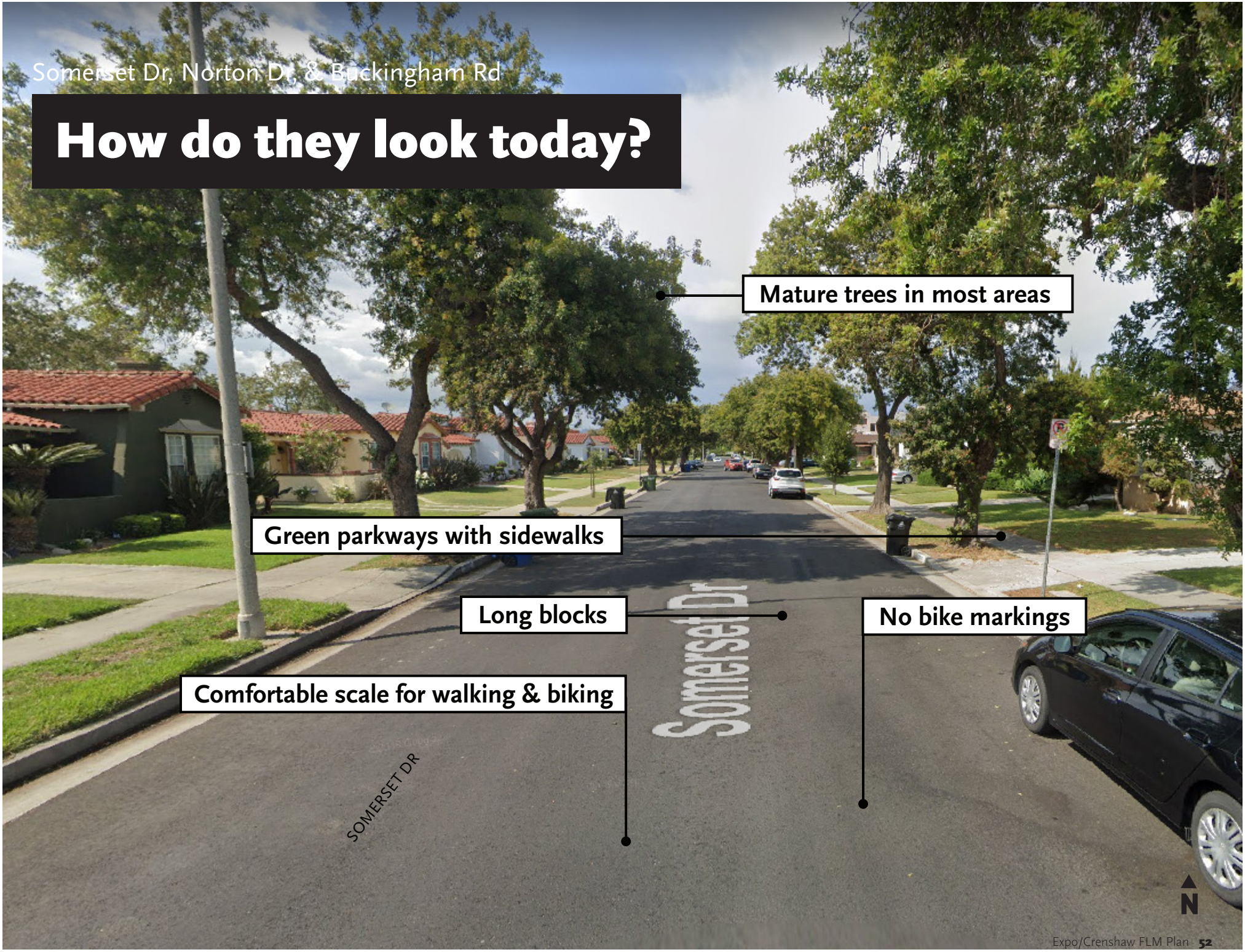
5

Somerset Dr is a residential street that runs parallel to Crenshaw Blvd. Currently, vehicles often use it as a cut through, but if the street was transformed into a safe and calm "Neighborhood Greenway" it would be great for walking and biking in a pleasant "low-stress" environment.

Norton Ave also runs parallel to Crenshaw Blvd and provides the most direct connection to the Metro station coming from the southeast on a bike. This street would also benefit from Greenway improvements to make it easier to bike and walk to and from the station.

Buckingham Rd facilitates north/south movement through the study area with existing traffic signals at major intersections, including a crossing at Exposition Blvd over the Expo Line tracks. Greenway improvements and traffic calming on Buckingham Rd would enhance the experience for people rolling to the station.

Somerset Dr, Norton Dr, & Buckingham Rd

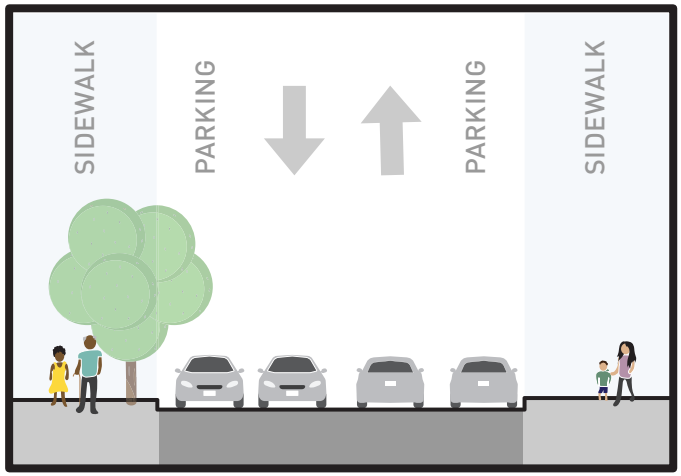

Somerset Dr, Norton Dr, & Buckingham Rd
How do they look today?
Mature trees in most areas
Green parkways with sidewalks
Long blocks
No bike markings
Comfortable scale for walking & biking
Somerset Dr
SOMERSET DR
N

Somerset Dr, Norton Dr, & Buckingham Rd

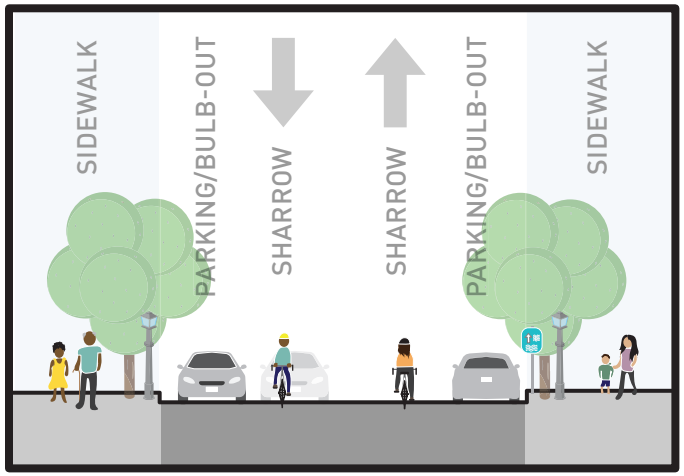
Roadway Changes

Somerset, Norton, & Buckingham* have similar character width and would generally benefit from the same suite of improvements, which is why they are grouped together in this Plan. These streets could be transformed into comfortable and desirable alternatives to Crenshaw Blvd for people walking and biking to and from the station via transformation into Neighborhood Greenways.

Existing Street



Proposed Street



Summary

No change to street right-of-way, lanes, or parking

Add in sharrow markings and Neighborhood Greenway improvements

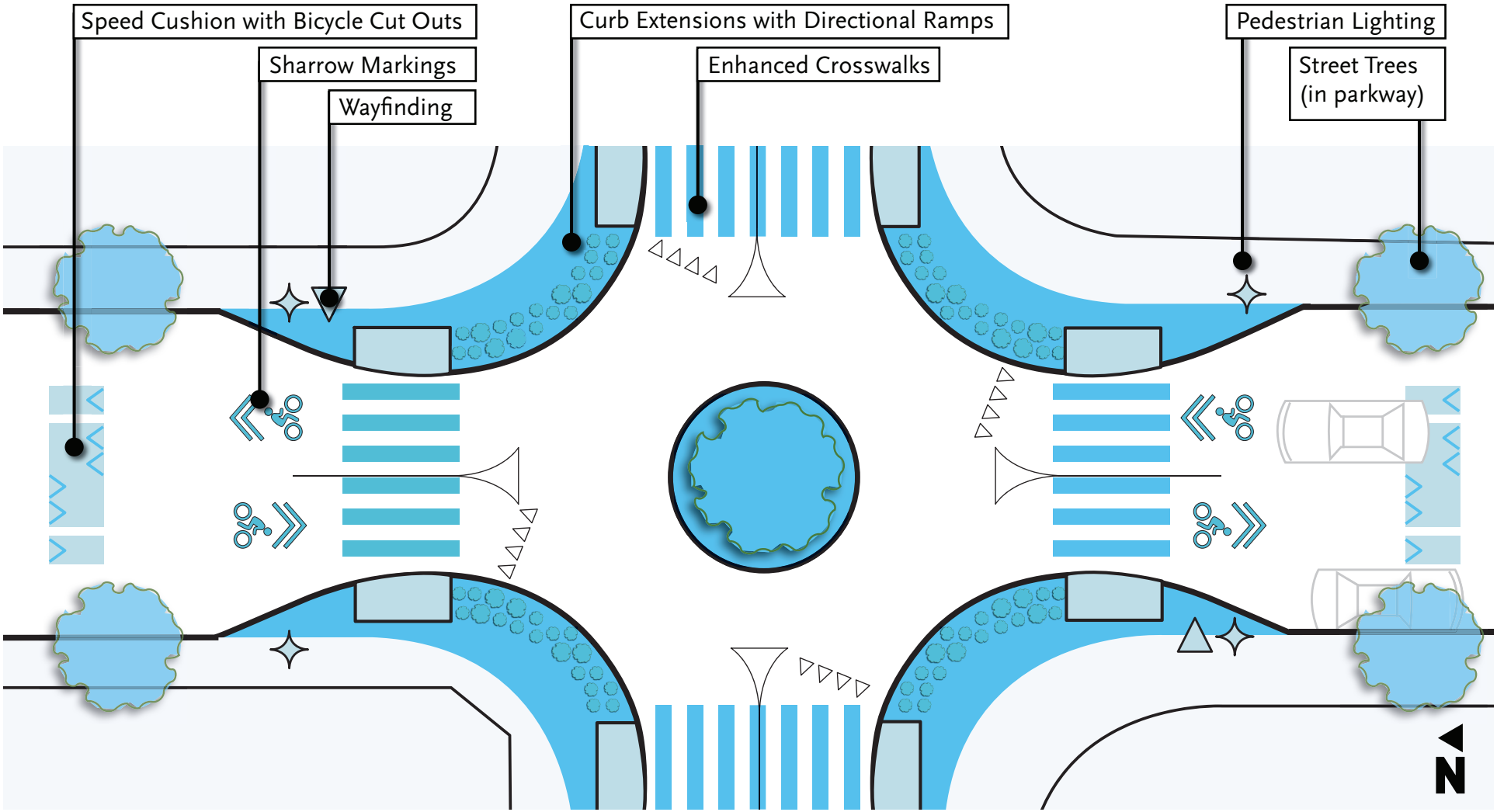
Traffic calming through corner curb extensions and speed cushions

Traffic circles are recommended along Somerset Dr and Buckingham Rd

* *Buckingham Rd width increases to 40' north of Exposition Blvd. The same suite of improvements still apply, with special emphasis on traffic calming.*

Somerset Dr, Norton Dr, & Buckingham Rd

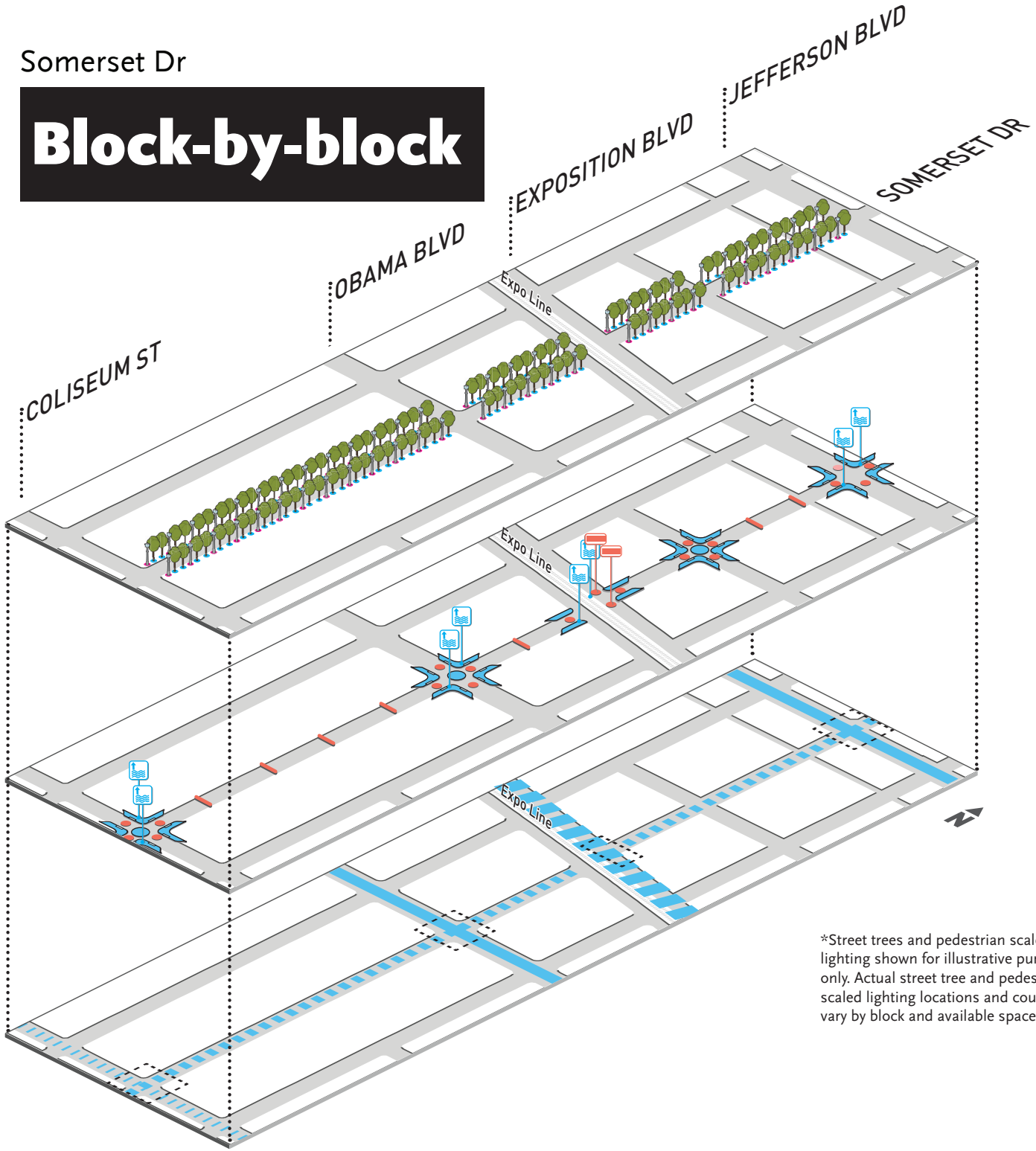
Typical Intersection



* *Note: Norton was identified by the community as a candidate for Greenway improvements. Somerset and Buckingham were not specifically identified as such, however, community members discussed the need for a north-south bicycle / Greenway connection, that could be used as a safe, slower alternative to Crenshaw Blvd. Based on this feedback, Somerset and Buckingham were identified as viable options for pedestrians and cyclists, based on their location, character, and current daily vehicular traffic. Victoria was not chosen, because of its proximity to Crenshaw (it would duplicate north/south bike movement). In addition, the character of part of the east side of Victoria is 'back of house' commercial, which is less appropriate for a Greenway.*

Somerset Dr

Block-by-block



*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (60' on center)

Access

- Enhanced Crosswalks
- Existing Crosswalks
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps
- Traffic Circle
- Speed Humps
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers

Mobility

- Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Advisory Bike Lane (Class III)

How much will this cost?

Somerset Dr

Pedestrian Projects

Street trees (in parkway)	$134,400
Pedestrian lighting	$522,900
Bulb-outs with directional curb ramps	$640,000
Enhanced crosswalks	$39,220
Wayfinding	$16,800
Signal modifications	$315,000
Speed cushions	$29,600
Misc/contingency/construction/soft costs	$2,281,000
Total (rounded)	**$3,979,000**

Wheels Projects

Bike signals	$25,000
Bike friendly intersections	$150,000
Neighborhood Greenway (Class III)	$115,000
All pedestrian projects (above), and traffic circles for full 1 mile*	$5,296,160
Misc/contingency/construction/soft costs	$7,498,000
Total (rounded)	**$13,085,000**

Somerset Dr was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Somerset Dr was added by the design team as a key corridor, because of the community-stated desire for a north-south alternative to Crenshaw Blvd, for walking and biking.

Somerset links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Somerset Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

How much will this cost?

Norton Dr

Pedestrian Projects

Street trees (in parkway)	$76,800
Pedestrian lighting	$403,200
Bulb-outs with directional curb ramps	$96,000
Enhanced crosswalks	$14,800
Wayfinding	$10,500
Rectangular rapid flashing beacons	$100,000
Speed cushions	$14,800
Misc/contingency/construction/soft costs	$965,000
Total (rounded)	**$1,682,000**

Wheels Projects

Bike friendly intersections	$90,000
Neighborhood Greenway (Class III)	$60,800
All pedestrian projects (above) for full 1 mile*	$2,720,820
Misc/contingency/construction/soft costs	$3,856,000
Total (rounded)	**$6,728,000**

The City of LA's *Crenshaw Blvd Streetscape Plan* has identified Degnan Blvd as a proposed bike lane and this First/Last Mile plan adds Norton Ave as a Neighborhood Greenway for First/Last Mile access. It was selected as a key pathway due its proximity to the station, its residential and friendly character, and because it provides a more direct connection to the Expo/ Crenshaw station compared to Degnan, for people traveling from the southeast neighborhoods. Norton Ave also connects to the existing bike lane on Degnan Blvd south of MLK Blvd.

**Because Norton Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

How much will this cost?

Buckingham Rd

Pedestrian & Wheels Projects

Street trees (in parkway)	$432,000
Street trees (in tree well)	$251,600
Pedestrian lighting	$3,496,500
Bulb-outs with directional curb ramps	$1,760,00
Enhanced crosswalks	$176,120
Wayfinding	$50,400
Signal modifications	$315,000
Speed cushions	$103,600
Traffic circle	$157,500
Bike signals	$675,000
Bike friendly intersections	$60,000
Bike lane (Class II)	$15,000
Neighborhood Greenway (Class III)	$131,200
Misc/contingency/construction/soft costs	$9,804,000
Total (rounded)	**$17,113,000**

Buckingham Rd was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Buckingham Rd was added by the design team as a key corridor, because of the community-stated desire for a north-south bike connections.

Buckingham Rd links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Buckingham Rd is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. Buckingham Rd runs outside of the 1/4 mile radius. For this costing breakdown, all pedestrian and wheels improvements (extended to the bicycle 1-mile radius) are accounted for.*

6

Coliseum St is an east-west residential corridor just beyond the ¼-mile,* south of the Metro station. Coliseum is identified as a Bike Blvd (Class III) in the City of LA's *Mobility Plan* and would connect to the existing bike lane west of MLK Blvd. The First/Last Mile recommendation in this Plan is to upgrade this street to an "Advisory Bike Lane" in both directions and add pedestrian improvements. Since an Advisory Bike Lane is currently an FHWA Experimental Facility, two other design options are included, in case the preferred option is not feasible.

** Although Coliseum St is just outside the 1/4 mile radius from the station, it is included in detail here, because it was brought up many times in community conversations and represents a key street for station access.*

Coliseum St

Coliseum St

How does it look today?

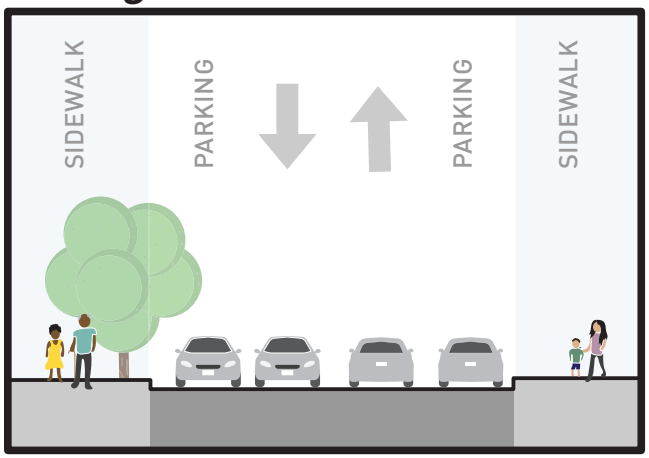
Looking west



Coliseum St

Roadway Changes

Existing Street



Summary

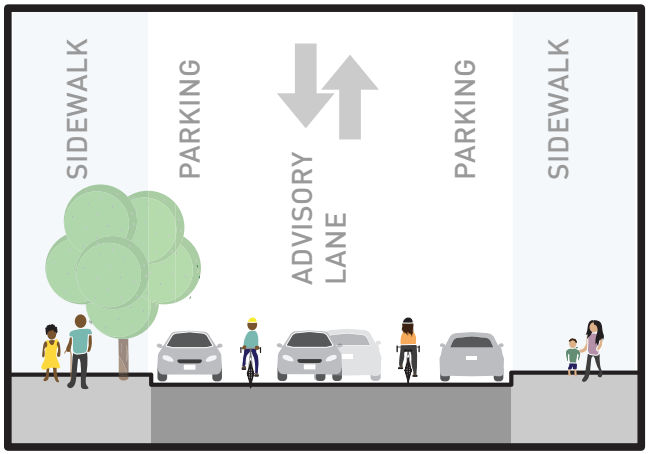
Preferred Concept A: Add Advisory Lane and introduce a shared travel lane

Option B: Introduce corner curb extensions and sharrow markings

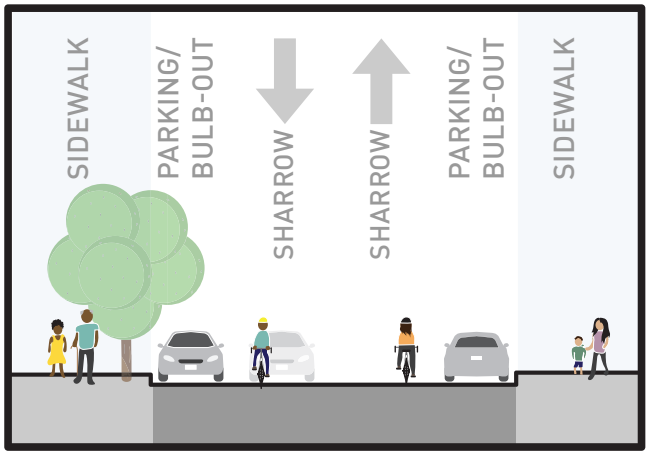
Option C: Replace parking with a buffered bike lane along the curb

Retain all parking in Options A and B

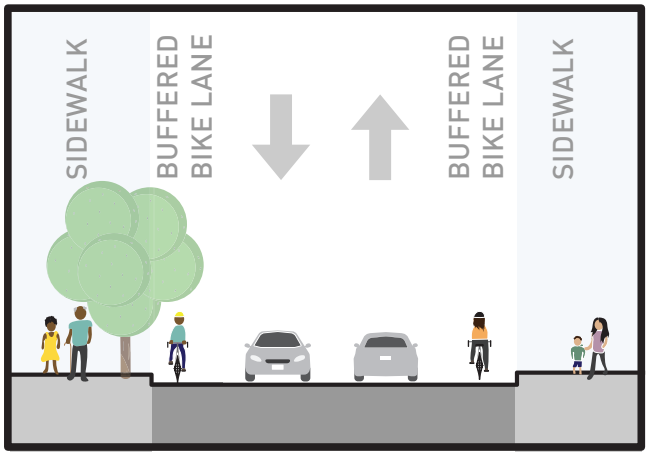
Proposed Street: Preferred (A)



Proposed Street: Option B



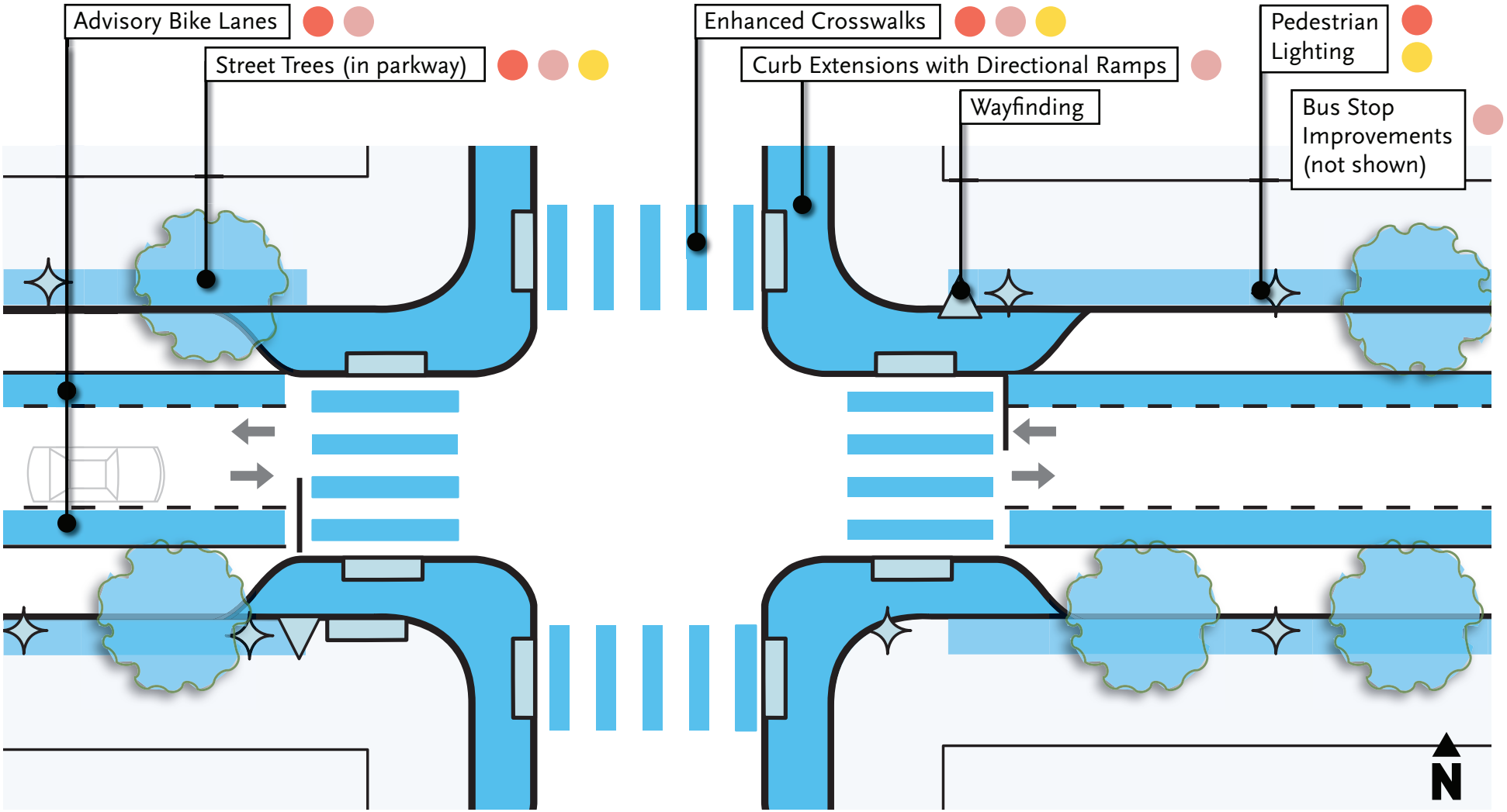
Proposed Street: Option C



Coliseum St

Typical Intersection

(Preferred Concept: Advisory Bike Lanes)



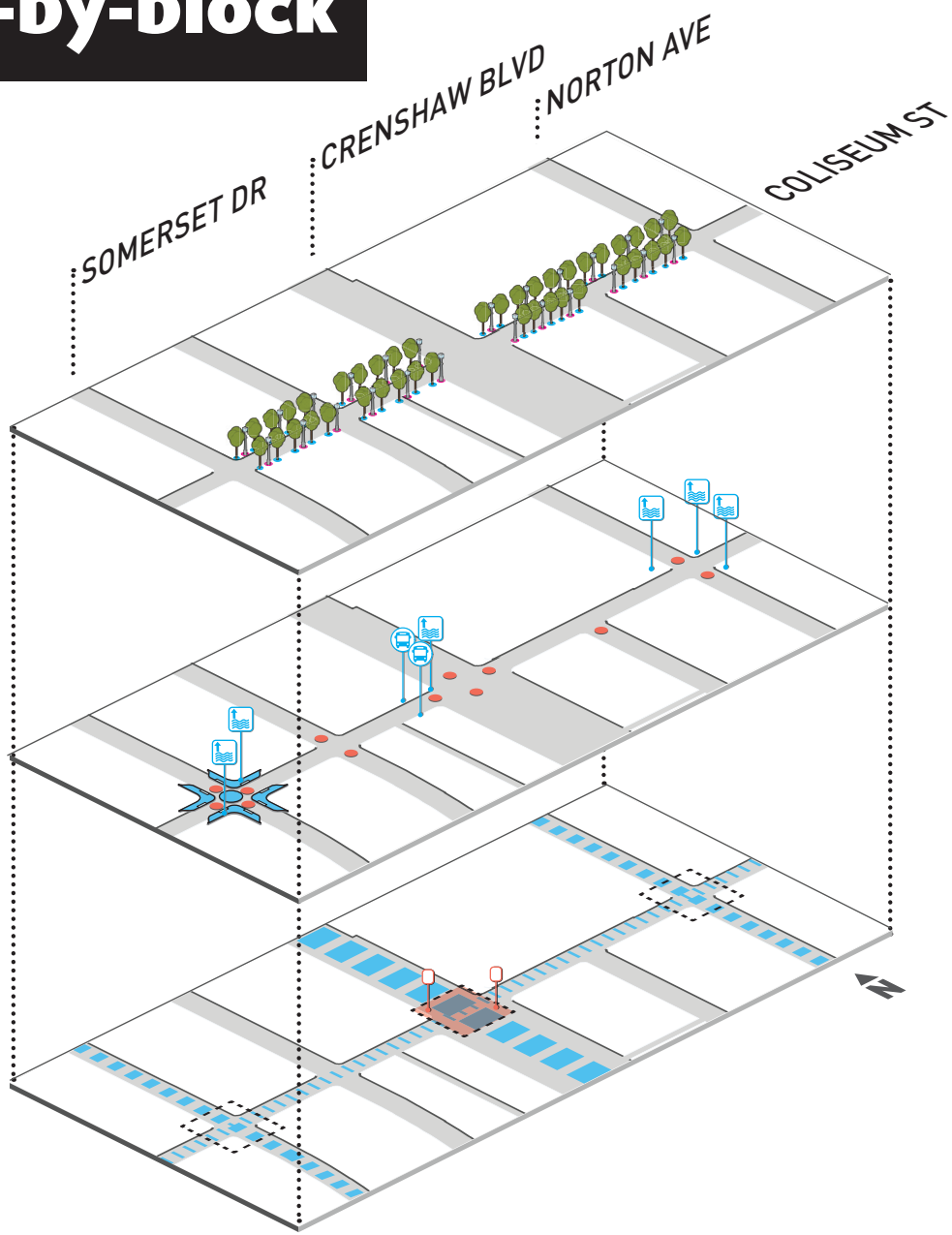
Recommended during a stakeholder meeting

Recommended during the community pop-up

Element in the top 3 of those supported in the online survey

Coliseum St

Block-by-block



Comfort

Street Tree Infill*
(30' on center)

Pedestrian Scaled Lighting*
(60' on center)

Access

Enhanced Crosswalks

Enhanced Bus Stop

Wayfinding

Corner Curb Extensions with Directional Curb Ramps

Traffic Circle

Mobility

Bike Friendly Intersection
(e.g. Bike boxes, conflict striping, bike signage, etc)

Protected Intersection

Bike Signal

8-80 Protected Bike Lane (Class IV)

Greenway (Class III)

Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

How much will this cost?

Pedestrian Projects

Street trees (in parkway)	$38,400
Street trees (in tree well)	$114,700
Pedestrian lighting	$478,800
Bulb-outs with directional curb ramps	$128,000
Enhanced crosswalks	$55,870
Enhanced bus stops	$56,000
Wayfinding	$12,600
Misc/contingency/construction/soft costs	$1,192,000
Total (rounded)	**$2,077,000**

Wheels Projects

Bike signals	$50,000
Bike friendly intersections	$150,000
Advisory bike lane (Class III experimental facility)*	$158,400
Misc/contingency/construction/soft costs	$484,000
Total (rounded)	**$843,000**

**Consult existing best practices and literature on Advisory Bike Lanes. Resources such as "FHWA Guidance - Dashed Bicycle Lanes" along with the website www.advisorybikelanes.com may be helpful. Special experimental approval is required, which requires time and attention from City staff.*

Other items recommended by the community, which were not integrated into the design plans: Traffic calming, which was recommended during stakeholder meetings, will likely result from the redesign of travel lanes, however specific measures such as speed humps have not been included. Street furniture was also recommended by the community, however is not recommended due to the residential character of the existing street.

The preferred concept for Coliseum St includes an Advisory Bike Lane, which is currently an FHWA Experimental Facility.*

7

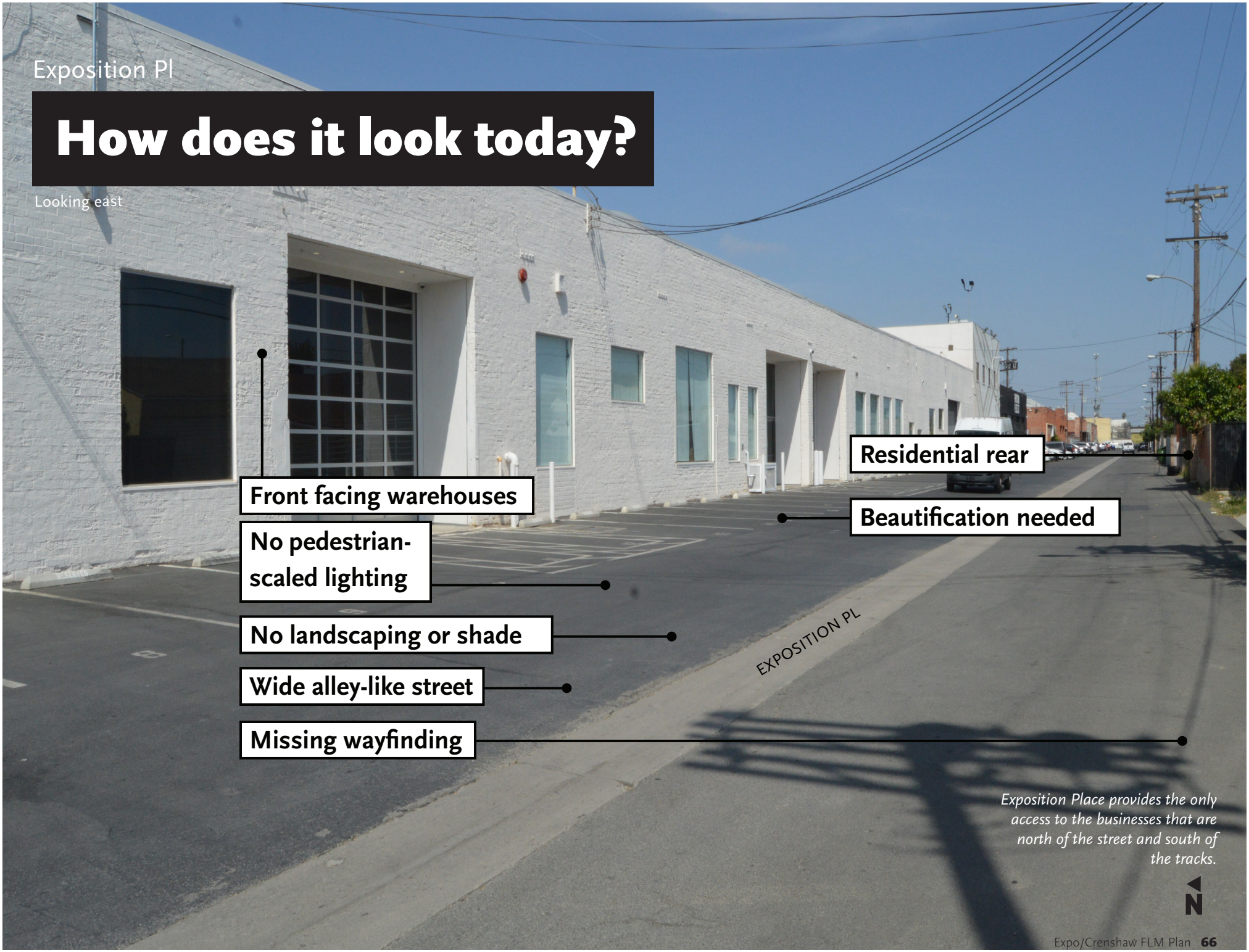
Exposition Pl is currently an alley-like street that separates commercial from residential areas. This Plan recommends that Exposition Pl is transformed into a "Shared Street" offering an alternative, "low-stress" route for people walking and biking. Green spaces can be introduced along the corridor, by converting a few parking spaces into mini-parks and planted areas. Walk, bike, and drive areas are all at the same grade and can have permeable paving.

Exposition Pl

Exposition Pl

How does it look today?

Looking east

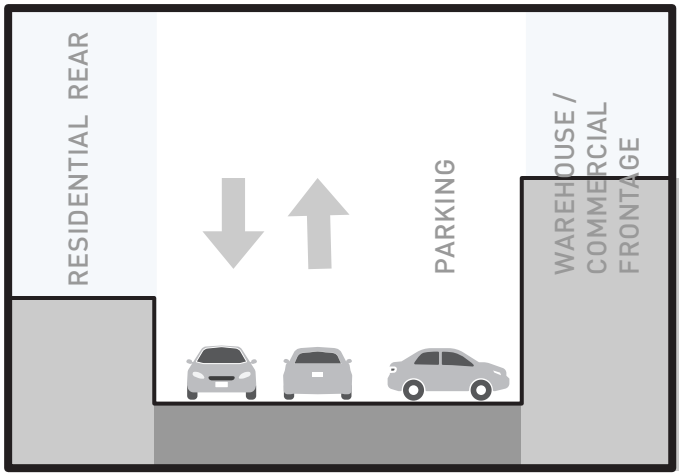


Exposition Place provides the only access to the businesses that are north of the street and south of the tracks.

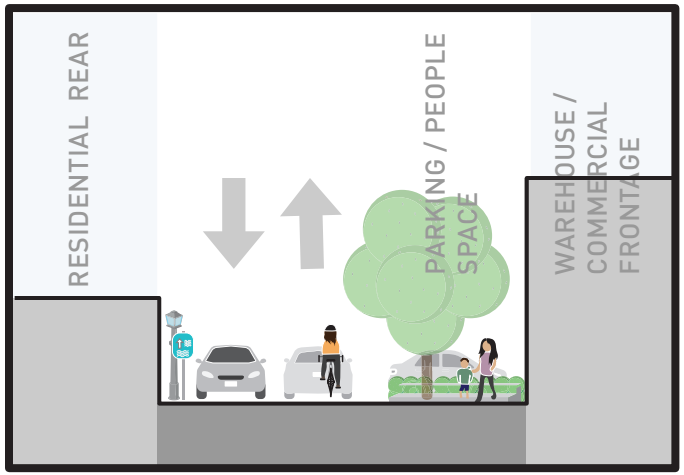
N

Roadway Changes

Existing Street



Proposed Street



Summary

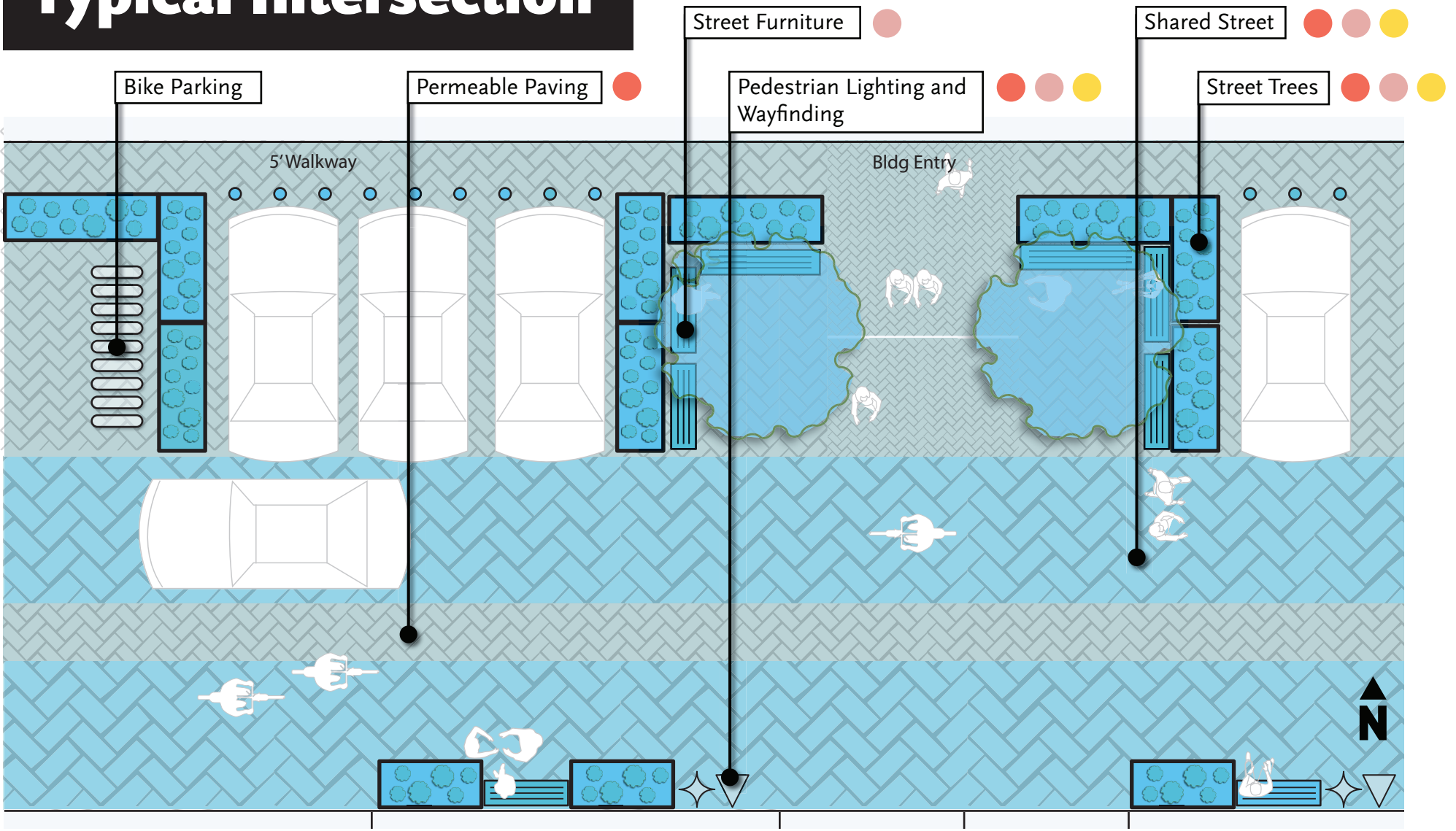
No change to street right-of-way width

Integrate permeable paving in the full right-of-way

Convert a few of the parking spaces to people paces

(e.g. mini parks, bike parking corrals, seating, landscaping, etc.)

Typical Intersection



- *Recommended during a stakeholder meeting*
- *Recommended during the community pop-up*
- *Element in the top 3 of those supported in the online survey*

Exposition Pl

Before-and-After



Today

Tomorrow: Envisioning the Improvements on Exposition Pl

How much will this cost?

Pedestrian Projects

Street trees (in tree well)	$74,000
Pedestrian lighting	$264,600
Wayfinding	$4,200
Parking/people spaces	$1,488,000
Movement space	$1,488,000
Street furniture clusters	$300,000
Misc/contingency/construction/soft costs	$4,857,000
Total (rounded)	**$8,476,000**

Other items recommended by the community, which were not integrated into the design plans: Traffic calming, which was recommended during stakeholder meetings. The reconfiguration of the street into a "Shared Street" will help to calm traffic.

Wheels Projects

Neighborhood Greenway (Class III)	$19,840
Bike parking (arranged in 5 clusters)	$30,000
Misc/contingency/construction/soft costs	$74,000
Total (rounded)	**$124,000**

Project Prioritization

The scoring system to prioritize projects takes into consideration how well each project improves safety, comfort, community input, & connectivity.

How it Shakes Out

Each project was scored out of 100 possible points for Pedestrian Projects and 100 possible points for Wheels Projects. To ensure a consistent prioritization method across all of Metro's first/last mile plans and projects, the scoring criteria followed Metro's First/Last Mile Prioritization Framework, and referenced the recent East San Fernando Valley Transit Corridor Prioritization Methodology. The Framework is designed with clear categories: **Safety, Comfort, Community input, and Connectivity,** and within these categories the framework can be tweaked and refined based on the parameters of the particular Plan. The weighting criteria selected for this Plan is shown on the following page and then the Prioritized Project Lists are contained on pages 73 and 74.

If the project contains the elements listed in each category or satisfies the criteria, then that project receives the corresponding points. The projects with the most points rise to the top as "prioritized."

Community input weighs up to 25% for pedestrian and wheels project prioritization scores.

Pedestrian Projects Total Possible Points: 100

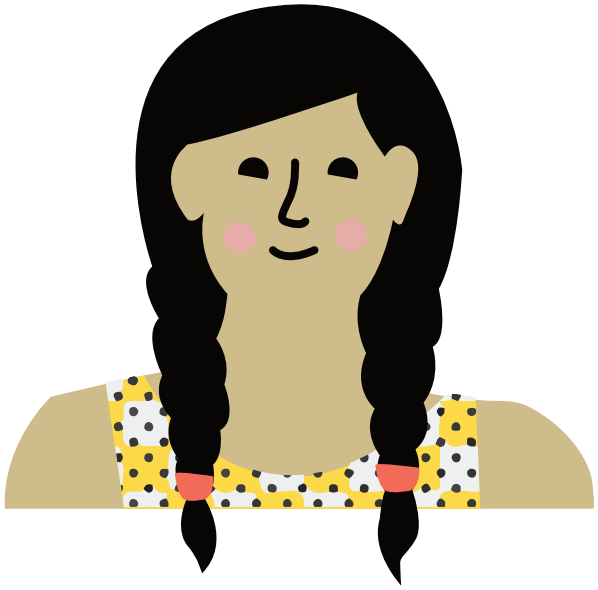
Safety	**35**
New or Improved Crosswalks	6
Pedestrian Lighting	6
Curb Extensions	6
ADA Access Ramps	6
Traffic Calming	6
Pedestrian/Vehicle Collisions (SWITRS, 2013-2017) > 10 collisions ..... 5 pts 5-10 collisions ..... 3 pts <5 collisions ..... 1 pt	5
Comfort	**25**
Landscaping & Shade	10
Bus Stop Enhancements	7
Street Furniture	4
Wayfinding	4
Community Input	**25**
Weighted Formula (Total # of votes/Highest # of votes x 25)	25
Connectivity	**15**
Located on Pathway Arterial	15

Wheels Projects Total Possible Points: 100

Safety & Comfort	**60**
Bicycle/Vehicle Collisions (SWITRS, 2013-2017) > 10 collisions ..... 5 pts 5-10 collisions ..... 3 pts <5 collisions ..... 1 pt	5
NACTO Guidelines 8 to 80 Facility (vertical buffer / protected).... 25 pts Greenway ..... 20 pts (Class III enhanced for bikes and peds) Other bike facility ..... 15 pts	25
Controlled Crossings Yes ..... 10 pts No ..... 0 pts	10
Connection to the Station Directly to the station ..... 10 pts Within one block (500 feet) of the station..... 5 pts	10
Connected the Existing Network Yes ..... 10 pts No ..... 0 pts	10
Community Input	**25**
Weighted Formula (Total # of votes/Highest # of votes x 25)	25
Connectivity	**15**
On Pathway Arterial or on a parallel street that is within 1/4 mi of that Arterial	10
Project connects station (within 500 ft) to regional destination	5

Pedestrian Priorities

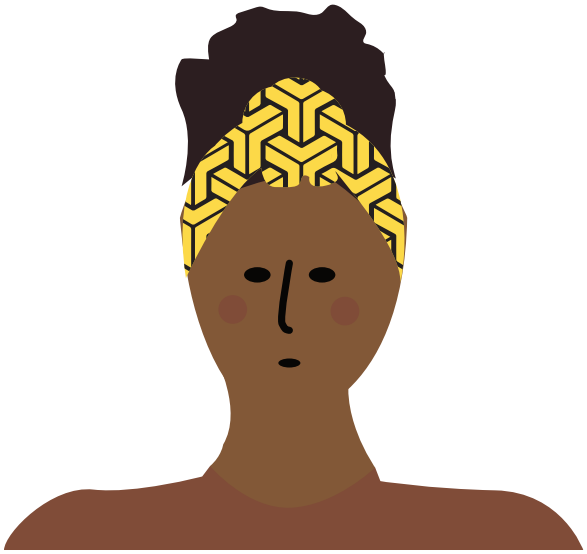
For Pedestrian Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd,** and **Jefferson Blvd.**



Name	*Type*	Safety Score (35 max)	Comfort Score (25 max)	Community Input Score (25 max)	Connectivity Score (15 max)	Total Pedestrian Score (100 max)
Crenshaw Blvd	*Arterial*	23	25	25	15	**88.0**
Exposition Blvd	*Arterial*	25	14	13	15	**67.5**
Jefferson Blvd	*Collector*	29	21	13	0	**62.9**
Coliseum St	*Collector*	33	21	6	0	**60.5**
Obama Blvd	*Collector*	27	14	15	0	**55.5**
Somerset Dr	*Collector*	31	14	0	0	**45.0**
Norton Ave	*Collector*	25	14	0	0	**39.5**
Exposition Pl	*Collector*	7	14	4	0	**24.5**
Alley Improvements (E of Crenshaw)	*Cut-Through*	7	4	0	0	**11.0**

Wheels Priorities

For Wheels Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd,** and **Obama Blvd.**



Name	*Type*	Safety & Comfort Score (60 max)	Community Input Score (25 max)	Connectivity Score (15 max)	Total Wheels Score (100 max)
Crenshaw Blvd	*Arterial*	60	25	15	**100.0**
Exposition Blvd	*Arterial*	58	12	15	**85.0**
Obama Blvd	*Collector*	41	18	15	**73.7**
Jefferson Blvd	*Collector*	40	12	10	**62**
Somerset Dr	*Collector*	46	0	10	**56.0**
Norton Ave	*Collector*	41	1	10	**52.0**
Exposition Pl	*Collector*	31	4	10	**44.6**
Coliseum St	*Collector*	38	6	0	**43.7**
Alley Improvements (E of Crenshaw)	*Cut-Through*	N/A	N/A	N/A	**N/A**

This Plan lays out a vision for the future - a vision which needs to be actively pursued by multiple parties to make it a reality.

Looking to the Future

The content in this plan is designed to be used in support of funding applications from a variety sources, such as active transportation and streetscape grants. Recommended projects are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects.

Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward. As conversations and ideas evolve for the projects, street surveys and advanced designs should be undertaken on select priority streets. Any project proposed to reallocate travel lanes will need to undergo further evaluation prior to final decisions to fund or implement a project. Streetscape improvements should be vetted through the City of LA's *Street Working Group Committee* in order to receive and address additional feedback. Final approval will be needed from other City departments represented in the committee. In addition, designs for the Advisory Bike Lane would need to be presented to LADOT's *Complete Streets Committee*. Best practices relating to the elements proposed, along with existing City guidance and procedures should be followed, for example for lane reallocation projects (*Roadway Reconfiguration Guidelines*). Ongoing community participation should take place throughout the life of the project and should be a central part of the process.



Metro

Appendix A

The Toolkit

Images are illustrative only - design specification is not intended.


Corner Curb Extensions


Shared Street (Woonerf)


RRFB


Reflective Raised Pavement Markers


Street Trees & Landscaping


Pedestrian Lights

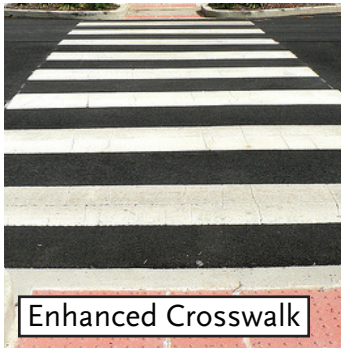


Wayfinding Signage


Street Furniture



Bus Stop Improvements


Enhanced Crosswalk



Real-Time Signage


Directional Ramps

Toolkit (Continued)


Protected Bike Lane


Bi-Directional Bike Facility


Bike Lane


Neighborhood Greenway


Sharrow Markings


Protected Intersection



Bike Box



Bike share

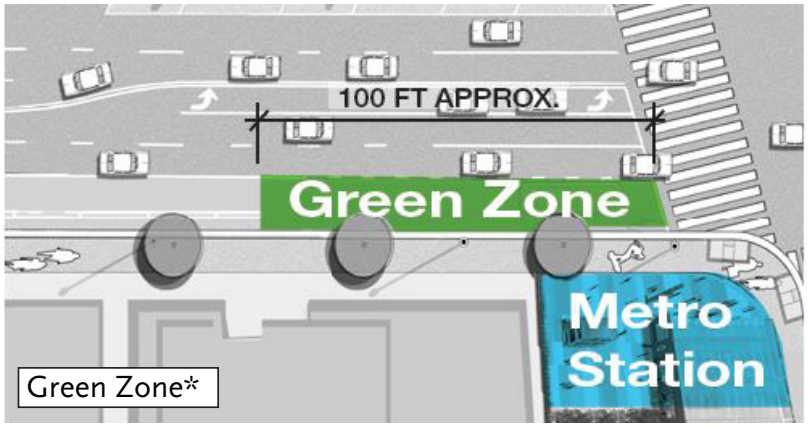

Neighborhood Traffic Circle


Speed Cushion

Toolkit (Continued)



Bike Conflict Striping



Green Zone*

** From LA Metro's First/Last Mile Strategic Plan*

Appendix B

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Jefferson Blvd - Ped Project

Description

Somerset Dr to S Norton Ave

Link Length LF 1,560

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	20	EA	$1,600	$32,000
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	20	EA	$3,700	$74,000
	Ped lighting 2 sides @ 30 FT OC	94	EA	$6,300	$592,200
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	16	EA	$32,000	$512,000
	Enhanced crosswalks	600	LF	$74	$44,400
	Enhanced Bus stops	4	EA	$28,000	$112,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	4	EA	$2,100	$8,400
	Signal modifications	1	EA	$315,000	$315,000
	Rectangular Rapid Flashing Beacons	6	EA	$50,000	$300,000
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Estimated Cost Subtotal				**$1,990,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$100,000
	Mobilization (10% of Estimated Cost Subtotal)				$199,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$199,000
	Contingencies (35% of Estimated Cost Subtotal)				$697,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,185,000**
	Planning (2% of Estimated Construction Cost Total)				$64,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$160,000
	Final Design Services (8% of Estimated Construction Cost Total)				$255,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$287,000
	CM (5% of Estimated Construction Cost Total)				$160,000
	Legal, Permits, 3rd Parties etc. (4%)				$128,000
	SOFT COSTS TOTAL				**$1,054,000**
	Unallocated Contingecy (10%)				$424,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$424,000** $2,673,000
	TOTAL ESTIMATED PROJECT COST:				**$4,663,000** $4,663,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Jefferson Blvd - Wheel Project

Description

S. Rimpau Bld junction to Arlington Ave.

Link Length LF 10,500

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signal	0	EA	$25,000	$0
	Bicyle Friendly Intersections	4	EA	$30,000	$120,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	21000	LF	$15	$315,000
	Greenway with Sharrows (Class III) inc markings, signs	0	LF	$16	$0
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Protected Intersection	1	EA	$500,000	$500,000
	Estimated Cost Subtotal				**$935,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$47,000
	Mobilization (10% of Estimated Cost Subtotal)				$94,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$94,000
	Contingencies (35% of Estimated Cost Subtotal)				$328,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,498,000**
	Planning (2% of Estimated Construction Cost Total)				$30,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$75,000
	Final Design Services (8% of Estimated Construction Cost Total)				$120,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$135,000
	CM (5% of Estimated Construction Cost Total)				$75,000
	Legal, Permits, 3rd Parties etc. (4%)				$60,000
	SOFT COSTS TOTAL				**$495,000**
	Unallocated Contingecy (10%)				$200,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$200,000** $1,258,000
	TOTAL ESTIMATED PROJECT COST:				**$2,193,000** $2,193,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Obama Blvd - Ped Project

Description

Virginia Rd to Edgehill Dr

Link Length LF 2600

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	70	EA	$1,600	$112,000
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	36	EA	$3,700	$133,200
	Ped lighting 2 sides @ 75 FT OC	78	EA	$6,300	$491,400
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	21	EA	$32,000	$672,000
	Enhanced crosswalks	1120	LF	$74	$82,880
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	7	EA	$2,100	$14,700
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacons	8	EA	$50,000	$400,000
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Estimated Cost Subtotal				**$1,907,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$96,000
	Mobilization (10% of Estimated Cost Subtotal)				$191,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$191,000
	Contingencies (35% of Estimated Cost Subtotal)				$668,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,053,000**
	Planning (2% of Estimated Construction Cost Total)				$62,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$153,000
	Final Design Services (8% of Estimated Construction Cost Total)				$245,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$275,000
	CM (5% of Estimated Construction Cost Total)				$153,000
	Legal, Permits, 3rd Parties etc. (4%)				$123,000
	SOFT COSTS TOTAL				**$1,011,000**
	Unallocated Contingecy (10%)				$407,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$407,000** $2,564,000
	TOTAL ESTIMATED PROJECT COST:				**$4,471,000** $4,471,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Obama Blvd - Wheel Project

Description

Martin Luther King to Arlington Ave

Link Length LF 10800

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	2	EA	$25,000	$50,000
	Bicyle Friendly Intersections	5	EA	$30,000	$150,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	21600	LF	$15	$324,000
	Greenway with Sharrows (Class III) inc markings, signs	0	LF	$16	$0
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Protected Intersection	0	EA	$500,000	$0
	Estimated Cost Subtotal				**$524,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$27,000
	Mobilization (10% of Estimated Cost Subtotal)				$53,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$53,000
	Contingencies (35% of Estimated Cost Subtotal)				$184,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$841,000**
	Planning (2% of Estimated Construction Cost Total)				$17,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$43,000
	Final Design Services (8% of Estimated Construction Cost Total)				$68,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$76,000
	CM (5% of Estimated Construction Cost Total)				$43,000
	Legal, Permits, 3rd Parties etc. (4%)				$34,000
	SOFT COSTS TOTAL				**$281,000**
	Unallocated Contingecy (10%)				$113,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$113,000** $711,000
	TOTAL ESTIMATED PROJECT COST:				**$1,235,000** $1,235,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Exposition Blvd - Ped Project

Description

Virginia Rd to 11th Ave

Link Length LF 3,000

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	40	EA	$1,600	$64,000
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	10	EA	$3,700	$37,000
	Ped lighting 2 sides @ 75 FT OC	88	EA	$6,300	$554,400
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	13	EA	$32,000	$416,000
	Enhanced crosswalks	700	LF	$74	$51,800
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	3	EA	$2,100	$6,300
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Estimated Cost Subtotal				**$1,130,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$57,000
	Mobilization (10% of Estimated Cost Subtotal)				$113,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$113,000
	Contingencies (35% of Estimated Cost Subtotal)				$396,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,809,000**
	Planning (2% of Estimated Construction Cost Total)				$37,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$91,000
	Final Design Services (8% of Estimated Construction Cost Total)				$145,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$163,000
	CM (5% of Estimated Construction Cost Total)				$91,000
	Legal, Permits, 3rd Parties etc. (4%)				$73,000
	SOFT COSTS TOTAL				**$600,000**
	Unallocated Contingecy (10%)				$241,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$241,000** $1,520,000
	TOTAL ESTIMATED PROJECT COST:				**$2,650,000** $2,650,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Exposition Blvd - Wheel Project

Description

Harcourt Ave to Arlington Ave

Link Length LF 10,500

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	32	EA	$25,000	$800,000
	Bicyle Friendly Intersections	3	EA	$30,000	$90,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	10500	LF	$100	$1,050,000
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	0	LF	$16	$0
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Left turns on Exposition	18	EA	$20,000	$360,000
	Rectangular Rapid Flashing Beacons*	32	EA	$50,000	$1,600,000
	*RRFBs could include push buttons or bike pavement detector loops. Cost includes push buttons only.				
	Estimated Cost Subtotal				**$3,900,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$195,000
	Mobilization (10% of Estimated Cost Subtotal)				$390,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$390,000
	Contingencies (35% of Estimated Cost Subtotal)				$1,365,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$6,240,000**
	Planning (2% of Estimated Construction Cost Total)				$125,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$312,000
	Final Design Services (8% of Estimated Construction Cost Total)				$500,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$562,000
	CM (5% of Estimated Construction Cost Total)				$312,000
	Legal, Permits, 3rd Parties etc. (4%)				$250,000
	SOFT COSTS TOTAL				**$2,061,000**
	Unallocated Contingecy (10%)				$831,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$831,000** $5,232,000
	TOTAL ESTIMATED PROJECT COST:				**$9,132,000** $9,132,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Crenshaw Blvd - Ped Project

Description

Jefferson Blvd t Coliseum St

Link Length LF 2,900

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	0	EA	$1,600	$0
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	110	EA	$3,700	$407,000
	Ped lighting 2 sides @ 30 FT OC	150	EA	$6,300	$945,000
	Sidewalk paving enhancements	28000	SF	$21	$588,000
	Bulb out with directional curb ramp	0	EA	$32,000	$0
	Enhanced crosswalk	1260	LF	$74	$93,240
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	5	EA	$42,000	$210,000
	Wayfinding - fingerposts	6	EA	$2,100	$12,600
	Signal modifications	1	EA	$315,000	$315,000
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Green Zone - drop off zone + 4 EV charging spaces	1	EA	$60,000	$60,000
	Estimated Cost Subtotal				**$2,631,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$132,000
	Mobilization (10% of Estimated Cost Subtotal)				$264,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$264,000
	Contingencies (35% of Estimated Cost Subtotal)				$921,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$4,212,000**
	Planning (2% of Estimated Construction Cost Total)				$85,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$211,000
	Final Design Services (8% of Estimated Construction Cost Total)				$337,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$380,000
	CM (5% of Estimated Construction Cost Total)				$211,000
	Legal, Permits, 3rd Parties etc. (4%)				$169,000
	SOFT COSTS TOTAL				**$1,393,000**
	Unallocated Contingecy (10%)				$561,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$561,000** $3,535,000
	TOTAL ESTIMATED PROJECT COST:				**$6,166,000** $6,166,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Crenshaw Blvd - Wheel Project

Description

W 23rd St to Stocker St

Link Length LF 10600

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	14	EA	$25,000	$350,000
	Bicyle Friendly Intersections	9	EA	$30,000	$270,000
	8-80 Facility (Class IV Protected Bike Facility)	21200	LF	$100	$2,120,000
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	0	LF	$16	$0
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Protected Intersections	3	EA	$500,000	$1,500,000
	Estimated Cost Subtotal				**$4,240,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$212,000
	Mobilization (10% of Estimated Cost Subtotal)				$424,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$424,000
	Contingencies (35% of Estimated Cost Subtotal)				$1,484,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$6,784,000**
	Planning (2% of Estimated Construction Cost Total)				$136,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$340,000
	Final Design Services (8% of Estimated Construction Cost Total)				$543,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$611,000
	CM (5% of Estimated Construction Cost Total)				$340,000
	Legal, Permits, 3rd Parties etc. (4%)				$272,000
	SOFT COSTS TOTAL				**$2,242,000**
	Unallocated Contingecy (10%)				$903,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$903,000** $5,689,000
	TOTAL ESTIMATED PROJECT COST:				**$9,929,000** $9,929,000

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High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Somerset Dr - Ped Project

Description

Somerset Drive - Jefferson Blvd to Coliseum St

Link Length LF 2,800

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	84	EA	$1,600	$134,400
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	0	EA	$3,700	$0
	Ped lighting 2 sides @ 75 FT OC	83	EA	$6,300	$522,900
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	20	EA	$32,000	$640,000
	Enhanced crosswalks	530	LF	$74	$39,220
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	8	EA	$2,100	$16,800
	Signal modification	1	EA	$315,000	$315,000
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushions / bumps inc signs	8	EA	$3,700	$29,600
	Traffic Circle	0	EA	$31,500	$0
	Estimated Cost Subtotal				**$1,698,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$85,000
	Mobilization (10% of Estimated Cost Subtotal)				$170,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$170,000
	Contingencies (35% of Estimated Cost Subtotal)				$595,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$2,718,000**
	Planning (2% of Estimated Construction Cost Total)				$55,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$136,000
	Final Design Services (8% of Estimated Construction Cost Total)				$218,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$245,000
	CM (5% of Estimated Construction Cost Total)				$136,000
	Legal, Permits, 3rd Parties etc. (4%)				$109,000
	SOFT COSTS TOTAL				**$899,000**
	Unallocated Contingecy (10%)				$362,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$362,000** $2,281,000
	TOTAL ESTIMATED PROJECT COST:				**$3,979,000** $3,979,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT
Somerset Dr - Wheel Project

Description

W Somerset Dr - Martin Luther King to Adams Blvd

Link Length LF 7,200

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	1	EA	$25,000	$25,000
	Bicyle Friendly Intersections	5	EA	$30,000	$150,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	7200	LF	$16	$115,200
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	257	EA	$1,600	$411,200
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	14	EA	$3,700	$51,800
	Ped lighting 2 sides @ 30 FT OC	456	EA	$6,300	$2,872,800
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	38	EA	$32,000	$1,216,000
	Enhanced crosswalks	1140	LF	$74	$84,360
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	17	EA	$2,100	$35,700
	Signal modification	1	EA	$315,000	$315,000
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushions / bumps inc signs	24	EA	$3,700	$88,800
	Traffic Circles	7	EA	$31,500	$220,500
	Estimated Cost Subtotal				**$5,587,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$280,000
	Mobilization (10% of Estimated Cost Subtotal)				$559,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$559,000
	Contingencies (35% of Estimated Cost Subtotal)				$1,956,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$8,941,000**
	Planning (2% of Estimated Construction Cost Total)				$179,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$448,000
	Final Design Services (8% of Estimated Construction Cost Total)				$716,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$805,000
	CM (5% of Estimated Construction Cost Total)				$448,000
	Legal, Permits, 3rd Parties etc. (4%)				$358,000
	SOFT COSTS TOTAL				**$2,954,000**
	Unallocated Contingecy (10%)				$1,190,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$1,190,000** $7,498,000
	TOTAL ESTIMATED PROJECT COST:				**$13,085,000** $13,085,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Norton Ave - Ped Project

Description

Obama Blvd to Coliseum St

Link Length LF 1,100

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	48	EA	$1,600	$76,800
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	0	EA	$3,700	$0
	Ped lighting 2 sides @ 75 FT OC	64	EA	$6,300	$403,200
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	3	EA	$32,000	$96,000
	Enhanced crosswalks	200	LF	$74	$14,800
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	5	EA	$2,100	$10,500
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacons	2	EA	$50,000	$100,000
	Traffic calming - Speed cushions / bumps inc signs	4	EA	$3,700	$14,800
	Traffic Circle	0	EA	$31,500	$0

	Estimated Cost Subtotal	**$717,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)	$36,000
	Mobilization (10% of Estimated Cost Subtotal)	$72,000
	Utility Allowance (10% of Estimated Cost Subtotal)	$72,000
	Contingencies (35% of Estimated Cost Subtotal)	$251,000
	ESTIMATED CONSTRUCTION COST TOTAL	**$1,148,000**
	Planning (2% of Estimated Construction Cost Total)	$23,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)	$58,000
	Final Design Services (8% of Estimated Construction Cost Total)	$92,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)	$104,000
	CM (5% of Estimated Construction Cost Total)	$58,000
	Legal, Permits, 3rd Parties etc. (4%)	$46,000
	SOFT COSTS TOTAL	**$381,000**
	Unallocated Contingecy (10%)	$153,000
	UNALLOCATED CONTINGENCY COST TOTAL	**$153,000** $965,000
	TOTAL ESTIMATED PROJECT COST:	**$1,682,000** $1,682,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Norton Ave - Wheel Project

Description

Norton Ave - Martin Luther King Jr Blvd to Obama Blvd

Link Length LF 3800

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signal	0	EA	$25,000	$0
	Bicyle Friendly Intersections	3	EA	$30,000	$90,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	3800	LF	$16	$60,800
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	224	EA	$1,600	$358,400
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	0	EA	$3,700	$0
	Ped lighting 2 sides @ 30 FT OC	242	EA	$6,300	$1,524,600
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	18	EA	$32,000	$576,000
	Enhanced crosswalks	480	LF	$74	$35,520
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	9	EA	$2,100	$18,900
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacons	2	EA	$50,000	$100,000
	Traffic calming - Speed cushions / bumps inc signs	12	EA	$3,700	$44,400
	Traffic Circles	2	EA	$31,500	$63,000

	Estimated Cost Subtotal	**$2,872,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)	$144,000
	Mobilization (10% of Estimated Cost Subtotal)	$288,000
	Utility Allowance (10% of Estimated Cost Subtotal)	$288,000
	Contingencies (35% of Estimated Cost Subtotal)	$1,006,000
	ESTIMATED CONSTRUCTION COST TOTAL	**$4,598,000**
	Planning (2% of Estimated Construction Cost Total)	$92,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)	$230,000
	Final Design Services (8% of Estimated Construction Cost Total)	$368,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)	$414,000
	CM (5% of Estimated Construction Cost Total)	$230,000
	Legal, Permits, 3rd Parties etc. (4%)	$184,000
	SOFT COSTS TOTAL	**$1,518,000**
	Unallocated Contingecy (10%)	$612,000
	UNALLOCATED CONTINGENCY COST TOTAL	**$612,000** $3,856,000
	TOTAL ESTIMATED PROJECT COST:	**$6,728,000** $6,728,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Coliseum Street - Ped Project

Description

Somerset Dr to Norton Ave

Link Length LF 1,500

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	24	EA	$1,600	$38,400
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	31	EA	$3,700	$114,700
	Ped lighting 2 sides @ 30 FT OC	76	EA	$6,300	$478,800
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	4	EA	$32,000	$128,000
	Enhanced crosswalks	755	LF	$74	$55,870
	Enhanced Bus stops	2	EA	$28,000	$56,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	6	EA	$2,100	$12,600
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Estimated Cost Subtotal				**$885,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$45,000
	Mobilization (10% of Estimated Cost Subtotal)				$89,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$89,000
	Contingencies (35% of Estimated Cost Subtotal)				$310,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,418,000**
	Planning (2% of Estimated Construction Cost Total)				$29,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$71,000
	Final Design Services (8% of Estimated Construction Cost Total)				$114,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$128,000
	CM (5% of Estimated Construction Cost Total)				$71,000
	Legal, Permits, 3rd Parties etc. (4%)				$57,000
	SOFT COSTS TOTAL				**$470,000**
	Unallocated Contingecy (10%)				$189,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$189,000** $1,192,000
	TOTAL ESTIMATED PROJECT COST:				**$2,077,000** $2,077,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Coliseum Street - Wheel Project

Description

Martin Luther King to Obama Blvd

Link Length LF 6,600

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signal - 1 junction	2	EA	$25,000	$50,000
	Bicyle Friendly Intersections	5	EA	$30,000	$150,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	0	LF	$16	$0
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	13200	LF	$12	$158,400
	Estimated Cost Subtotal				**$359,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$18,000
	Mobilization (10% of Estimated Cost Subtotal)				$36,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$36,000
	Contingencies (35% of Estimated Cost Subtotal)				$126,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$575,000**
	Planning (2% of Estimated Construction Cost Total)				$12,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$29,000
	Final Design Services (8% of Estimated Construction Cost Total)				$46,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$52,000
	CM (5% of Estimated Construction Cost Total)				$29,000
	Legal, Permits, 3rd Parties etc. (4%)				$23,000
	SOFT COSTS TOTAL				**$191,000**
	Unallocated Contingecy (10%)				$77,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$77,000** $484,000
	TOTAL ESTIMATED PROJECT COST:				**$843,000** $843,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Exposition PI - Ped Project

Description

S Bronson Avenue to Degnan Blvd

Link Length LF 1,240

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	0	EA	$1,600	$0
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	20	EA	$3,700	$74,000
	Ped lighting 1 sides @ 75 FT OC	42	EA	$6,300	$264,600
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb out with directional curb ramp	0	EA	$32,000	$0
	Enhanced crosswalk	0	LF	$74	$0
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	2	EA	$2,100	$4,200
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0
	Parking / People Space (paving & planting)	24800	SF	$60	$1,488,000
	Movement Space (paving)	37200	SF	$40	$1,488,000
	Street furniture clusters (seats, trash cans etc)	10	EA	$30,000	$300,000
	Estimated Cost Subtotal				**$3,619,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$181,000
	Mobilization (10% of Estimated Cost Subtotal)				$362,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$362,000
	Contingencies (35% of Estimated Cost Subtotal)				$1,267,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$5,791,000**
	Planning (2% of Estimated Construction Cost Total)				$116,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$290,000
	Final Design Services (8% of Estimated Construction Cost Total)				$464,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$522,000
	CM (5% of Estimated Construction Cost Total)				$290,000
	Legal, Permits, 3rd Parties etc. (4%)				$232,000
	SOFT COSTS TOTAL				**$1,914,000**
	Unallocated Contingecy (10%)				$771,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$771,000** $4,857,000
	TOTAL ESTIMATED PROJECT COST:				**$8,476,000** $8,476,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Exposition PI - Wheel Project

Description

S Bronson Avenue to Degnan Blvd

Link Length LF 1,240

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signal junctions	0	EA	$25,000	$0
	Bicyle Friendly Intersection	0	EA	$30,000	$0
	B-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	B-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	1240	LF	$16	$19,840
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Bike Parking (arranged in 5 clusters)	30	EA	$1,000	$30,000
	Estimated Cost Subtotal				**$50,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$3,000
	Mobilization (10% of Estimated Cost Subtotal)				$5,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$5,000
	Contingencies (35% of Estimated Cost Subtotal)				$18,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$81,000**
	Planning (2% of Estimated Construction Cost Total)				$2,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$5,000
	Final Design Services (8% of Estimated Construction Cost Total)				$7,000
	PM for Design & Construction (9% of Estimated Construction Cost Total)				$8,000
	CM (5% of Estimated Construction Cost Total)				$5,000
	Legal, Permits, 3rd Parties etc. (4%)				$4,000
	SOFT COSTS TOTAL				**$31,000**
	Unallocated Contingecy (10%)				$12,000
	UNALLOCATED CONTINGENCY COST TOTAL				**$12,000** $74,000
	TOTAL ESTIMATED PROJECT COST:				**$124,000** $124,000

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Buckingham Rd - Ped Project - NOT APPLICABLE

Description

Link Length LF

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	0	EA	$1,600	$0
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	0	EA	$3,700	$0
	Ped lighting 2 sides @ 30 FT OC	0	EA	$6,300	$0
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb out with directional curb ramp	0	EA	$32,000	$0
	Enhanced crosswalk	0	LF	$74	$0
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerpost	0	EA	$2,100	$0
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0

Estimated Cost Subtotal	**$0**
Miscellaneous Items (5% of Estimated Cost Subtotal)	$0
Mobilization (10% of Estimated Cost Subtotal)	$0
Utility Allowance (10% of Estimated Cost Subtotal)	$0
Contingencies (35% of Estimated Cost Subtotal)	$0
ESTIMATED CONSTRUCTION COST TOTAL	**$0**
Planning (2% of Estimated Construction Cost Total)	$0
Preliminary Engineering (5% of Estimated Construction Cost Total)	$0
Final Design Services (8% of Estimated Construction Cost Total)	$0
PM for Design & Construction (9% of Estimated Construction Cost Total)	$0
CM (5% of Estimated Construction Cost Total)	$0
Legal, Permits, 3rd Parties etc. (4%)	$0
SOFT COSTS TOTAL	**$0**
Unallocated Contingecy (10%)	$0
UNALLOCATED CONTINGENCY COST TOTAL	**$0**
TOTAL ESTIMATED PROJECT COST:	**$0**

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

Buckingham Rd - Wheel Project

Description

Santa Rosalia Dr to W 23rd St

Link Length LF 9,200

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	27	EA	$25,000	$675,000
	Bicyle Friendly Intersections	2	EA	$30,000	$60,000
	8-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	8-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	1000	LF	$15	$15,000
	Greenway with Sharrows (Class III) inc markings, signs	8200	LF	$16	$131,200
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	270	EA	$1,600	$432,000
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	68	EA	$3,700	$251,600
	Ped lighting 2 sides @ 30 FT OC	555	EA	$6,300	$3,496,500
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	55	EA	$32,000	$1,760,000
	Enhanced crosswalks	2380	LF	$74	$176,120
	Enhanced Bus stops	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	24	EA	$2,100	$50,400
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushions / bumps inc signs	28	EA	$3,700	$103,600
	Traffic Circles	5	EA	$31,500	$157,500

Estimated Cost Subtotal	**$7,309,000**
Miscellaneous Items (5% of Estimated Cost Subtotal)	$366,000
Mobilization (10% of Estimated Cost Subtotal)	$731,000
Utility Allowance (10% of Estimated Cost Subtotal)	$731,000
Contingencies (35% of Estimated Cost Subtotal)	$2,559,000
ESTIMATED CONSTRUCTION COST TOTAL	**$11,696,000**
Planning (2% of Estimated Construction Cost Total)	$234,000
Preliminary Engineering (5% of Estimated Construction Cost Total)	$585,000
Final Design Services (8% of Estimated Construction Cost Total)	$936,000
PM for Design & Construction (9% of Estimated Construction Cost Total)	$1,053,000
CM (5% of Estimated Construction Cost Total)	$585,000
Legal, Permits, 3rd Parties etc. (4%)	$468,000
SOFT COSTS TOTAL	**$3,861,000**
Unallocated Contingecy (10%)	$1,556,000
UNALLOCATED CONTINGENCY COST TOTAL	**$1,556,000**
TOTAL ESTIMATED PROJECT COST:	**$17,113,000**

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

Client Here LA

Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

7th St - Ped Project - NOT APPLICABLE

Description

Link Length LF

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	0	EA	$1,600	$0
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	0	EA	$3,700	$0
	Ped lighting 2 sides @ 30 FT OC	0	EA	$6,300	$0
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb out with directional curb ramp	0	EA	$32,000	$0
	Enhanced crosswalk	0	LF	$74	$0
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerpost	0	EA	$2,100	$0
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,700	$0
	Traffic Circle	0	EA	$31,500	$0

Estimated Cost Subtotal	**$0**
Miscellaneous Items (5% of Estimated Cost Subtotal)	$0
Mobilization (10% of Estimated Cost Subtotal)	$0
Utility Allowance (10% of Estimated Cost Subtotal)	$0
Contingencies (35% of Estimated Cost Subtotal)	$0
ESTIMATED CONSTRUCTION COST TOTAL	**$0**
Planning (2% of Estimated Construction Cost Total)	$0
Preliminary Engineering (5% of Estimated Construction Cost Total)	$0
Final Design Services (8% of Estimated Construction Cost Total)	$0
PM for Design & Construction (9% of Estimated Construction Cost Total)	$0
CM (5% of Estimated Construction Cost Total)	$0
Legal, Permits, 3rd Parties etc. (4%)	$0
SOFT COSTS TOTAL	**$0**
Unallocated Contingecy (10%)	$0
UNALLOCATED CONTINGENCY COST TOTAL	**$0** $0
TOTAL ESTIMATED PROJECT COST:	**$0** $0

High Level Cost Estimate & Project Cost

Project Expo Crenshaw First / Last Mile Strategic Plan

Agency Los Angeles Metro

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Prepared by Steer **Date:** 19-Jun-20 **ID No:** 23205201

Project Name Expo / Crenshaw Station **Status:** DRAFT

7th St - Wheel Project

Description

Obama Blvd to Adams Blvd

Link Length LF 5,150

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Bicyle Signals	8	EA	$25,000	$200,000
	Bicyle Friendly Intersections	4	EA	$30,000	$120,000
	B-80 Facility (Class IV Protected Bike Facility)	0	LF	$100	$0
	B-80 Facility Bi Directional (Class IV Protected Bike Facility)	0	LF	$100	$0
	Bike Lane (Class II) inc markings, signs	0	LF	$15	$0
	Greenway with Sharrows (Class III) inc markings, signs	5150	LF	$16	$82,400
	Greenway with Advisory Bike Lane (Class III) inc markings, signs	0	LF	$12	$0
	Street Trees - in soft / existing well - 2 sides @ 30 FT OC	196	EA	$1,600	$313,600
	Street Trees - in hard + planting - 2 sides @ 30 FT OC	37	EA	$3,700	$136,900
	Ped lighting 2 sides @ 30 FT OC	296	EA	$6,300	$1,864,800
	Sidewalk pavng enhancements	0	SF	$21	$0
	Bulb outs with directional curb ramp	34	EA	$32,000	$1,088,000
	Enhanced crosswalks	1415	LF	$74	$104,710
	Enhanced Bus stop	0	EA	$28,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$42,000	$0
	Wayfinding - fingerposts	17	EA	$2,100	$35,700
	Signal modifications	0	EA	$315,000	$0
	Rectangular Rapid Flashing Beacon	0	EA	$50,000	$0
	Traffic calming - Speed cushions / bumps inc signs	18	EA	$3,700	$66,600
	Traffic Circle	0	EA	$31,500	$0

Estimated Cost Subtotal	**$4,013,000**
Miscellaneous Items (5% of Estimated Cost Subtotal)	$201,000
Mobilization (10% of Estimated Cost Subtotal)	$402,000
Utility Allowance (10% of Estimated Cost Subtotal)	$402,000
Contingencies (35% of Estimated Cost Subtotal)	$1,405,000
ESTIMATED CONSTRUCTION COST TOTAL	**$6,423,000**
Planning (2% of Estimated Construction Cost Total)	$129,000
Preliminary Engineering (5% of Estimated Construction Cost Total)	$322,000
Final Design Services (8% of Estimated Construction Cost Total)	$514,000
PM for Design & Construction (9% of Estimated Construction Cost Total)	$579,000
CM (5% of Estimated Construction Cost Total)	$322,000
Legal, Permits, 3rd Parties etc. (4%)	$257,000
SOFT COSTS TOTAL	**$2,123,000**
Unallocated Contingecy (10%)	$855,000
UNALLOCATED CONTINGENCY COST TOTAL	**$855,000** $5,388,000
TOTAL ESTIMATED PROJECT COST:	**$9,401,000** $9,401,000

Appendix C

Expo/Crenshaw Station Connectivity Study

Relevant Plans and Projects Memo

October 16, 2019

Here LA

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1 Introduction

Relevant Plans and Projects

Introduction

The Expo/Crenshaw station is located in City of Los Angeles Council District 10 and at the epicenter of three Neighborhood Councils: West Adams, Empowerment Congress West, and United Neighborhoods. This light-rail station will act as a terminus of the Crenshaw/LAX line, will connect riders to the Expo Line, and will allow transit riders to access a wide range of regional destinations and jobs.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community.

This study will consider the first/last mile needs of the 1/4-mile surrounding the Expo/Crenshaw station, while considering the design implications of the many adopted plans, policies, and anticipated development. Upon completion of a review of the relevant plans that are detailed in this memo, the team will make recommendations that seek to enhance the mobility network for all riders accessing transit in the area.

This memo presents a brief description of relevant City plans and projects and includes an overview of first/last mile implications that may result.

Relevant plans and projects include:

- Citywide and Relevant Plans/Projects
  - West Adams - Baldwin Hills - Leimert Community Plan
  - Crenshaw Corridor Specific Plan
  - Great Streets Challenge Grant
  - Crenshaw Blvd Streetscape Plan
  - Prop 1C Improvements
  - Crenshaw/LAX Transit Project
  - Destination Crenshaw
  - Vision Zero Crenshaw Safety Improvements
  - Metro NextGen Study
- Station Specific Plans/Projects
  - Expo/Crenshaw Station Joint Development Guidelines
  - Expo/Crenshaw Station Joint Development Project

The matrix below provides a brief snapshot of the plans and projects analyzed in this memo.

	Within 1/4 Mile of Rail Station	Includes ROW Improvements	Includes Streetscape Enhancements	Includes New Open Space	Includes New Development	Changes Circulation Patterns
West Adams - Baldwin Hills - Leimert Community Plan	✓					
Crenshaw Corridor Specific Plan	✓	✓	✓			
Crenshaw Blvd. Streetscape Plan	✓	✓	✓			✓
Prop 1C Improvements	✓		✓			
Crenshaw/LAX Transit Project	✓					✓
Destination Crenshaw		✓	✓	✓		✓
Vision Zero Crenshaw Safety Improvements	✓		✓			✓
Expo/Crenshaw Station Joint Development Project	✓		✓	✓	✓	✓
Expo/Crenshaw Station Joint Development Guidelines	✓					
Metro NextGen Study	✓					✓

2

Existing Plans & Projects

Citywide Plans

West Adams-Baldwin Hills-Leimert Community Plan
Crenshaw Corridor Specific Plan
Crenshaw Blvd Streetscape Plan

Completed

West Adams-Baldwin Hills-Leimert Community Plan (2012)

The West Adams-Baldwin Hills-Leimert Community Plan is an overarching document that was written with input from the community to guide future land use, urban design, and mobility improvements in the area. This Plan governs the entire 1/4-mile area surrounding the Exposition/Crenshaw transit station, but defers to the Crenshaw Corridor Specific Plan for plans regarding the area immediately surrounding the future Expo/Crenshaw station.

Crenshaw Corridor Specific Plan (2004, amended 2017)

The Crenshaw Corridor Specific Plan is a guiding document that specifies land use allowances along the Crenshaw Blvd. Corridor. For the purposes of this study, the Plan indicates that Crenshaw Blvd. from Victoria Ave. to Bronson Ave. and Exposition Blvd. from Victoria to 9th Avenue are a part of the "Subarea A" boundary (see image on the following page). This area is also classified as a Transit-Oriented Development Area, and has specific land use regulations that apply.

The Specific Plan lists land use allowances and defers to the Crenshaw Streetscape Plan for guidance on roadway recommendations.

Great Streets Challenge Grant (2017)

West Angeles CDC received a Great Streets Challenge Grant through the Great Streets Initiative. The grant provides support for community outreach to capture the community vision for enhancing public spaces around 54th St and Crenshaw Blvd through design, street furnishings, street trees, and public art.

Crenshaw Blvd Streetscape Plan (2016)

The Crenshaw Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd. between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts aim to establish "unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape elements that differentiate the corridor's many distinct neighborhoods."

The Streetscape Plan references the overarching Los Angeles Mobility 2035 Plan, which designates Crenshaw Blvd. as a Bicycle Enhanced Network and Bicycle Lane Network. The Plan recommends a bike lane to be added on Crenshaw Blvd. between 48th St. and 79th St., where it can be integrated without impacting the existing right-of-way or the lane configuration. The roadway between 48th St. to the north, however, cannot accommodate a bicycle facility without the reduction of either a travel lane

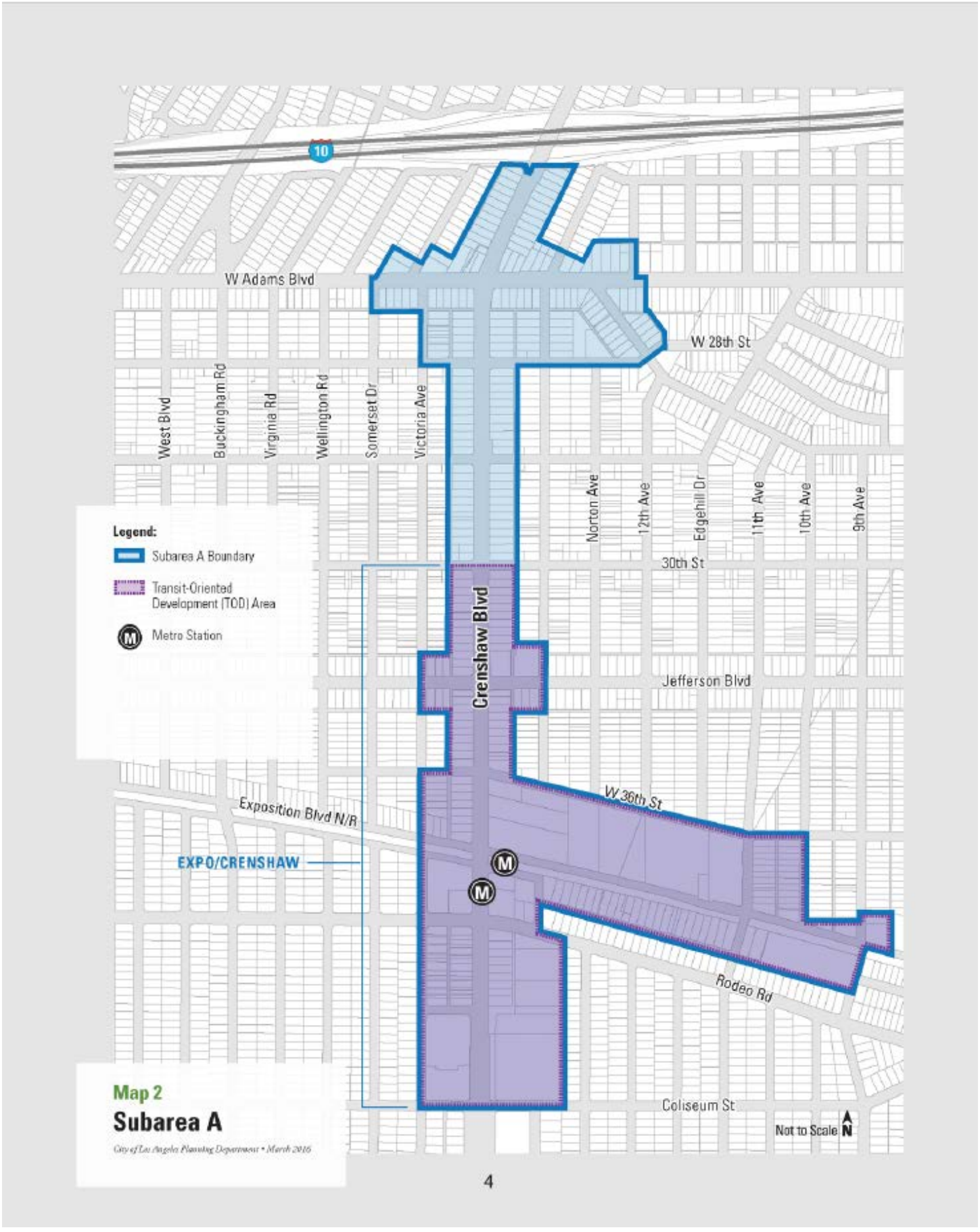


Diagram showcasing the boundaries of the Crenshaw Corridor Specific Plan

or parking lane. As such, the base Plan recommends a 'temporary' bike lane that would run along Degnan Blvd. (a parallel street that runs to the east of Crenshaw Blvd.) as an alternate north/south bicycle route.

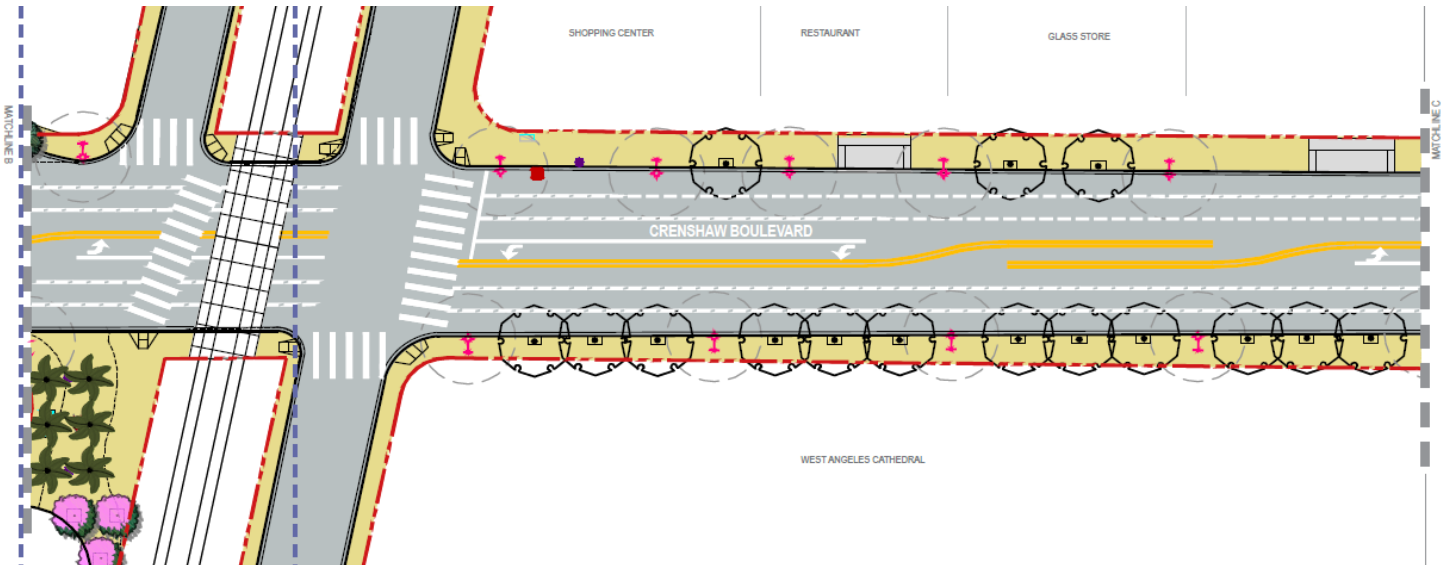
However, the narrative does indicate that during the community outreach conducted for the Plan, residents recommended additional changes to Crenshaw Blvd., north of 48th St. that would incorporate a protected bicycle lane. As a result of this desire, the City investigated the integration of a buffered bike lane with out-board bus islands (referred to as 'aspirational plans' (shown on the following page). This would require the conversion of the existing right-of-way from 6-lanes and a center turn lane to 2-lanes and center turn lane.

The community's request for these street changes should be considered for future first/last mile project recommendations, as a protected bike facility would provide safe connections for bicyclists accessing either of the two Metro stations, without jogging to the east onto Degnan Blvd.

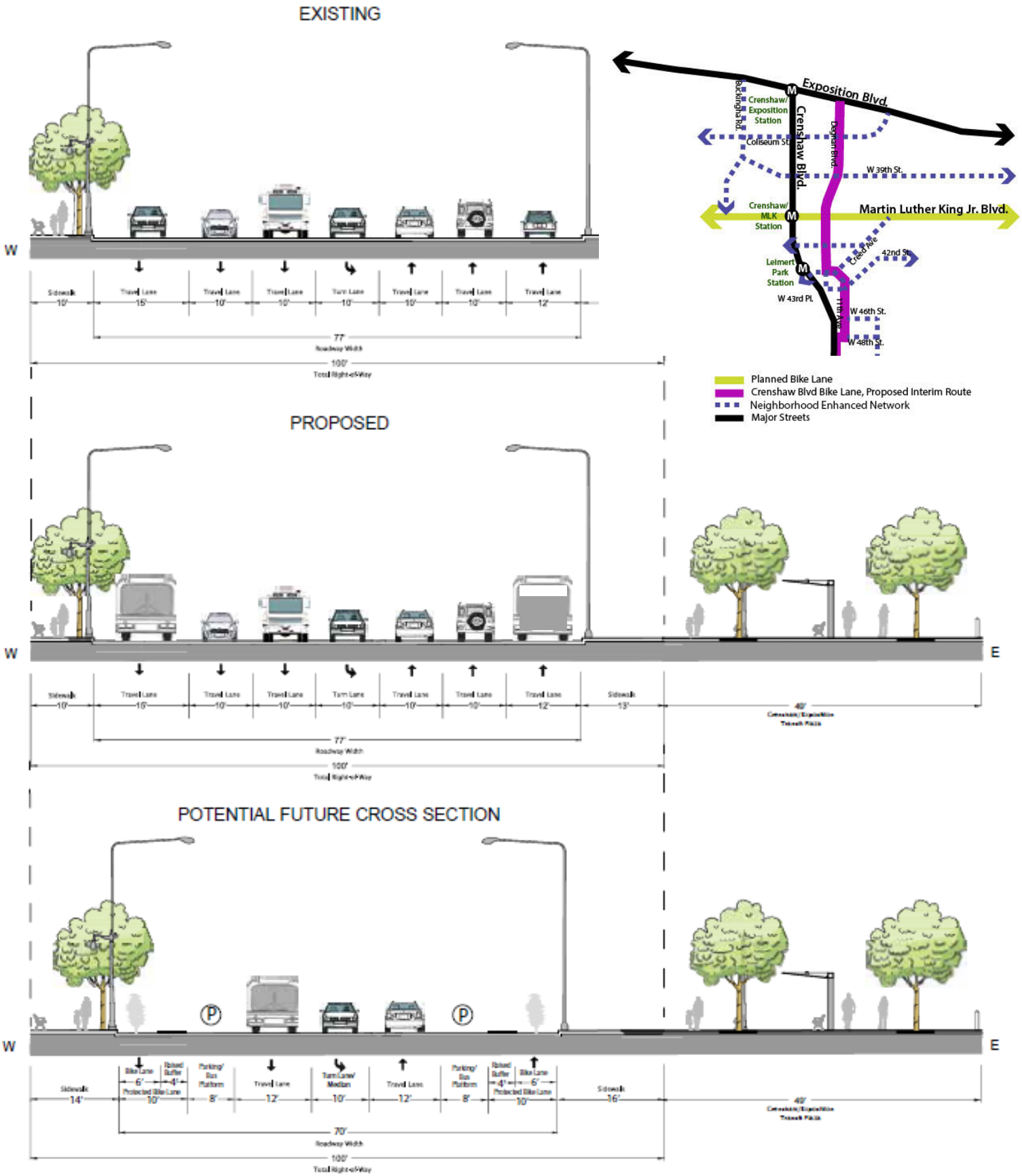
The Streetscape Plan also provides a series of improvements (some required, others suggested) that relate to streetscape characteristics. These include, but are not limited to: raised landscape medians, continental crosswalks, sidewalks with amenity zones, colored concrete, small curb radii, dual sidewalks, landscaping, and specific tree types.

First/Last Mile Implications

- The Crenshaw Streetscape Plan alludes to community support for a protected bicycle facility along Crenshaw Blvd., north of 48th St. Although significant right-of-way changes would need to occur to accommodate a protected bicycle lane, additional emphasis should be placed on investigating this option further to enhance multi-modal access.
- The collection of plans in this area indicates an activated community that must be involved in discussions for any multi-modal access improvements that are recommended as a part of this plan.
- The proposed protected bicycle facility in the 'aspirational plans' include outboard bus islands. Given the presence of the Crenshaw line and Metro's recasting of the bus network as part of the NextGen study, the street should be analyzed to understand if outboard bus platforms are needed in the context of the new transportation network.



Recommended plans for Crenshaw Blvd. The right-of-way recommendations do not include a bicycle lane in the base report. A protected bicycle lane is referenced as an 'aspirational plan'. A diagram of the potential right-of-way configuration for the protected bicycle lane proposal is shown on the following page.



Recommended and 'aspirational plans' for Crenshaw Blvd (above)

Map (top right) identifies the northern portion of the proposed 'interim' bicycle facility (in purple) that runs along Degnan Blvd. to avoid the right-of-way constraints on Crenshaw Blvd.

Prop 1C Improvements

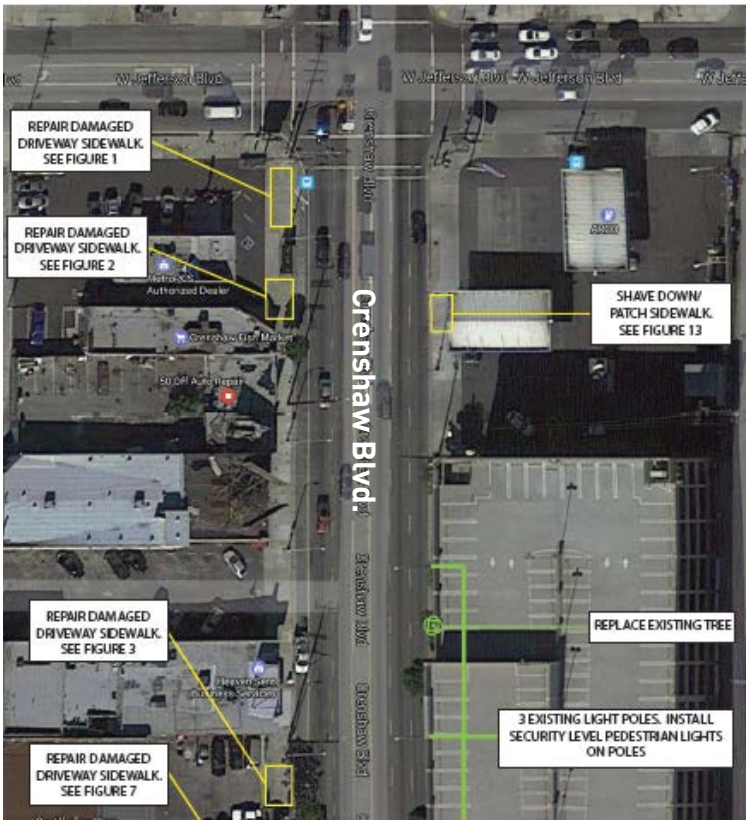
Ongoing

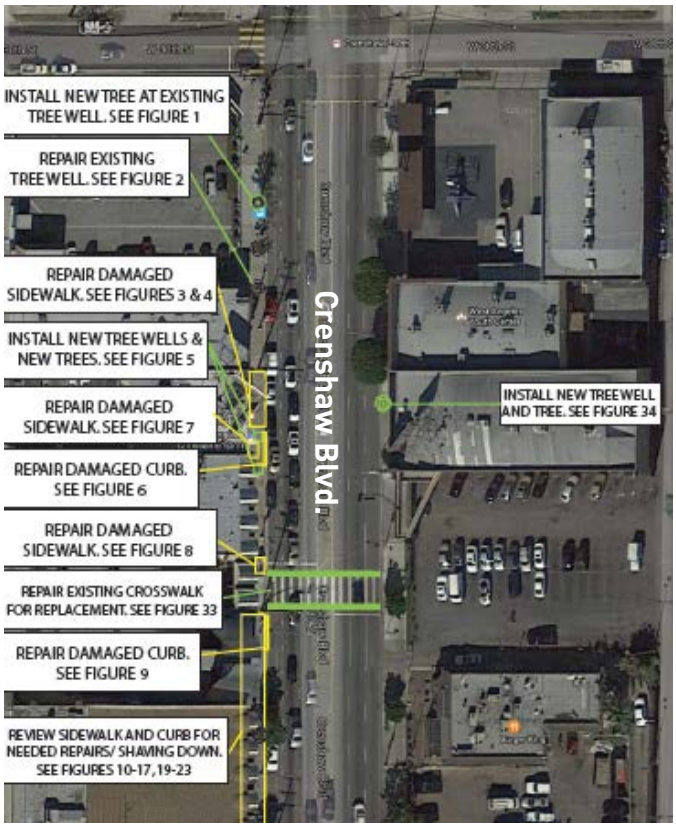
In 2009, a Prop 1C grant was awarded for the Crenshaw Mid-City Corridors Infill Infrastructure Project. The grant is managed by Mayor Garcetti's office and the LA Housing and Community Investment Department. The $14.6m grant includes improvements along Jefferson Blvd. and Crenshaw Blvd. Streetscape improvements include elements like:

- Repaired sidewalks, driveways, and treewell;
- Installation of new bus shelters
- Installation of new trees and tree wells
- Introduction of new ADA curb ramps and continental crosswalk legs
- Tree pruning

First/Last Mile Implications

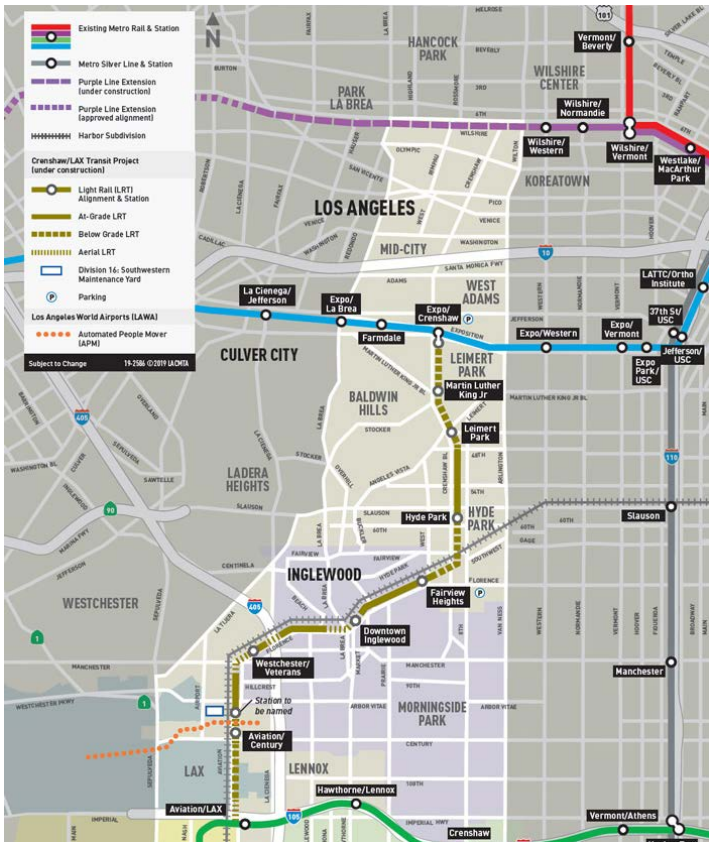
- The improvements included in the grant will upgrade existing sidewalks and crossings (and improve the first/last mile environment) but will not reconfigure the streetspace.
- Bike facilities are not included.
- New crosswalks introduced are Continental, however they are not shown to include bi-directional curb ramps.
- Improvements extend the full length of Crenshaw Blvd., from Exposition Blvd. to 30th St. They also include Jefferson Blvd, from 8th Ave. to Bronson Ave. (ends two blocks east of Crenshaw Blvd.).



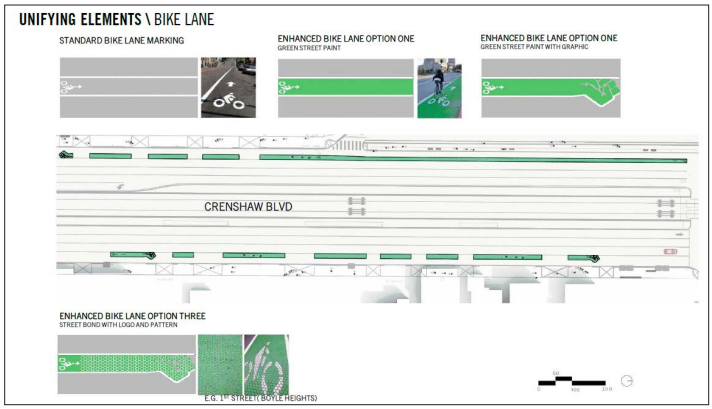


Diagrams from the Prop 1-C Overview Package
Crenshaw Blvd., south of Jefferson Blvd. (left) & Crenshaw Blvd., south of 30th St. (right)

[Other] Plans



Overview map of the Crenshaw/LAX Transit Project





Images from top to bottom: Crenshaw/LAX Transit Project map, bike lanes, and streetscape design language from Destination Crenshaw

Crenshaw/LAX Transit Project (Ongoing)

The Crenshaw/LAX Transit Project is the overarching impetus guiding this document. It will connect the existing Exposition Line to the Metro Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. Within the Expo/Crenshaw study area, streetscape and roadway improvements are proposed on Crenshaw Blvd from Rodeo Pl to Exposition Blvd. Relevant components include street vacations, bus turn outs, street trees, and enhanced pedestrian and transit facilities. A knock out panel will also be included on the west side of Crenshaw Blvd to allow for a future second station portal north of the existing gas station. The second portal would improve transit access allowing riders to enter and exit on both sides of Crenshaw Blvd. See the Ongoing Plans/Projects Proposed Improvements map at the end of this document.

Destination Crenshaw (Ongoing)

The Destination Crenshaw Plan outlines a design approach to create a unified Crenshaw Blvd. with different character nodes that span from 59th St. to Vernon Ave. Improvements recommended include Crenshaw Park, sidewalk improvements, crosswalk improvements, special district-inspired paving patterns, bike furniture, shade structures, and lighting. Although the project extents do not touch the 1/4-mile area surrounding the Exposition/Crenshaw station, there have been early discussions about the possibility of extending the design language further north, to the station area.

Crenshaw Blvd Safety Improvements, LADOT Vision Zero Priority Corridors (Ongoing)

Crenshaw Blvd. has been identified as a Vision Zero Priority Corridor by the High Injury Network. LADOT is installing safety improvements on 5.7 miles of Crenshaw Blvd., between 79th St and Pico Blvd., including leading pedestrian intervals, continental and ladder crosswalk upgrades, protected left turns, and more. Implementation of further improvements will be revisited once construction on the Crenshaw Line has ceased.

Metro NextGen (Ongoing)

The Metro NextGen Plan is an ongoing effort to redefine the Metro bus network. Engineers and planners are analyzing the current bus system, performance, ridership, and demand to understand transportation needs throughout the County. The changes recommended as a part of the NextGen Plan will directly influence improvements recommended as they relate to bus infrastructure in the public realm. At this time, draft plans have not yet been released, but will be consulted as information becomes available.

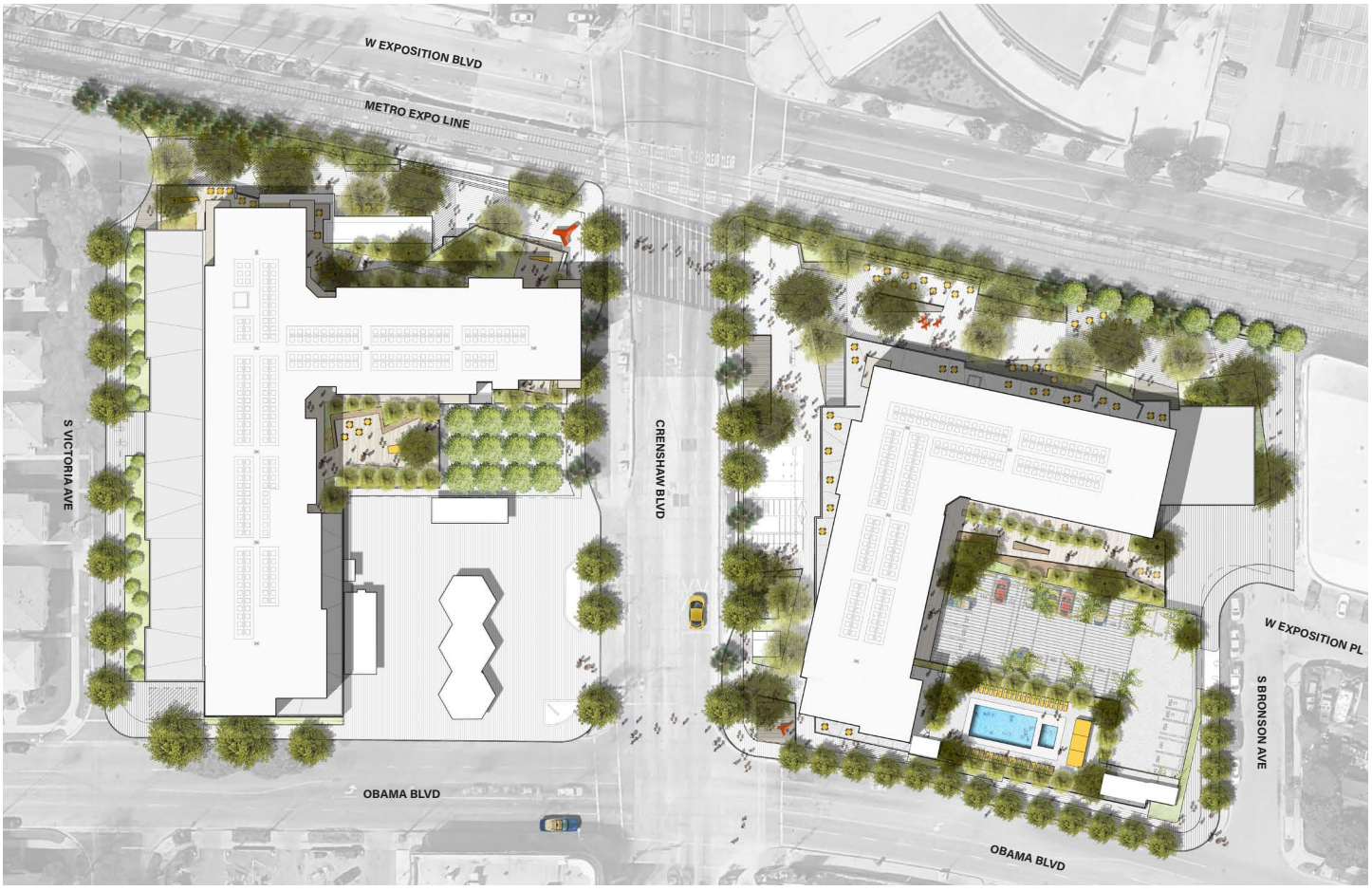
Expo/Crenshaw Joint Development & Expo/Crenshaw Joint Development Guidelines

Ongoing

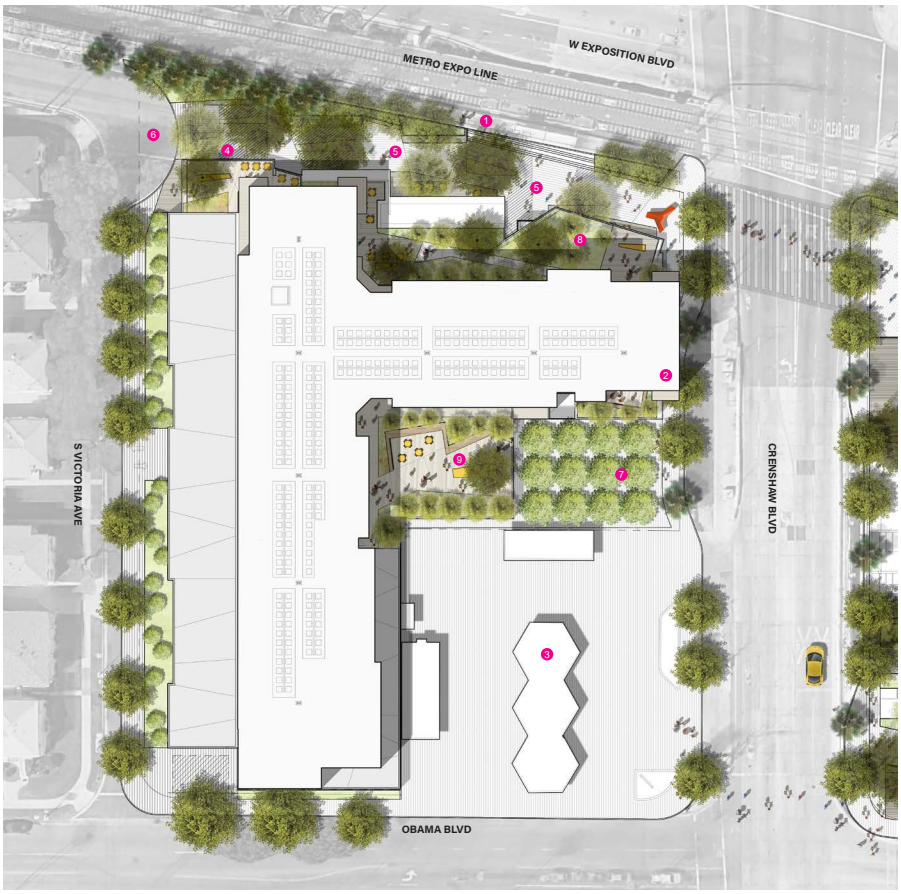
Expo/Crenshaw Joint Development Sites

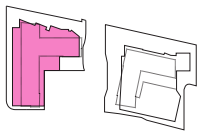
The Metro Joint Development sites are located south of Exposition Blvd., on either side of Crenshaw Blvd. (see illustrative plan below). The western site (Site A) is currently the LA County Probation Department Office, while the eastern site (Site B) is being used as a staging area for the Crenshaw/LAX light-rail project. The two sites will be transformed into two mixed-use, 7-story buildings that will include 400 housing units, 8,500 sq ft of retail space, 28,000 sq ft of retail space for a grocery store, and large public plazas.

The two joint development sites will provide a key connection for transit users who are transferring between the Expo Line and the Crenshaw Line. Transfers between the two transit lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd. and Exposition Blvd. intersection.



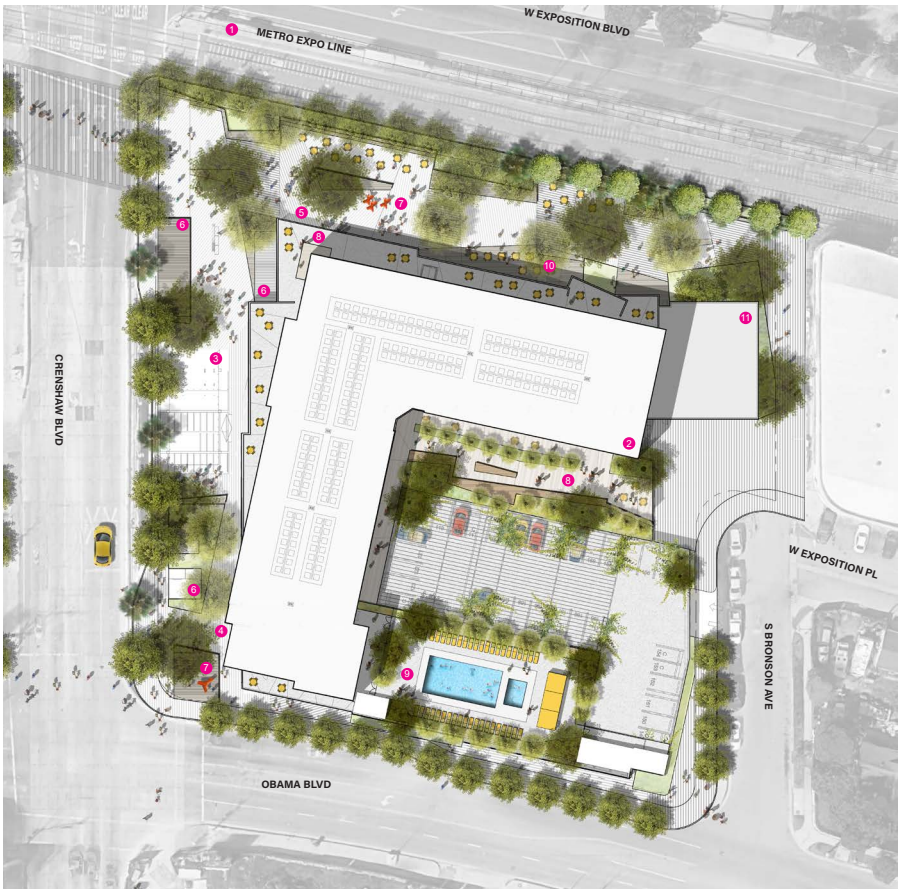
Joint Development Overview (from August 2019)

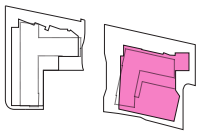




LEGEND

1. EXPO/CRENSHAW STATION
2. SITE A BUILDING
3. SHELL GAS STATION
4. RESIDENTIAL LOBBY
5. EXPO PARK PROMENADE
6. DROP OFF ZONE
7. BUS PLAZA
8. AMENITY DECK (L2)
9. AMENITY DECK (L3)





LEGEND

1. EXPO/CRENSHAW STATION
2. SITE B BUILDING
3. METRO PORTAL
4. RESIDENTIAL LOBBY
5. GROCERY PLAZA
6. METRO STRUCTURE
7. PUBLIC ART
8. AMENITY DECK L2
9. AMENITY DECK L3
10. OUTDOOR PATIO
11. SERVICE YARD (EXISTING)

The Crenshaw/LAX Transit Project has secured a street vacation north of Metro property (Site B) on Exposition Pl. between Crenshaw Blvd. and S. Bronson Ave. The developer is pursuing a street vacation north of the County property (Site A) on W. Exposition Blvd. between Crenshaw Blvd. and S. Victoria Ave. The vacation of these streets will allow for large 52' (north of Site B) and 39' (north of Site A) pedestrian plazas.

10 Metro ADA parking spots will be provided on site. Transit riders will also be able to utilize the West Angeles Cathedral parking structure which is located approximately one block north of Exposition Blvd. Quality access to and from this parking structure will be paramount to ensure the safety of transit riders accessing both stations.

To generate the latest development design concepts, several public meetings have been held with local residents regarding the future sites. According to the Watt Companies survey, when comments pertained to mobility and access, 78% of community members requested pedestrian enhancements and 49% requested"last mile" improvements in the area.

Expo/Crenshaw Joint Development Guidelines

The Metro Joint Development program provides background for and contextualizes the Expo/Crenshaw Joint Development sites. The document describes the conditions of the surrounding community as mostly low-scale residential with some commercial establishments along Crenshaw Blvd. and Exposition Blvd.

The Guidelines indicate that the combination of the two Metro stations will provide access to a total of 480,000 jobs in the region - connecting riders to Downtown Los Angeles, Santa Monica, and the LAX area.

To generate the Expo/Crenshaw Joint Development Guidelines, Metro held several community workshops from 2015 - 2016. Community members advocated for the following goals:

- Realize a culturally distinct and iconic gateway destination that serves residents and attracts visitors;
- Create a village experience that is a walkable and safe community place with green and open space;
- Incorporate high-quality and local-serving uses including retail, sit-down restaurants, and a neighborhood grocery store;
- Develop a range of housing types affordable to existing residents including seniors and families;
- Foster community job growth and opportunity during and after development;
- Offer sufficient parking for commuters and minimize parking impacts on surrounding communities; and
- Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.

Beyond land use guidelines that include provisions for setbacks, height allowances, project orientation, and scale, the document defers to the City of Los Angeles Crenshaw Boulevard Streetscape Plan for Guidance regarding roadway and streetscape transformations (see citywide plans).

First/Last Mile Implications

- A large pedestrian plaza on the north side of Sites A and B will create ample gathering space for transit riders accessing both the Expo Line and the Crenshaw line.
- Access to/from the Metro shared parking with West Angeles Cathedral will be critical. High visibility crosswalks, leading pedestrian intervals, and tight curb radii will need to be maintained along Crenshaw Blvd. and Exposition Blvd. to ensure safe access across the street.
- As this station will serve as the current terminus of the Crenshaw line (although the line will extend to the north in future years), design concepts should take into account Metro's Transfer Design Guidelines and toolkit of improvements to create intuitive transfers for riders.

3

Mapping & Analysis

Opportunities & Constraints

This section analyzes the existing and proposed conditions within the 1/4 mile study area. The first diagram presents an overview of opportunities and constraints, which summarizes some of the main takeaways about the walking and biking environment. The following diagrams showcase the existing conditions in the study area, including: community destinations, the transit network, safety conditions, pedestrian amenities, street conditions, and the bicycle network. The final diagram shows ongoing plans, projects, and proposed improvements.

Selected Takeaways

Opportunities and Constraints

- There are little to no pedestrian and bicycle amenities on the streets in the area, such as trees, street furniture, bike racks, sidewalk lights, bike lanes, etc.
- East/west streets are barriers to north/south movement for people walking and biking because of limited street crossings along their lengths.
- Wide streets encourage speeding and downgrade the experience for people walking and biking.
- Connections across the Expo rail tracks are limited.

Community Destinations

- Destinations in the area are concentrated along Crenshaw Blvd. and secondarily along Jefferson Blvd.
- Large retail destinations in the area include the big box centers at Coliseum St. and Crenshaw Blvd.
- The West Angeles Cathedral is a major community destination at the center of the study area.

Transit Network

- Both Crenshaw Blvd. and Jefferson Blvd. carry bus lines, including both Metro and DASH service. The corner of Crenshaw Blvd. and Jefferson Blvd. has a cluster of bus stops.
- The two intersecting rail lines are a major asset for people walking, biking, and taking alternative forms of transportation.

Safety

- Both Crenshaw Blvd. and Jefferson Blvd. contain high number of collisions.
- In the study area, the corners of Jefferson Blvd. with Buckingham Rd., Crenshaw Blvd., and 11th Ave., along with the intersections of Crenshaw Blvd. with Obama Blvd., Coliseum St., and Exposition Blvd. show the highest rates of collisions between 2012-2016.
- Higher speed limits on major streets provide an unsafe and uncomfortable experience for people walking and biking.

Pedestrian Amenities

- Pedestrian amenities are limited in the study area with limited to no tree cover, limited crosswalks, missing bus stop amenities, and uni-directional (rather than bi-directional) curb ramps.
- Sidewalk quality ranges from average to extremely poor.

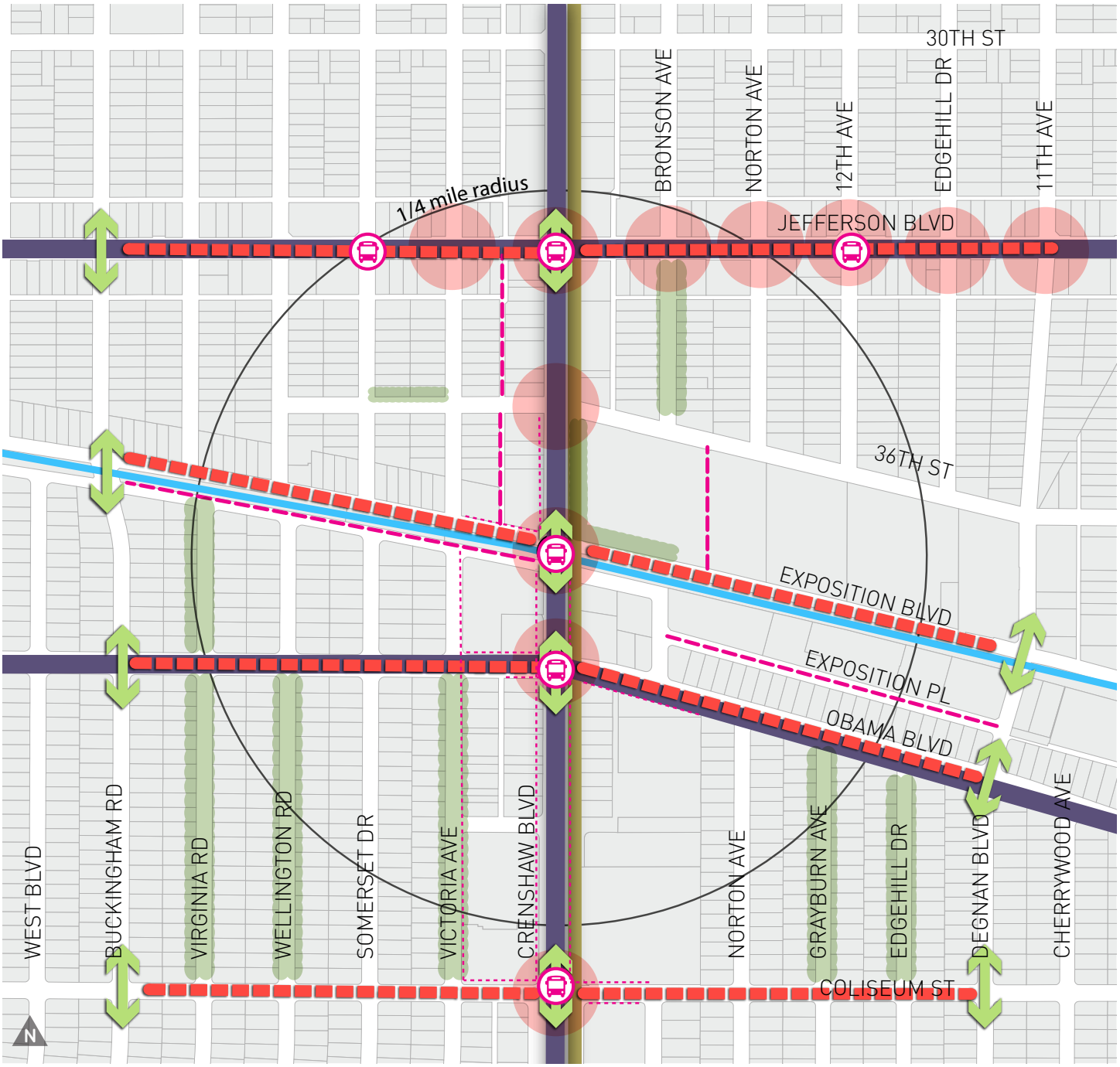
Street Conditions

- The streets in the area prioritize east-west vehicular movement.
- All east/west streets are 40ft and above in curb-to-curb width and have limited north/south crossings.
- Many streets have poor roadway quality because of paving issues.
- Signalized intersections are located along the major streets.

Bicycle Network

- Exposition Blvd., is one of the only streets in the study area, which has bicycle lanes. These lanes, however, are narrow at 4ft wide and are not buffered from traffic.
- There are two main proposed bicycle facilities in the study area: bike lanes on Jefferson Blvd. and Crenshaw Blvd. All other proposed facilities are sharrows.

Opportunities & Constraints



Existing signalized crossings are critical in providing safe crossings across E/W thoroughfares. Shade and good tree canopy is present in some residential streets. E/W streets around the station are barriers to N/S movement with over 1,300' between crossings. Wide street widths along arterials promote high vehicular speeds and an unpleasant pedestrian environment. High collisions occur on arterial streets of Crenshaw Blvd. and Jefferson Blvd. The transit environment around the station is consistently poor with little to no amenities. There are potential cut-through routes through alleyways and low vehicular streets such as Exposition Pl. A new cut-through through the West Angeles Cathedral parking lot could provided improved access to residential areas to the north. Pedestrian frontage improvements have also been identified at commercial areas with blank facades or strip mall character.

Strengths

- Signalized Crossings that permits north-south pedestrian movement
- Adequate Shade

Opportunities

- Potential Cut-through
- Pedestrian Frontage Improvements
- Poor Transit Environment

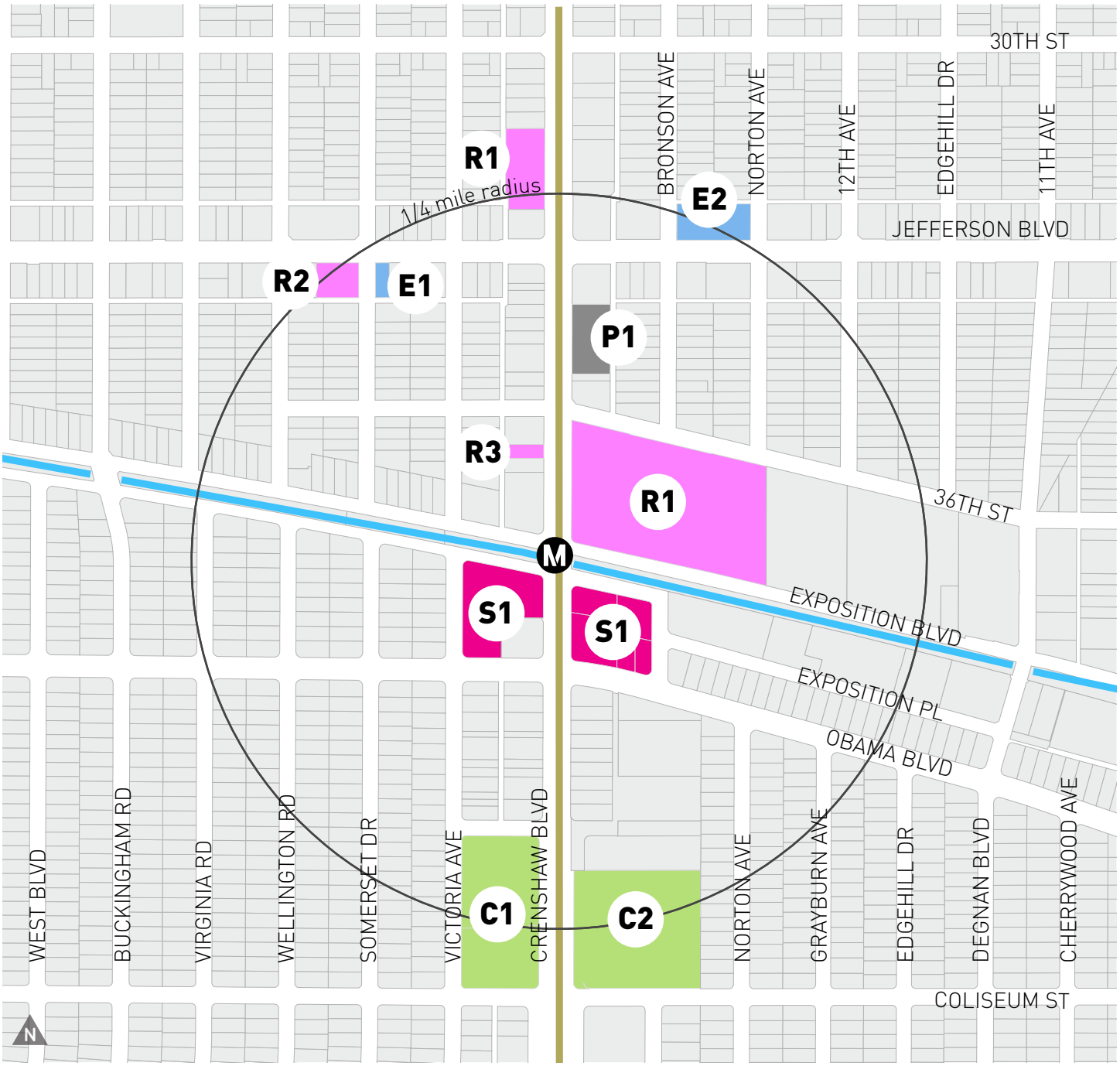
Constraints

- Barriers to North-South Movement
- Wide Right-of-Way
- High Collision Intersections

Other

- Metro Expo Line
- Metro Crenshaw/LAX Line

Community Destinations



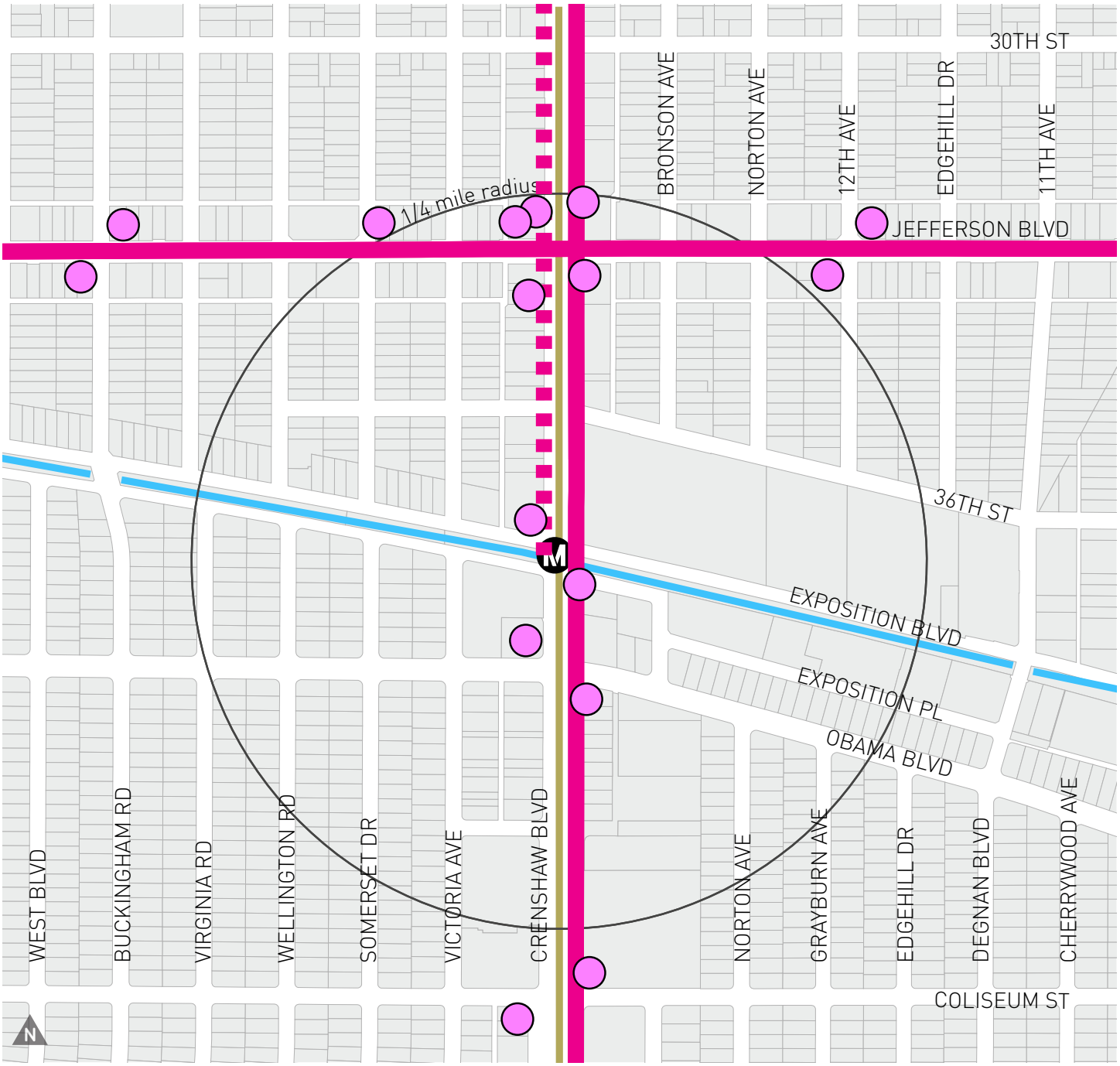
S1 Joint Development Sites
R1 West Angeles Cathedral
R2 Hope Memorial Lutheran Church
R3 Masjid Abu Bakr As Siddiq (Mosque)
E1 Head Start At Hope Memorial
E2 Celerity Nascent Charter School
C1 Commercial Center (CVS, Auto Club, RAC, etc.)
C2 Commercial Center (Walgreens, Big 5, etc.)
P1 Parking Structure

Metro Expo Line
Metro Crenshaw LAX Line



The West Angeles Cathedral is a major destination adjacent to the station.

Transit Network



Bus Lines & Stops
Lines 210, 710, 740, 35/38;
DASH Midtown, DASH Crenshaw

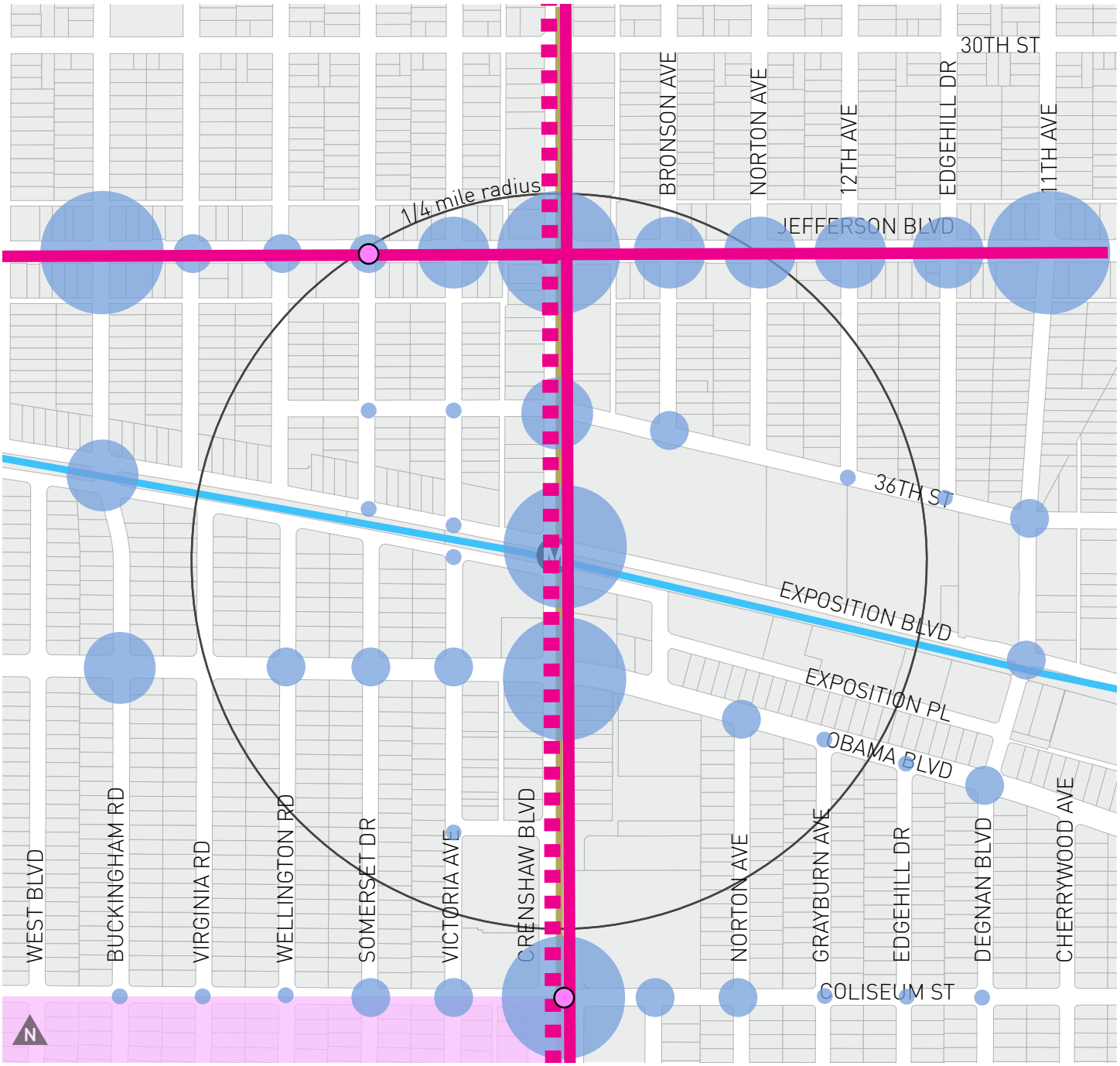
City of LA Mobility Plan Transit Enhanced Network

Metro Expo Line

Metro Crenshaw LAX Line

Both local and Rapid Metro bus routes travel along the two main streets within the study area: Crenshaw Blvd. and Jefferson Blvd. Metro's Rapid Line 740 connects south past the Green Line, through Inglewood, Lennox, Lawndale, and to Redondo Beach. The 710 Rapid travels up to Wilshire/Western and down to Redondo Beach as well. This bus follows a similar route to the 210 Local, however this bus also extends up past Wilshire/Western to Hollywood/Vine. The 35/28 travels east/west from the area near USC to La Cienega/Jefferson and Culver City. Most bus stops in the area are missing simple amenities like benches and shelters for people waiting.

Safety



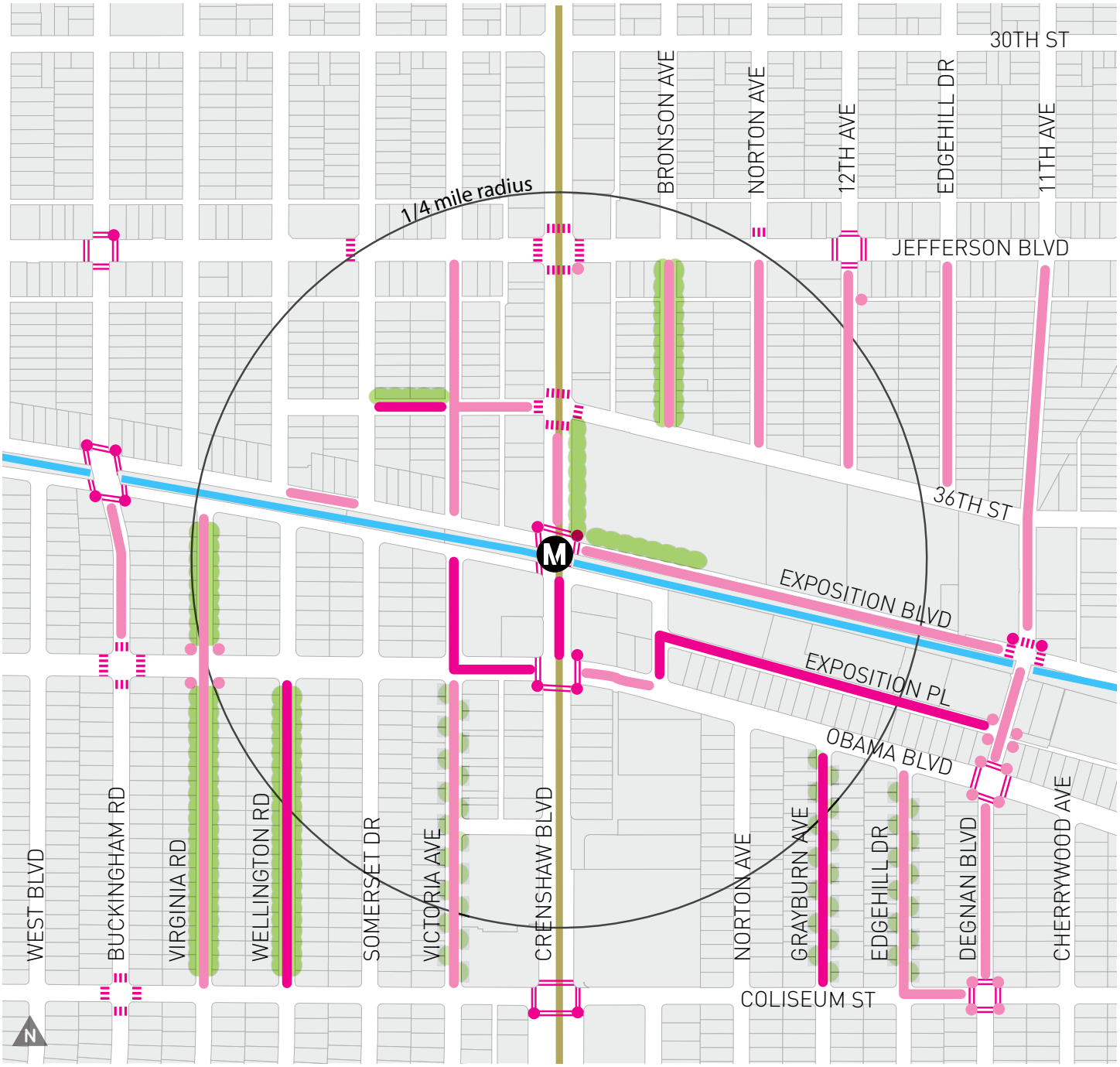
City of LA High Injury Network
Pedestrian Fatality (2012-2016)
11-25 Collisions (2012-2016)
5-10 Collisions (2012-2016)
2-4 Collisions (2012-2016)
1 Collision (2012-2016)
Crenshaw Blvd Safety Improvement Project
Baldwin Hills Senior Zone Project

Metro Expo Line
Metro Crenshaw LAX Line

The majority of collisions in the area between 2012-2016 were located on Jefferson Blvd. and Crenshaw Blvd., with the two most dangerous intersections being Jefferson/ Crenshaw (25 collisions) and Crenshaw/Obama (13 collisions). As expected, collisions are more prevalent in locations where there are higher posted speed limits.

Crenshaw Blvd	*35 mph*	*Obama Blvd*	*40 mph*
Jefferson Blvd	*35 mph*	*Coliseum St*	*30 mph*
Exposition Blvd	*35 mph*		

Pedestrian Amenities



The pedestrian conditions surrounding the station are average to poor. Long blocks are accompanied by little to no tree cover. Sidewalks are in various states of repair; many of the blocks that offer shade also have sidewalks that suffer from root intrusion. Standard curb ramps exist at the majority of intersections. In some instances ramps may be missing, or they have been enhanced to bi-directional ramps. Crosswalks are infrequent, particularly along Coliseum St. and Obama Blvd., and restrict NS movement.

Curb Ramps

Unless noted, standard curb ramps exist at all other intersections.

- Missing or damaged
- Bi-directional ramps

Crosswalks

- Standard crosswalk
- Continental crosswalk

Other

- Metro Crenshaw LAX Line
- Metro Expo Line

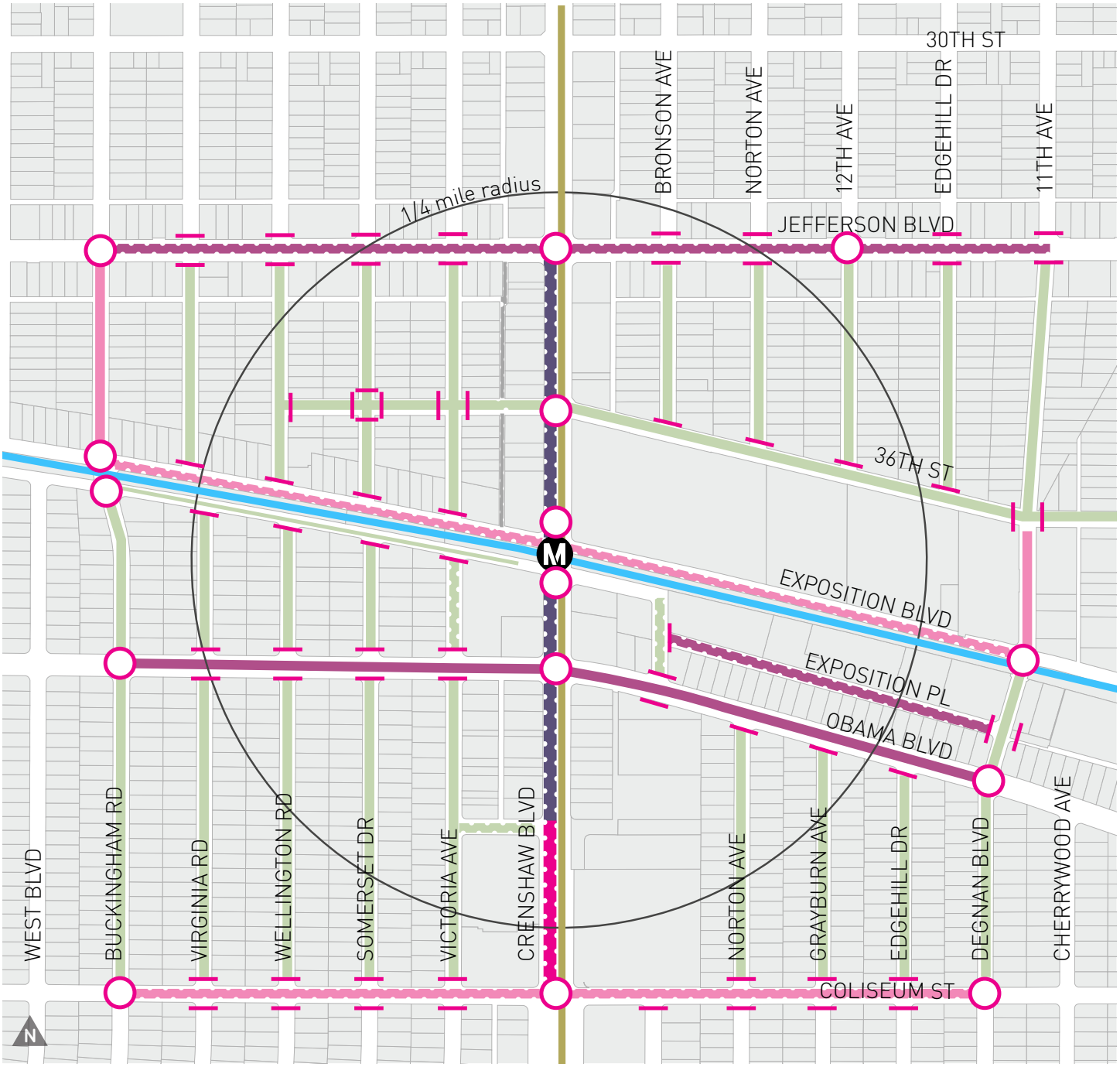
Sidewalk Quality

- Poor (*lifted slabs, cracked*)
- Extremely poor (*severe root intrusion, difficult to navigate*)

Tree Cover

- Dense tree cover
- Sporadic tree cover

Street Conditions



The street network in the area prioritizes east-west movement. All east-west streets are 40' and above, except for 36th St. Stop controls are also mainly north-south, further facilitating east-west movement. Because of the at-grade Expo Light Rail Line, Exposition Blvd. acts as a physical barrier for north-south movements. North-south crossings on Exposition Blvd. occur at Buckingham Rd., Crenshaw Blvd., and Degnan Blvd. Crenshaw Blvd. is the widest street at 70'-75' and increases to 95' south of Rodeo Pl. The major thoroughfares near the station have poor roadway quality with visible cracks and rough texture. Alleys also have observed poor roadway conditions.

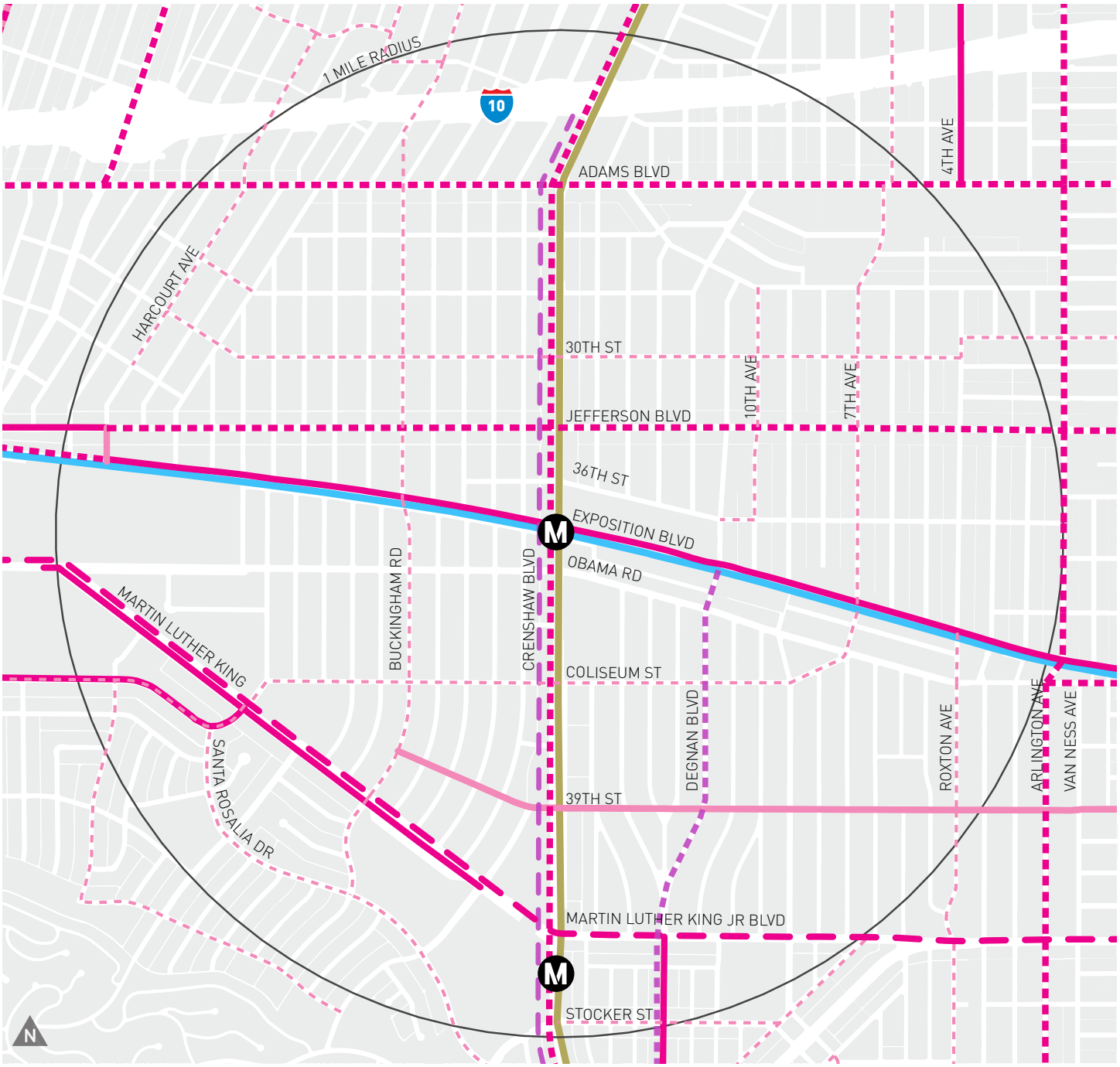
Intersection Stop Control

- Signalized intersection
- Four way stop
- North/south stop signs
- East/west stop signs
- Metro Expo Line
- Metro Crenshaw LAX Line

Roadway Width

- 30'-35'
- 40'
- 55'
- 70'-75'
- 95'
- Poor roadway quality

Bicycle Network



Existing bike lanes on Exposition Blvd. are narrow (4 ft), placed along the curb edge, and immediately adjacent to vehicular lanes (without a buffer). The lanes are located partially in the concrete gutter, creating a less-than-friendly experience for people riding bikes. City-proposed bike facilities include a bike lane along Crenshaw Blvd. and Jefferson Blvd. Coliseum St. and 30th St are city proposed bike-friendly streets. The Crenshaw Blvd. Streetscape Plan proposed an Aspirational protected bicycle lane on Crenshaw Blvd., with an Interim Bike Lane on Degnan Blvd.

Proposed Bike Facilities

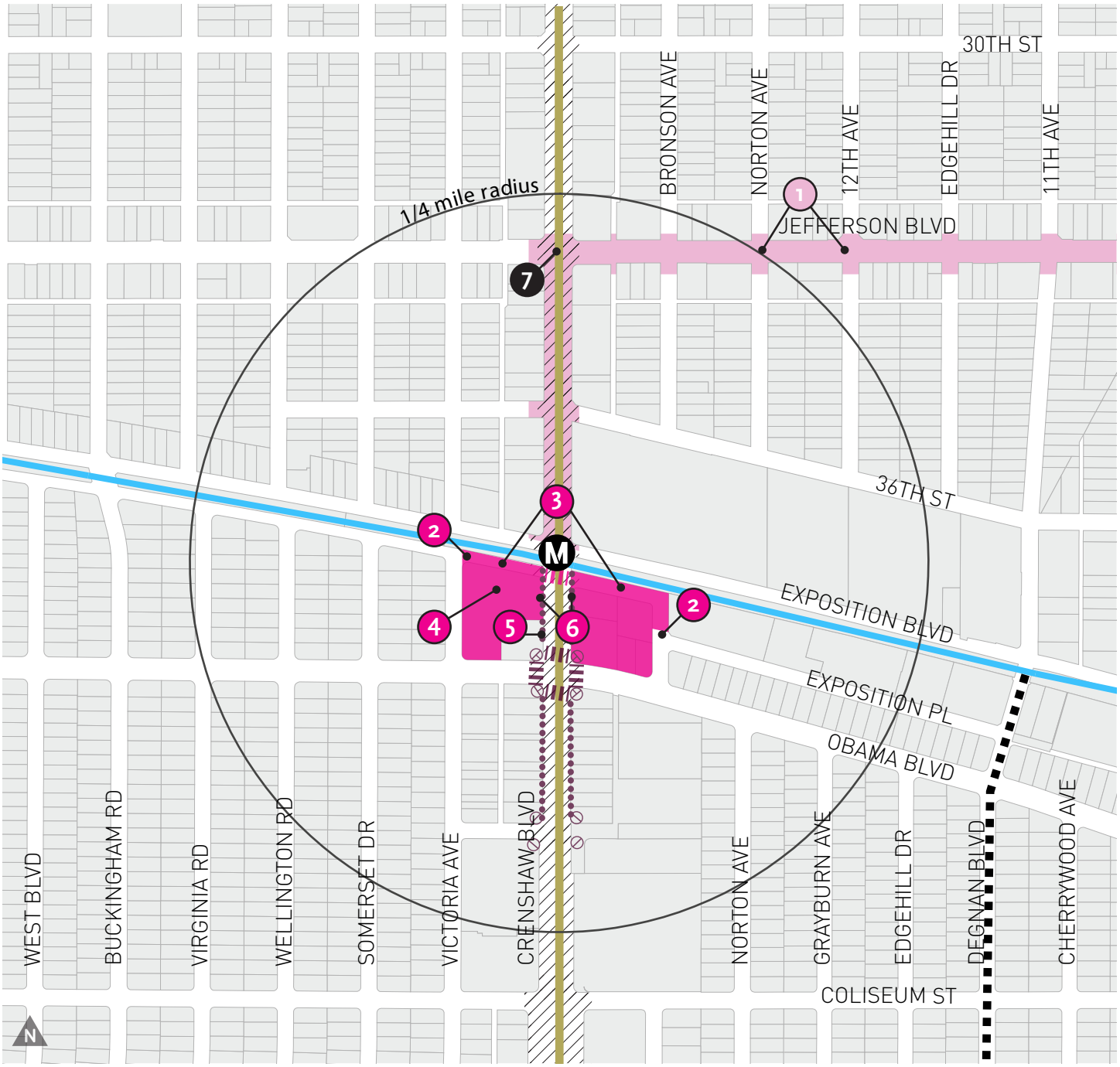
LA City Mobility Plan
- Class II Bike Lane
- Class III Bike Blvd
- Class IV Protected

Crenshaw Blvd Streetscape Plan
- Interim Bike Lane
- Aspirational Protected Bicycle Lane

Existing Bike Facilities
- Class II Bike Lane
- Class III Sharrow

Other
- Metro Expo Line
- Metro Crenshaw LAX Line

Ongoing Plans/Projects Proposed Improvements



Improvements (by project)

Metro JD Project
Improvements include bike racks, electric vehicle charging stations and ADA parking stalls.

- Continental crosswalk
- 2 Vehicle drop-off zone
- 3 Street vacation
- 4 Bike hub
- 5 Knock out panel
- 6 Bus turnouts

Crenshaw/LAX Transit Project

- Continental crosswalk
- Street trees, landscaping, street lighting
- Curb ramp
- Dual curb ramp

Prop 1C Improvements
Improvements include infill street trees, pedestrian lighting, sidewalk repairs and updated curb ramps.

- 1 Continental crosswalks

Crenshaw Streetscape Plan
Improvements include infill street trees, pedestrian and cobrahead lights, updated curb ramps and updated bus shelters.

- Degnan Blvd. Temporary Bike Lane *(Crenshaw Blvd Streetscape Plan)*
- 7 Protected left turn signal *(Crenshaw Blvd Safety Project)*
- Metro Expo Line
- Metro Crenshaw LAX Line

Appendix D

Community Voices
EXPO/CRENSHAW STAKEHOLDER MEETINGS SUMMARY

Overview

28
COMMUNITY MEMBERS

12
YOUTH GROUP MEMBERS

7
NEIGHBORHOOD AFFILIATES

9
BIKE & PEDESTRIAN ADVOCATES

Metro

CONTEXT

As part of the Expo/Crenshaw First/Last Mile Strategic Plan, 28 community members participated in three small-group conversations with the design and planning team, during the winter of 2019. All three meetings were held within the study area and included conversations with:

- A local Youth Group (held on November 14, 2019, at the West Angeles Youth Center, 3010 Crenshaw Blvd)
- Neighborhood Representatives from local Neighborhood Councils and an HOA (December 9, 2019, Crenshaw/LAX Project Office, 3699 Crenshaw Blvd)
- Bicycle and pedestrian advocates (December 17, 2019, Crenshaw/LAX Project Office)

The goals of the meetings were to introduce the First/Last Mile visioning project to community members and gather feedback about issue areas, priorities, and ideas for public realm improvement within the study area, which includes a 1/4 mile around the new Expo/Crenshaw station.

CONVERSATION STRUCTURE

Each meeting began with a brief presentation about the project. The design and planning team defined the 'First/Last Mile' and provided examples of issues and opportunities for First/Last Mile improvement, as food for thought. Following the presentation, the group gathered around large format maps to discuss their thoughts. Key feedback from these conversations is summarized in the next section and individual comments received are illustrated on the two maps that follow.

KEY FEEDBACK

Conversations focused almost exclusively on ways to improve the walking and bicycling environment around the station. The need to preserve parking was only mentioned twice during the three meetings and none of the comments recorded included ideas for widening vehicular lanes or increasing vehicular access (beside drop off areas and car share at the station), although several participants did note the traffic congestion that exists in the areas, especially during rush hour. Several participants urged the design and planning team to 'think big' and consider street improvements that would drastically improve conditions for people walking and biking, for example adding cycle tracks, transforming streets into Complete Streets, and adding consistent landscaping and an undulating planted parkway along entire stretches of streets.

The large majority of people emphasized the need for more pleasant and human-friendly streets, especially in terms of

KEY FEEDBACK

1 Think big! In general, prioritize the safety and comfort of people walking and biking.

2 Crenshaw and Expo are the streets most in need of an overhaul for people walking and biking.

3 Shade, lighting, enhanced crossings, and improved bicycle facilities are some of the biggest needs study area-wide.

more trees and shade, sidewalk lighting for pedestrian safety at night, calming speeding cars, and general beautification along the streets.

Many people suggested adding in bicycle lanes, especially those that are buffered or protected, noting the inadequate and unsafe conditions for people who are riding their bikes on many of the streets with the study area.

Generally speaking, wayfinding signage was recommended for the full study area, especially around key decision-making points, for example adjacent to the Metro parking garage or at the Crenshaw and Exposition intersection.

PROBLEM & IMPROVEMENT AREAS

Commentary focused on both identifying problem areas and areas were improvements should be located. Crenshaw Blvd, Exposition Blvd, & Obama Blvd rose to the top as "Problem Areas." Conversely Crenshaw Blvd and Exposition Blvd were corridors where participants recommended the most improvements.

Crenshaw Blvd, especially the segment north of Exposition Blvd, was identified almost exclusively as the top improvement area. Recommendations along Crenshaw Blvd included a full suite of changes: pedestrian lighting, a cycle track, landscaping and trees, enhanced crossings, traffic calming, bus stop enhancements (including real time signage, wifi, security call boxes, touch screen kiosks, and other technology), widened sidewalks, and cool pavement. Some people also recommended adding corner bulb-outs to make it easier to cross Crenshaw Blvd. Community members referenced the *Crenshaw Blvd Streetscape Plan* and would like to see the Plan's recommendations implemented within the study area.

Exposition Blvd was also brought up in every group as a priority street for improvements, including new pedestrian lighting, widened sidewalks, enhanced crossings with Leading Pedestrian Intervals, and introduction of a cycle track. Many people noted the inadequate condition of the bike lane on Exposition Blvd because of its width, proximity to vehicles, and location partially within the gutter.

Obama Blvd was identified as needing traffic calming, corner bulb-outs, pedestrian lighting, and enhanced crossings. Many of the intersections on the street do not have marked crosswalks.

Key streets recommended for bicycle connections included Crenshaw Blvd (protected facility), Exposition Blvd (protected facility), Jefferson Blvd (bike lane continuation), Coliseum St (bike lane), Norton Ave (Greenway), and Degnan Blvd (unspecified). As mentioned previously, safety for bicycles was a major topic of conversation. Some of the youth who regularly bicycle and ride their skateboards pointed out that it is much more pleasant to ride along side neighborhood streets, than along Crenshaw Blvd, Exposition Blvd, or Obama Blvd due to speeding traffic and noise. Coliseum St was generally preferred over Obama Blvd for an enhanced bicycle connection, due to the speed of traffic, character of the street, and regional connectivity.

Public art was brought up both in terms of its beautification potential and its potential to help calm traffic, when applied in crosswalks.

Amenities for seniors and children were also brought up; participants stressed the need to make the streets comfortable for all ages and abilities.

Several creative ideas were brought up that represented out of the box thinking, including:

- Transforming Exposition Pl into a Shared Street (or Woonerf) with permeable paving, new landscaping, seating areas, and bicycle-friendly conditions. The Annenberg Paseo in South LA was brought up as a precedent for the street.
- Improvements to the Exposition Blvd bicycle lane, including introduction of a cycle track, one or two way, which could potentially use some of the landscaped portion of the Metro rail right-of-way
- Transformation of Exposition Blvd into a Complete Street
- Introduction of technology such as wifi-enabled bus stops and touch-screen kiosks to make the First/Last Mile experience more seamless
- Transforming unused space along streets (for example on Crenshaw Blvd) into parklets or mini parks
- Adding neighborhood-scaled traffic circles in residential areas, for example along Coliseum St.

DESCRIPTIVE MAPS

The next pages present comments received from the three meetings, including both problem areas and improvement ideas. Notes are included at the top, when further description is needed.

Problem Areas

Notes

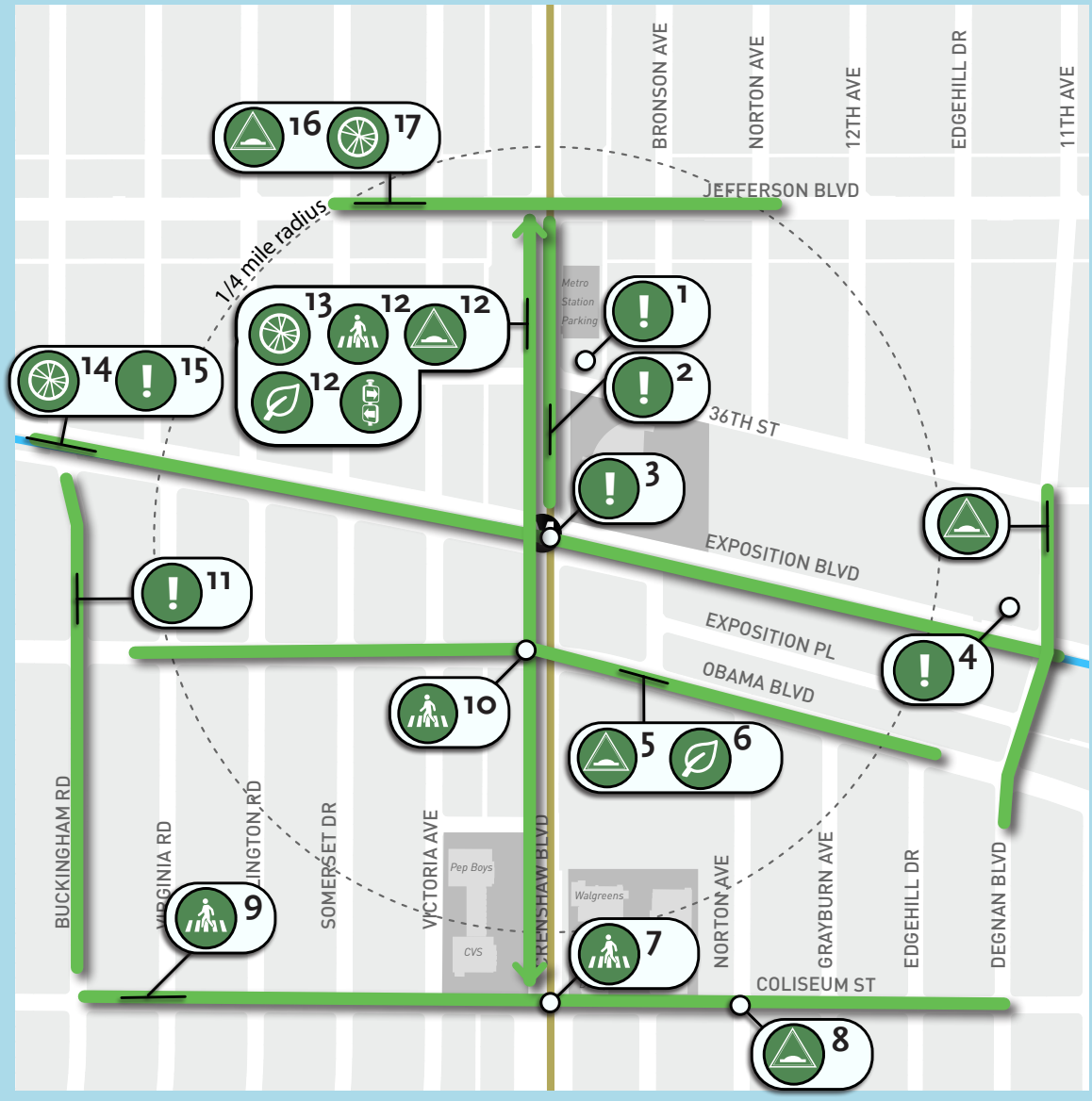
1. Blighted parcel can feel unsafe
2. Critical street segment in need of attention. Not pleasant to walk (or bike) here (Jefferson Blvd to Expo Blvd).
3. Traffic backups here often. In this area also consider pick up/drop off areas, car share access, and bus transfer ease and safety.
4. New development in the area will need connection to Metro stations
5. Lots of cut-through traffic
6. No shade
7. Difficult crossing
8. Many collisions occur here
9. Visibility is limited and therefore it is hard to cross the street
10. Problem intersection
11. Often congested
12. Generally busy, loud, lacking shade, and needs better crossings
13. Poor bike connectivity
14. Biking environment is not friendly (narrow lane, partly within the gutter, without buffer)
15. Crossing Exposition north/south is difficult and is an obstacle to pedestrian and bicycle movement
16. Traffic moves way too fast
17. Bike lane stops / does not continue

Safety Issues

- Missing or Inadequate Crosswalk
- Fast Traffic

Comfort Issues

- No Shade or Greenery
- Lacking Wayfinding
- Lacking Appropriate Bicycle Facility
- Other



Community-Identified Problem Area Map

Improvement Ideas

Notes

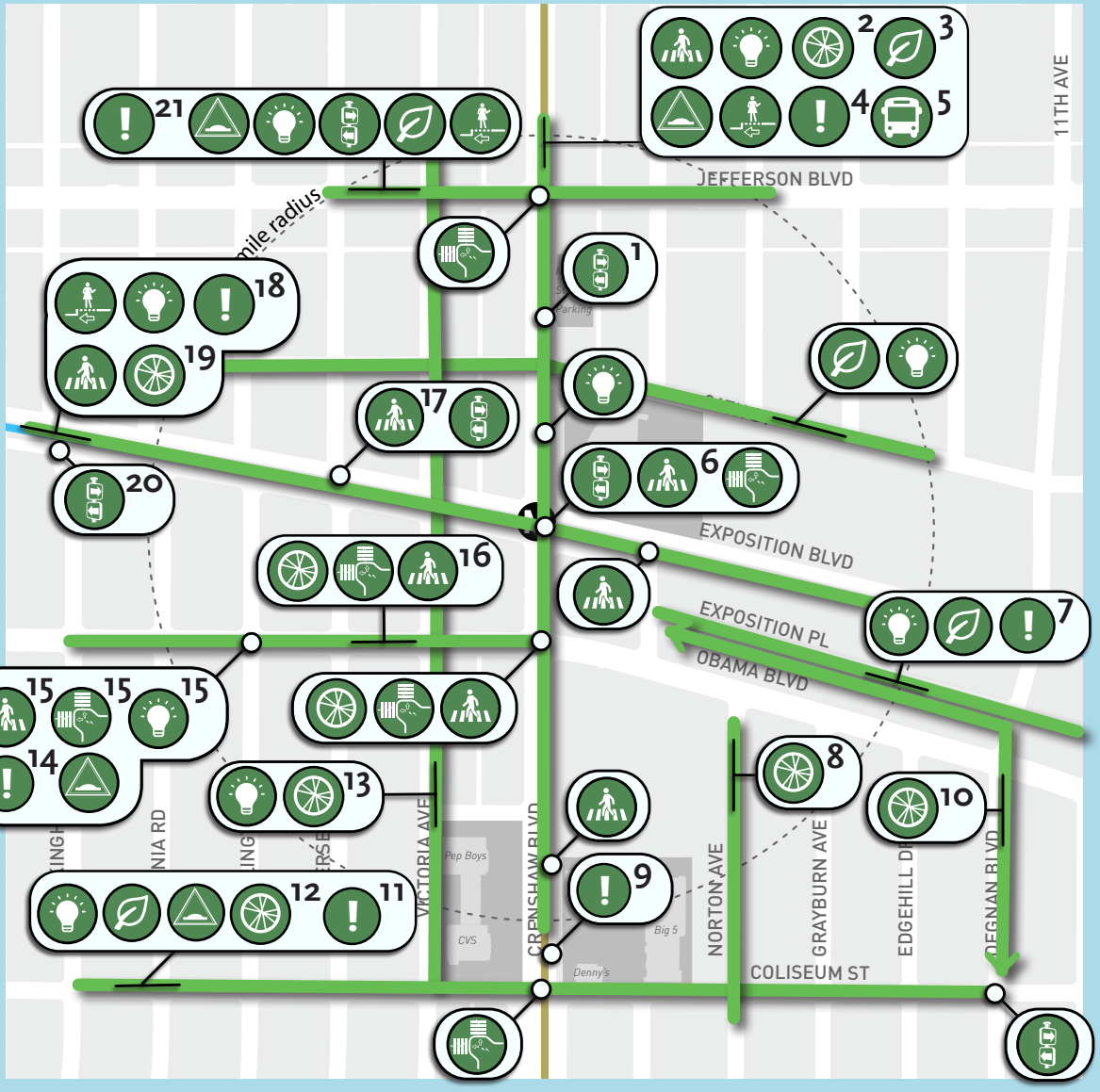
1. Add wayfinding - parking garage to station
2. Cycle track
3. Incorporate trees, landscaping, & bioswales
4. Be sure to coordinate with Destination Crenshaw. Also consider cool pavement.
5. Technology at bus stops (e.g. real time, etc.)
6. Scramble crosswalk
7. Permeably paved, shared-street (Woonerf) - See South LA Annenberg Paseo as referenced precedent
8. Sharrow
9. Unused space here could be used for parklets or public space
10. Good bike route option to and from station
11. Neighborhood-scaled traffic circles
12. Great potential regional bike connection (and better than Obama)
13. Greenway
14. Do not take away parking in residential areas
15. Crosswalk enhancements, corner bulb-outs, and pedestrian lighting on all residential streets
16. Enhance crosswalks adjacent to schools and big apartment buildings
17. Ability to cross tracks for pedestrians and bicyclists
18. Transform Exposition Blvd into a Complete Street. Consider Leading Pedestrian Intervals.
19. Buffered/protected bike lane. Can part of Metro setback area be used for bike lane? Some people also suggest a cycle track.
20. Add wayfinding and improve signal timing
21. Beautification generally needed

Safety Improvements

- New or Improved Crosswalks
- Traffic Calming
- Curb Extensions (bulb-outs)
- Widened or Enhanced Sidewalk

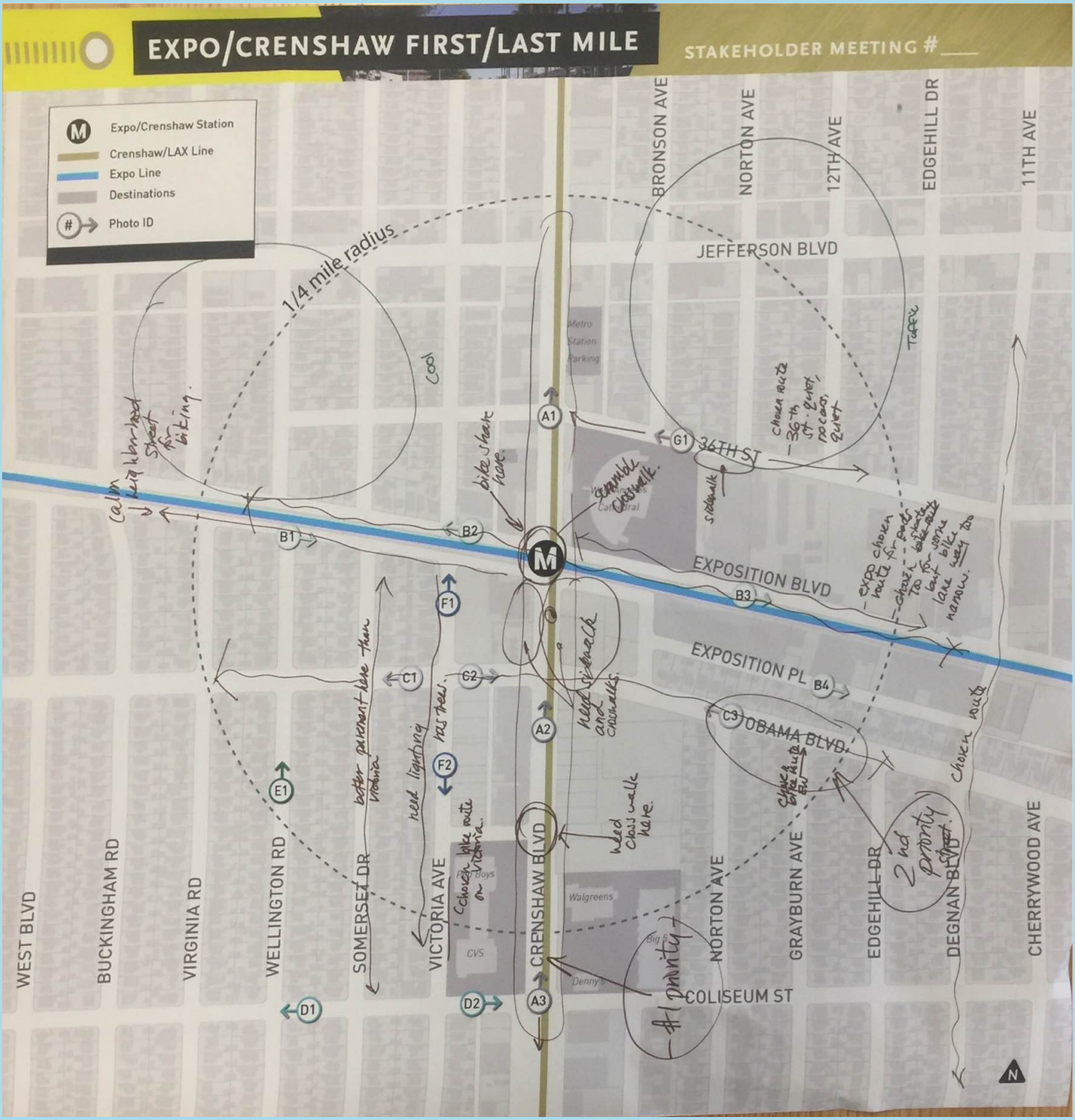
Comfort Improvements

- Landscaping & Shade
- Wayfinding
- Bus Stop Enhancements
- Pedestrian Lighting
- Bicycle Enhancement
- Other

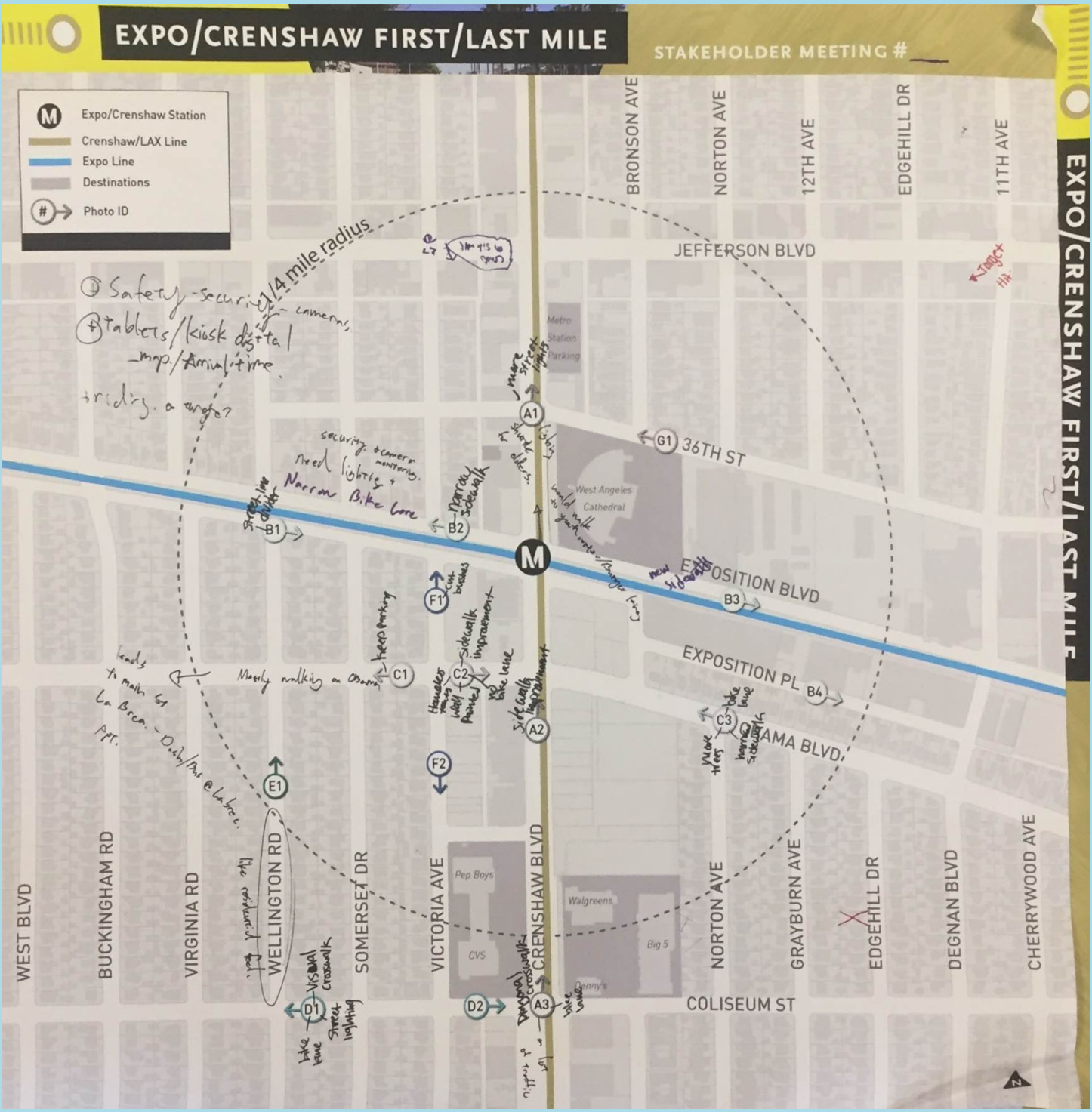


Community-Identified Improvement Idea Map

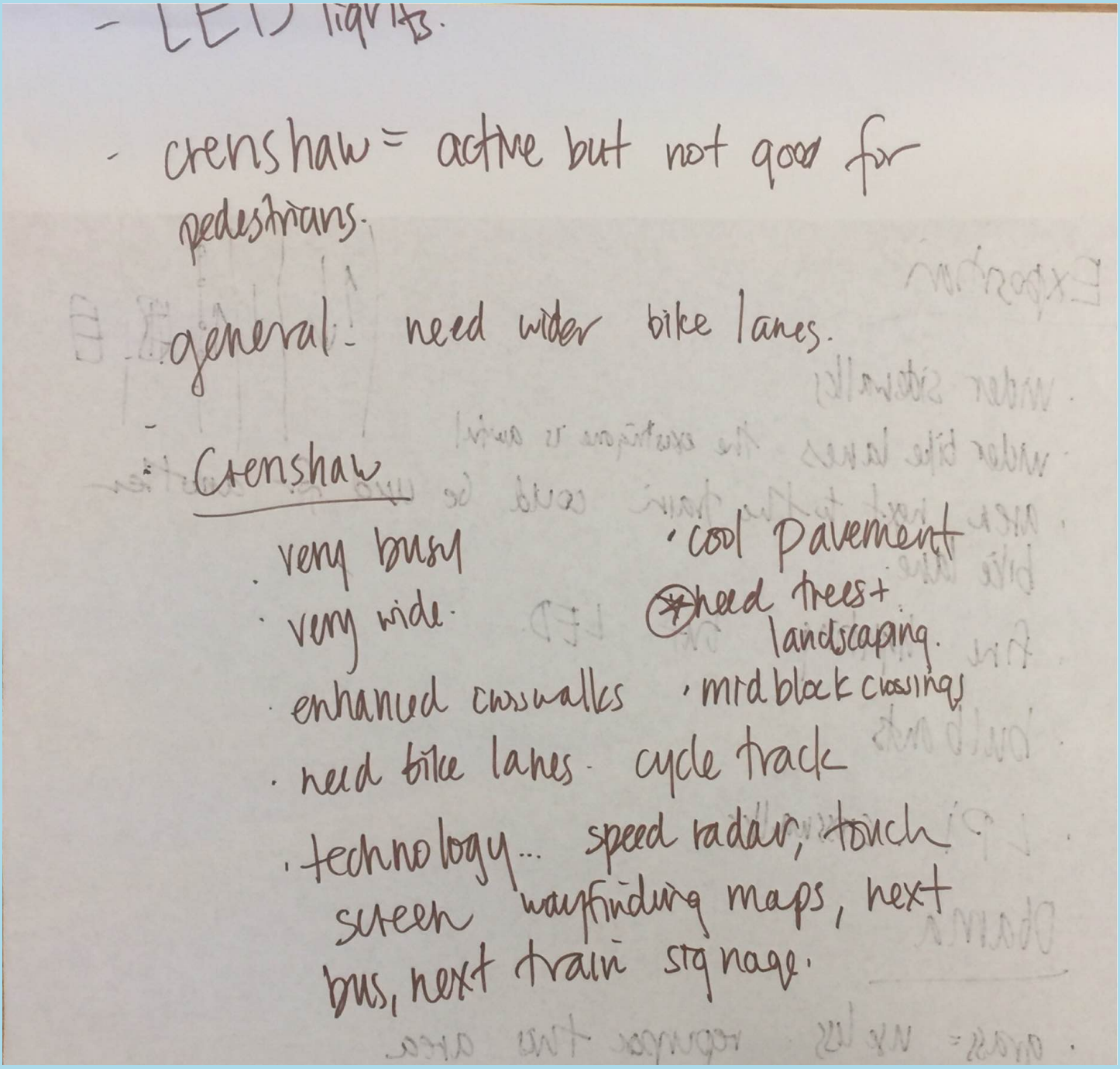
Youth Group Notes



Youth Group Notes


EXPO/CRENSHAW FIRST/LAST MILE
STAKEHOLDER MEETING #___
Expo/Crenshaw Station
Crenshaw/LAX Line
Expo Line
Destinations
Photo ID
1/4 mile radius
BRONSON AVE
NORTON AVE
12TH AVE
EDGEHILL DR
11TH AVE
JEFFERSON BLVD
36TH ST
EXPOSITION BLVD
EXPOSITION PL
ADAMA BLVD.
COLISEUM ST
WEST BLVD
BUCKINGHAM RD
VIRGINIA RD
WELLINGTON RD
SOMERSET DR
VICTORIA AVE
CRENSHAW BLVD
NORTON AVE
GRAYBURN AVE
EDGEHILL DR
DEGNAN BLVD
CHERRYWOOD AVE
Metro Station Parking
West Angeles Cathedral
Pep Boys
CVS
Walgreens
Big 5
Denny's
Safety - security - cameras
Tablets/kiosk digital map/Arrival time
Need lighting + security & camera monitoring.
Narrow Bike Lane
Narrow sidewalk
Mostly walking on Obama
Sidewalk improvement
Bike lane
Visual crosswalk
Street lighting
Bike lane
Bike lane
Bike lane

Youth Group Notes



- LED lights.

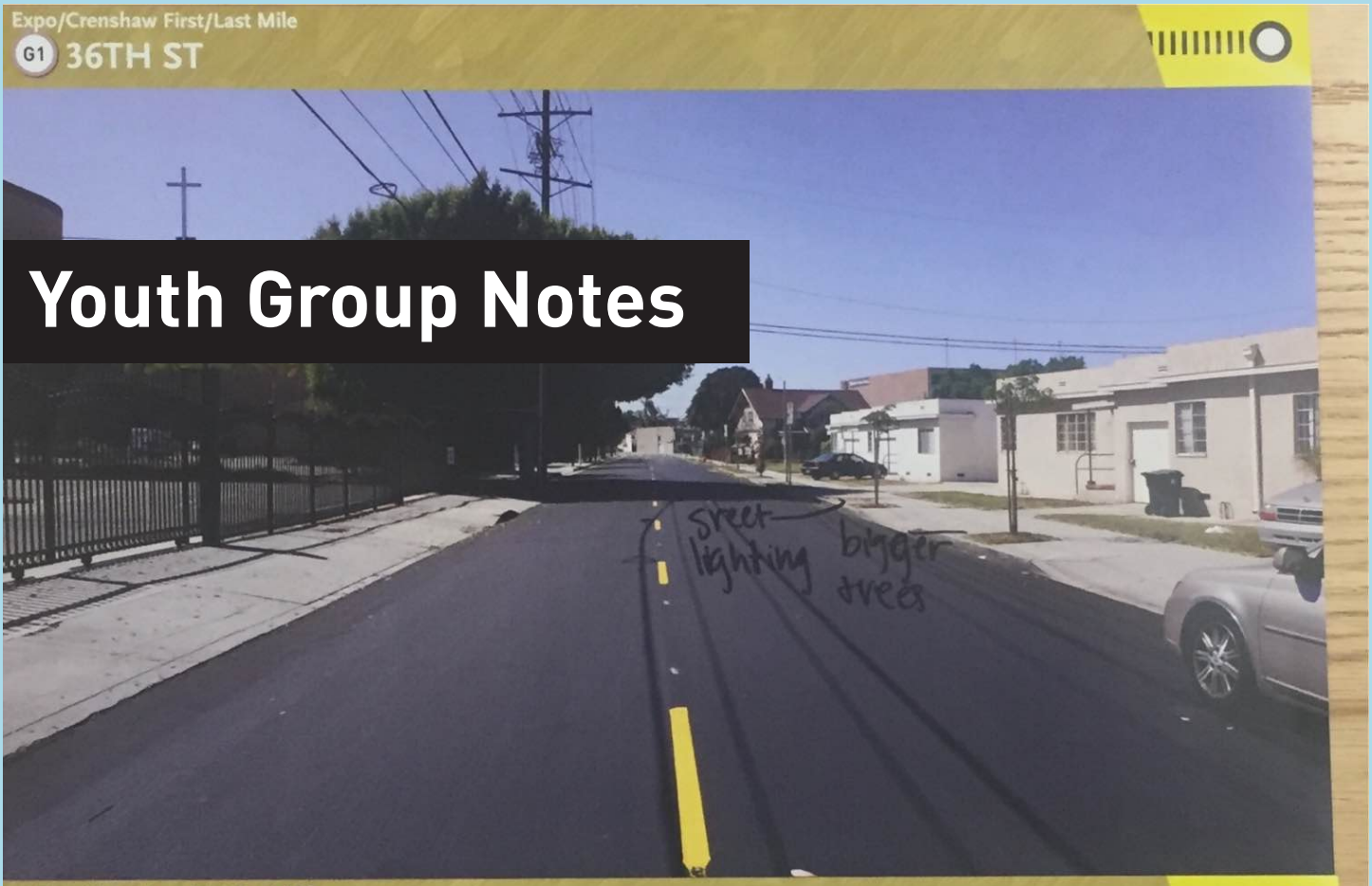
- crenshaw = active but not good for pedestrians.

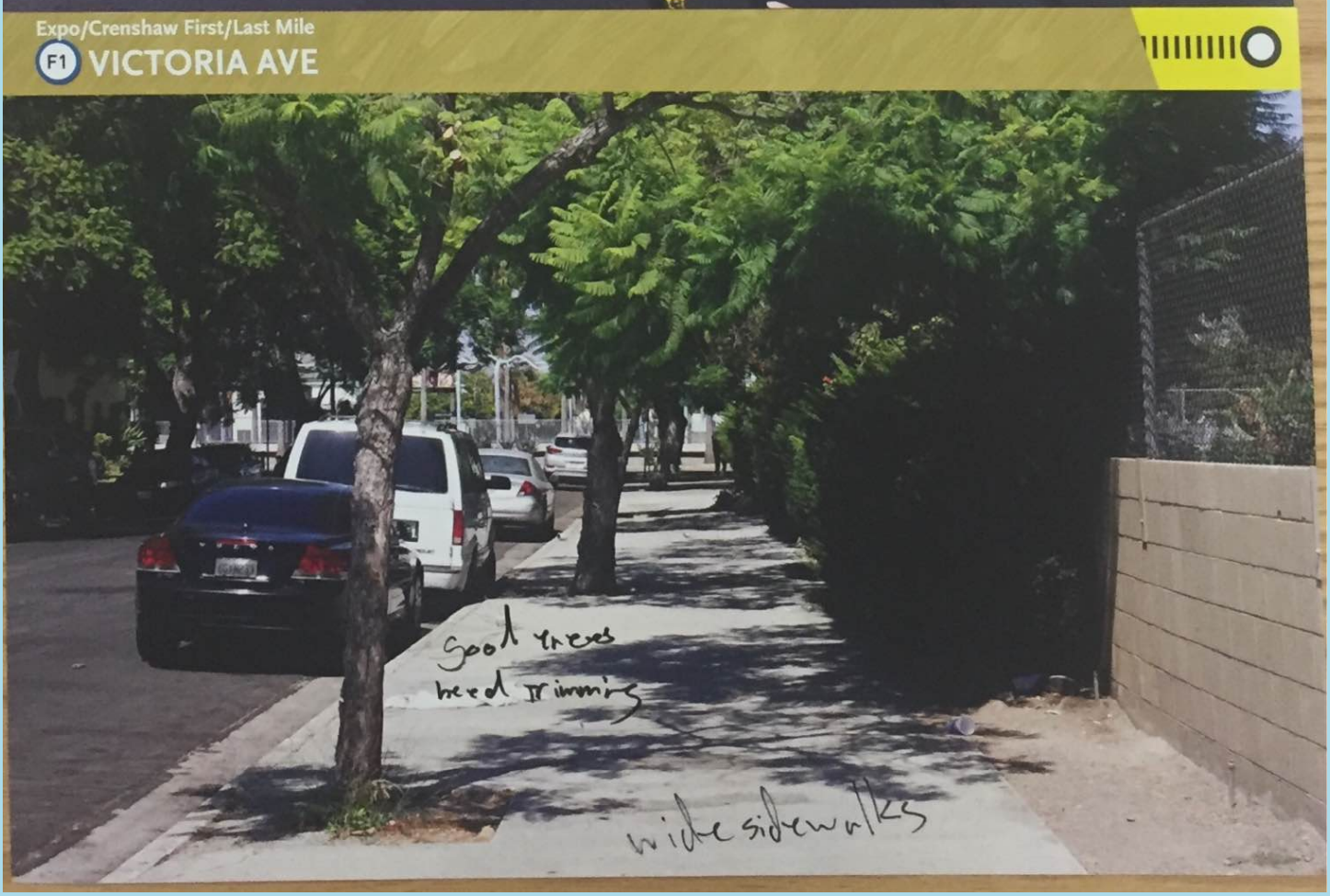
general: need wider bike lanes.

Crenshaw

- very busy
- very wide.
- enhanced crosswalks
- need bike lanes
- cool pavement
- ⊛need trees + landscaping.
- mid block crossings
- cycle track
- technology... speed radar, touch screen wayfinding maps, next bus, next train signage.

Youth Group Notes

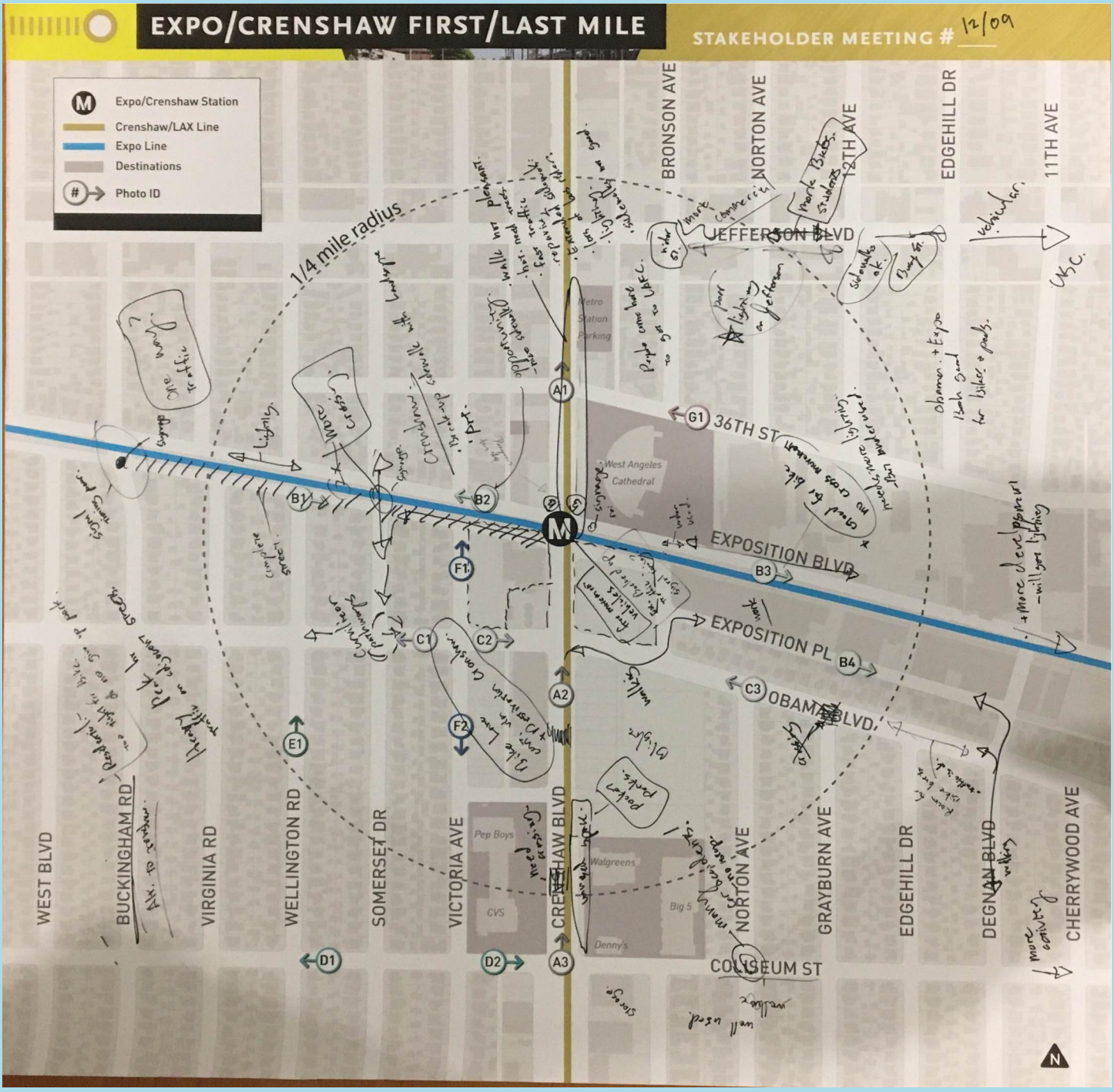




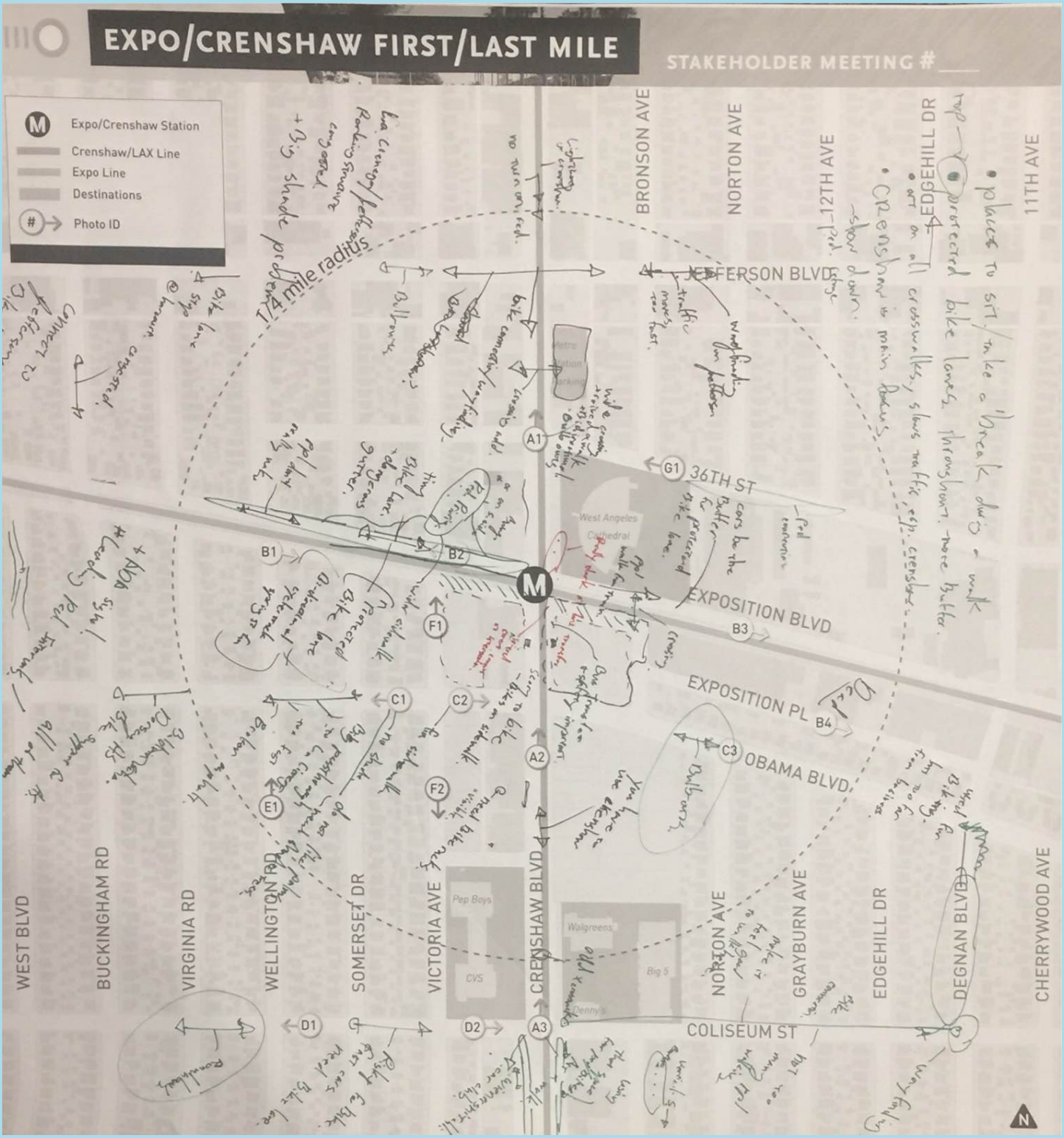
Neighborhood Affiliate Notes



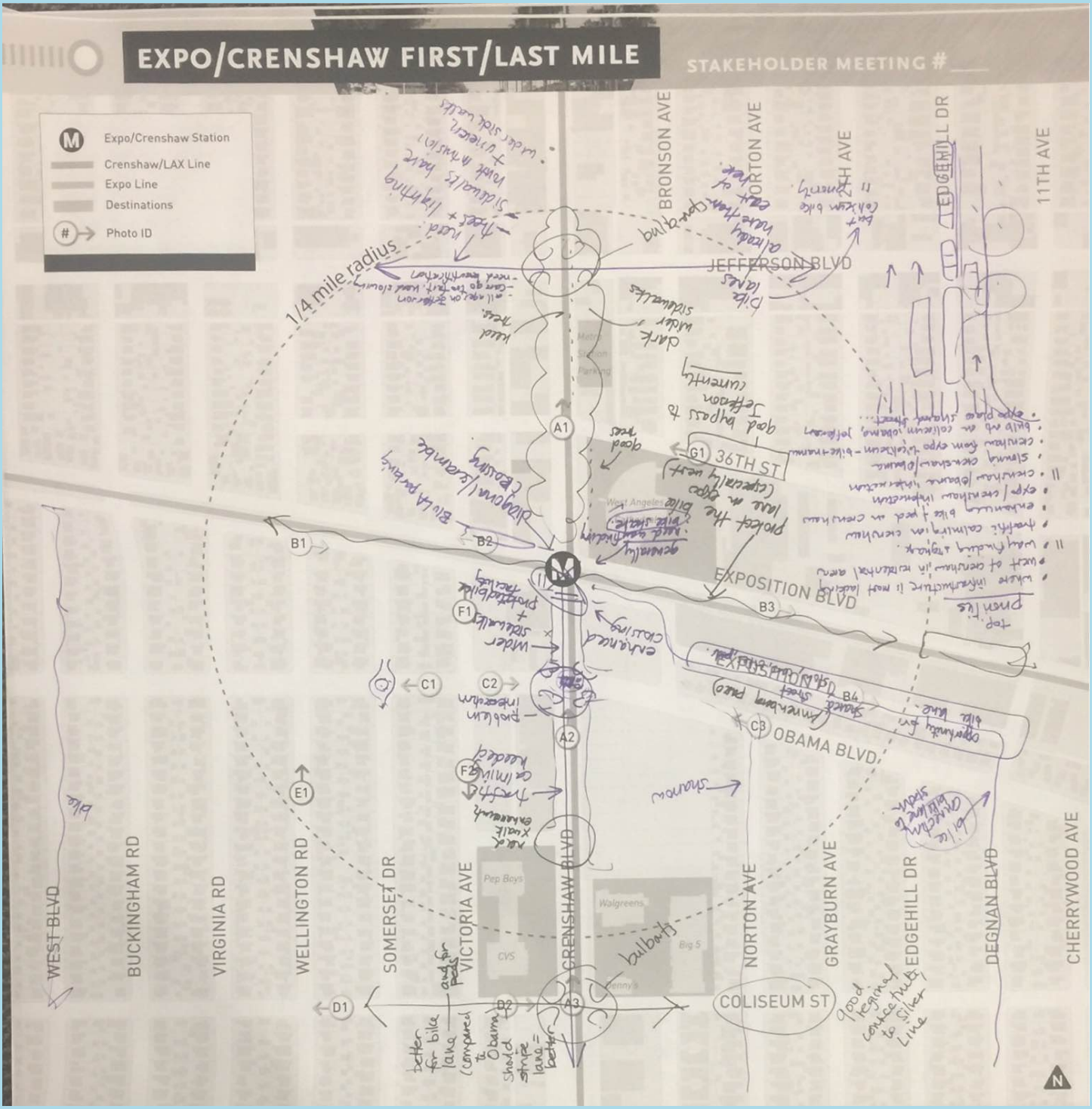
Neighborhood Affiliate Notes



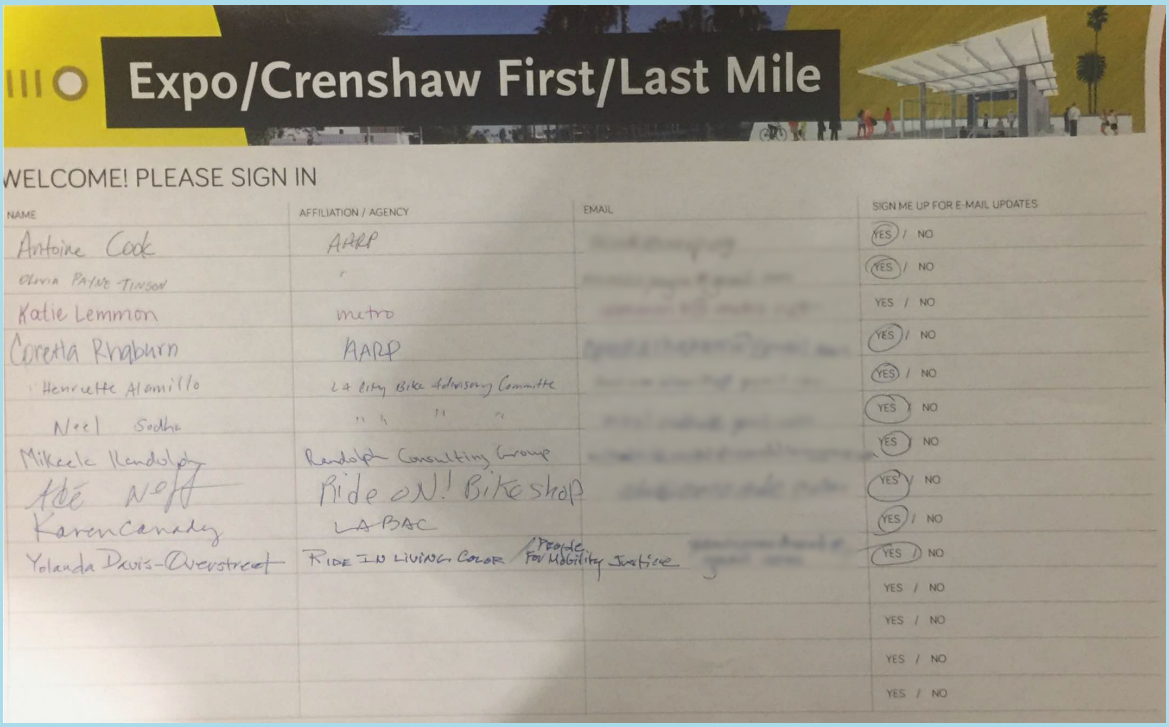
Bike & Ped Advocate Notes



Bike & Ped Advocate Notes



Sign in Sheets

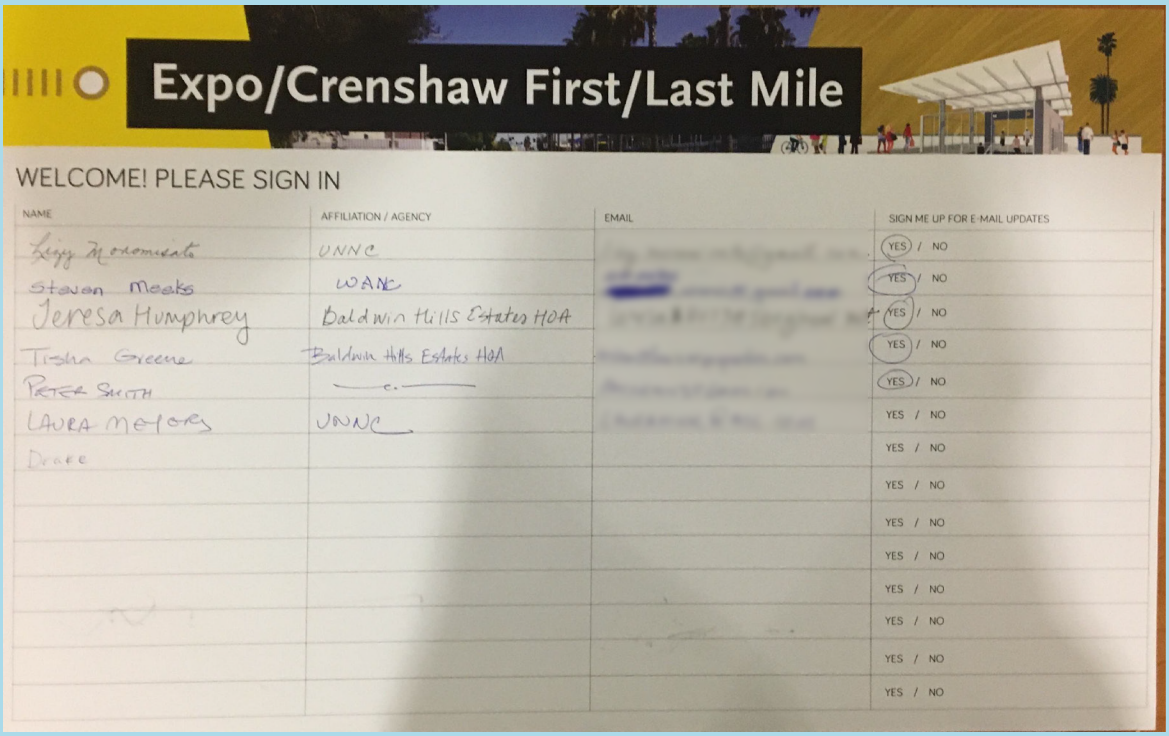


Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

NAME	AFFILIATION / AGENCY	EMAIL	SIGN ME UP FOR E-MAIL UPDATES
Antoine Cook	AARP		(YES) / NO
Olivia Paine-Tinson			(YES) / NO
Katie Lemmon	metro		YES / NO
Coretta Rayburn	AARP		(YES) / NO
Henriette Alamillo	LA City Bike Advisory Committee		(YES) / NO
Neel Sodha	" " "		YES / NO
Mikeele Randolph	Randolph Consulting Group		YES / NO
Adé Neff	Ride ON! Bike shop		(YES) / NO
Karen Canady	LABAC		(YES) / NO
Yolanda Davis-Overstreet	Ride In Living Color / People For Mobility Justice		(YES) / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO

Pedestrian and Bicycle Advocates Sign In

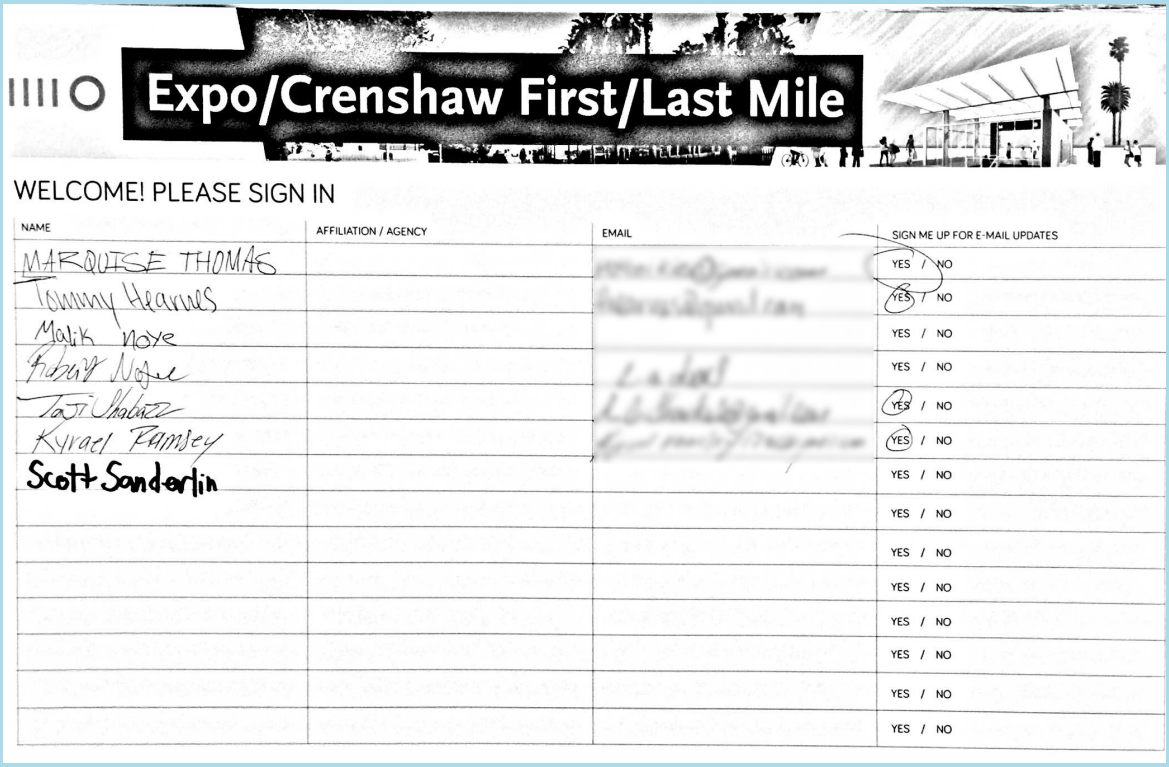


Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

NAME	AFFILIATION / AGENCY	EMAIL	SIGN ME UP FOR E-MAIL UPDATES
Leigh Monomisata	UNNC		(YES) / NO
Steven Meeks	WANC		(YES) / NO
Teresa Humphrey	Baldwin Hills Estates HOA		(YES) / NO
Tisha Greene	Baldwin Hills Estates HOA		(YES) / NO
Peter Smith	— " —		(YES) / NO
Laura Meyers	UNNC		YES / NO
Drake			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO

Neighborhood Affiliates Sign In



Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

NAME	AFFILIATION / AGENCY	EMAIL	SIGN ME UP FOR E-MAIL UPDATES
MARQUISE THOMAS			YES / NO
Tommy Hearnes			YES / NO
Malik Noye			YES / NO
Fidel Noye			YES / NO
Taji Chalmers			YES / NO
Kyrael Ramsey			YES / NO
Scott Sanderlin			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO
			YES / NO

Youth Group Sign In

Community Voices

EXPO/CRENSHAW POP-UP SUMMARY

Overview

CONTEXT

As part of the Expo/Crenshaw First/Last Mile (FLM) Plan, Metro held a pop-up community event to gather feedback on desired FLM improvements. The event was held at the Crenshaw Farmers Market on Saturday, February 29, 2020.

The goals of the pop-up were to introduce the FLM project to community stakeholders and gather feedback to prioritize FLM improvements within the 1/4 mile around the new Expo/Crenshaw station.

HOW THE ACTIVITY WORKS

To incite passerby curiosity and reduce barriers to engagement, the activity created a playful atmosphere, using oversized "Connect 4" game boards as the feedback mechanism. To begin, participants were given a brief primer on the scope and goals of the project, and the principles and objectives of FLM planning. They were then shown a menu of potential FLM improvements and instructed to choose the three streets they felt needed the most improvements. Finally, participants placed a feedback chip with their desired improvement on their selected street. Participants could also suggest improvements by writing their idea on a blank feedback chip. When feedback on a street filled the Connect-4 boards, the chips were recorded and then emptied. Participants were offered a free day pass TAP card and other Metro giveaways for their participation. Over 20 people participated in the pop-up.









Images from the pop-up workshop

Metro

April 3, 2020

POP-UP RESULTS

141 improvements
were suggested during the pop-up

Number of comments by street
Crenshaw Blvd - 49
Obama Blvd - 25
Jefferson Blvd - 18
Exposition Blvd - 14
Coliseum St - 10
Exposition Pl - 5
Buckingham Rd - 2
General Area - 18

Number of comments by improvement
Landscaping/Shade - 18
New or Improved Crosswalks - 14
Pedestrian & Bicycle Lighting - 14
Bike Facilities - 13
Bus Stop Improvements - 12
New or Improved Sidewalks - 11
Street Furniture - 9
Wayfinding Signs - 8
Bulbouts at Corners - 7
ADA Access Ramps - 7
Traffic Calming - 6

KEY FEEDBACK

Crenshaw Blvd was the clear focus of participants' feedback, the majority of which focused on the need for pedestrian improvements. Improvements to crosswalks, sidewalks, and landscaping/ shade were noticeably sought after. Participants also indicated support for other safety and comfort improvements such as bulbouts, street furniture, wayfinding, lighting, and bus stop improvements. Finally, there was support for a bike facility on Crenshaw Blvd that would create a much-needed north-south bike connection to the rail station.

Obama Blvd was the second-most commented-upon street. Its feedback pointed to both its current needs and future potential. Participants indicated this street as a possibility for an east-west bike connection. They also envisioned a more pedestrian-friendly street by supporting new crosswalks for increased crossing opportunities and traffic calming measures for reduced vehicle speeds. Other pedestrian amenities were prioritized, namely landscaping/shade, street furniture, improved sidewalks, improved ADA access ramps and pedestrian & bicycle lighting.

Jefferson Blvd was the third-most commented-upon street. Participants identified that the street needs pedestrian amenities to serve a high volume of transit users. Improvements to landscaping/ shade, pedestrian & bike lighting, bus stop amenities, and wayfinding signage were requested to aid this population. Additionally, participants saw an opportunity for a safe east-west bike connection.

Exposition Blvd was seen as needing improved pedestrian amenities. Pedestrian & bike lighting, wayfinding signs, landscaping/shade, and improved sidewalks were the focal improvement categories.

Coliseum St was indicated as needing ADA access ramps, as ramps are not present at certain intersections. Participants also identified bulbouts as another intersection treatment to improve this street.

Exposition Pl received single comments in the traffic calming, landscaping/shade, street furniture, wayfinding, and lighting categories but offered no clear consensus on a recommendation for the street.

Buckingham Rd was indicated as needing traffic calming measure to reduce vehicle speeds.



Write-in comments from participants

Participants added comments that could be applied to the entire study area or that were outside of FLM planning's purview. Participants indicated a desire for:

- Auditory walk signals
- Flashing crosswalk beacons
- Speed bumps are too low and not effective
- Bike share throughout the area
- Sidewalk improvement on residential streets, not just arterial streets
- FLM planning that incorporated the needs of seniors
- To bring back places to sit at existing bus stops
- Driver education that puts a priority on pedestrian and bicyclist safety
- More security officers

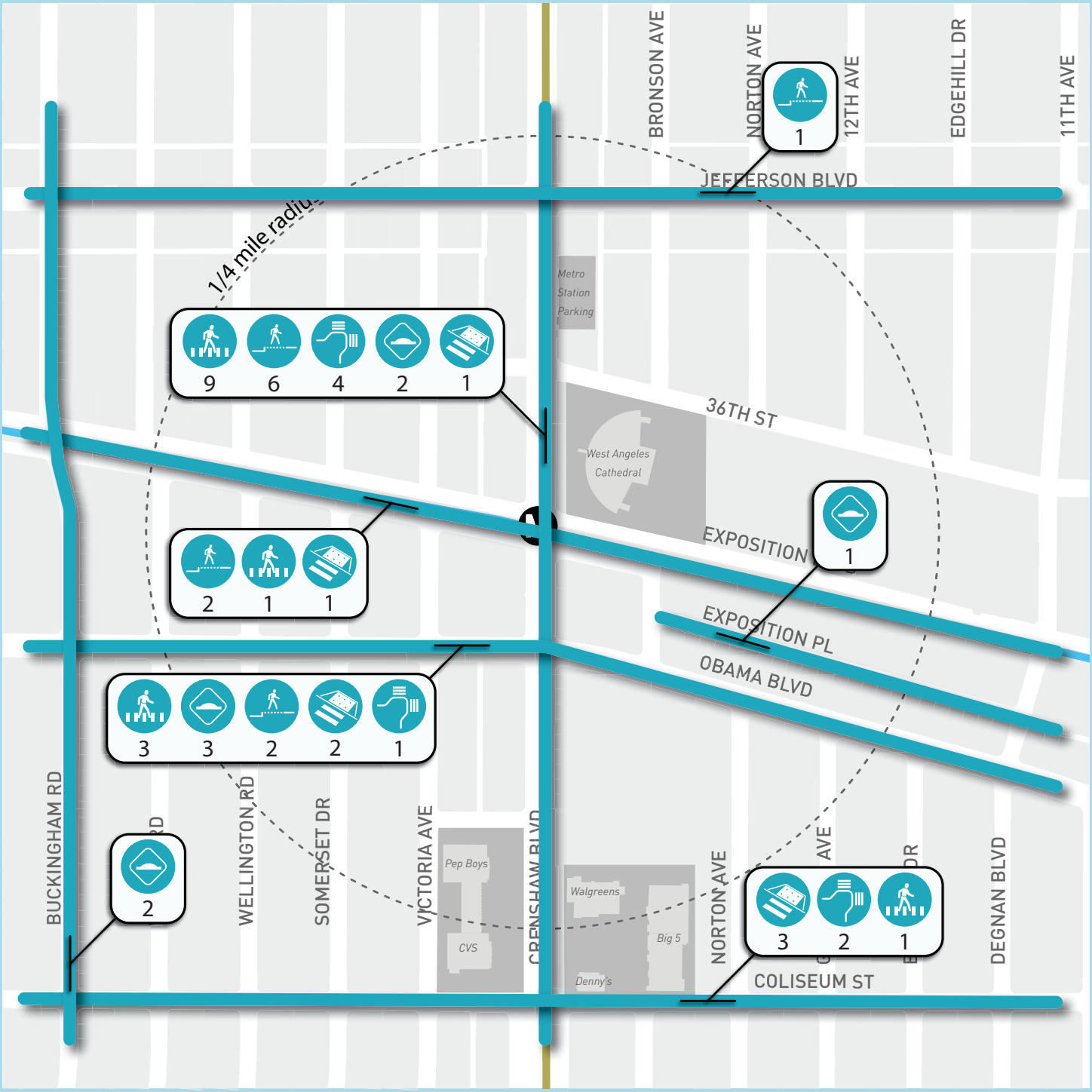
Participants shared comments pertaining to areas outside of the study area as well. Participants let us know that:

- Scramble crosswalks should be utilized at major intersections near the MLK Jr., Hyde Park, Downtown Inglewood, LAX and Leimert Park stations
- Adams Blvd needs improved sidewalks and crosswalks
- Marlton Ave needs trees and benches
- La Cienega Blvd needs lighting near the station and on the street
- Stocker St needs benches and trees

FEEDBACK MAPS

The next pages display maps showing the improvements divided into two categories, one addressing Safety, the other addressing Comfort. There are callouts on the maps showing the number of feedback chips a street received for a particular improvement.

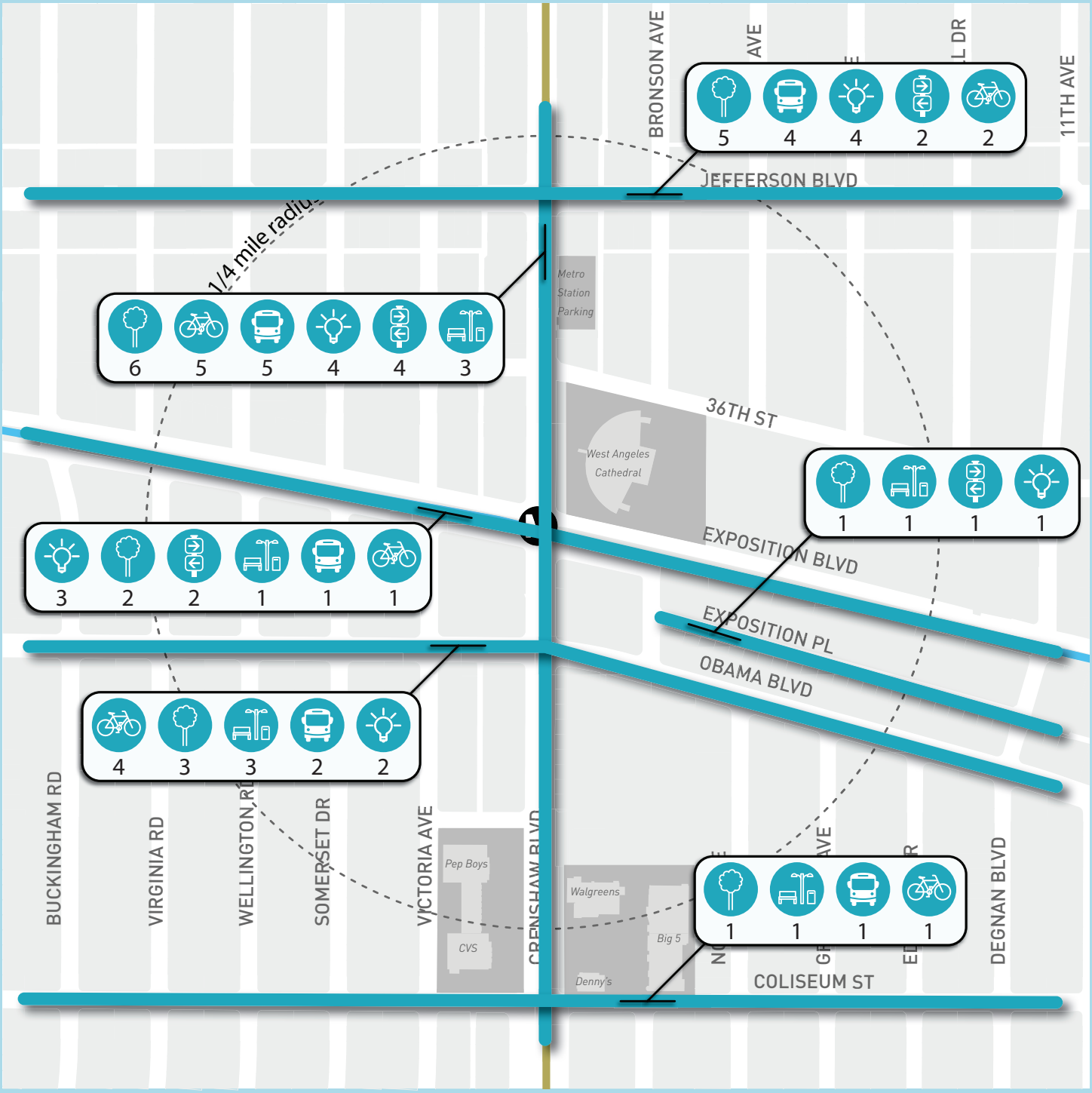
Safety Improvements



LEGEND

- New or Improved Crosswalks
- Bulbouts (curb extensions)
- ADA Access Ramps
- New or Improved Sidewalks
- Traffic Calming
- Number-**#offeedbackchips**

Comfort Improvements



LEGEND

- Street Furniture
- Bus Stop Improvements
- Bike Lane, Route, or Facility
- Number-#offeedbackchips
- Landscaping & Shade
- Wayfinding Signs
- Pedestrian & Bike Lighting

Images



Coliseum St & Crenshaw Blvd (1/3)



Coliseum St & Crenshaw Blvd (2/3)



Coliseum St & Crenshaw Blvd (3/3)



Exposition Blvd & Jefferson Blvd (1/1)



Obama Blvd & Exposition Pl (1/2)



Obama Blvd & Exposition Pl (2/2)

Survey Summary

130 Survey Entries

Top 3 streets that need improvements:

- **Crenshaw Blvd**
- **Obama Blvd**
- **Exposition Blvd**

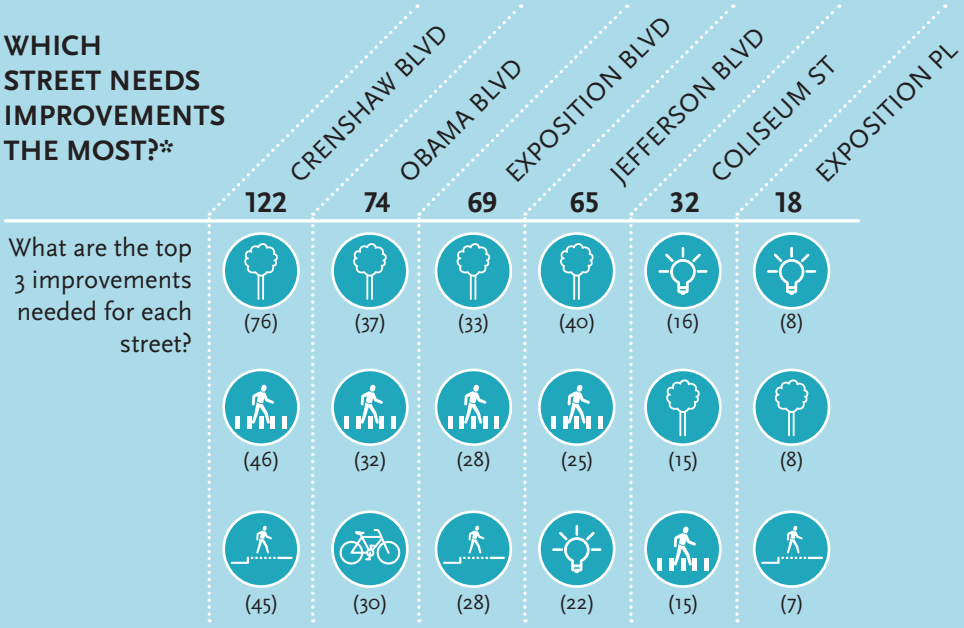
The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The survey aligns with the questions asked during the pop up; gathering feedback to help prioritize FLM improvements within the 1/4 mile around the Expo/Crenshaw station. The survey, which was online for 3 weeks, was distributed via Metro social media, listserves, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area. Key takeaways from the survey are summarized below.

WHAT ARE THE TOP IMPROVEMENTS NEEDED IN THE STUDY AREA?*

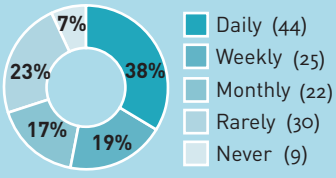
(209) Landscaping & Shade
(153) New or improved crosswalks
(137) Pedestrian & Bike Lighting
(133) Bike lane, route, or facility
(129) New or widened sidewalks
(72) Bus stop improvements
(55) ADA access ramps
(45) Street furniture
(44) Corner curb extensions
(37) Wayfinding signs

*Participants chose the top three streets that need improvement, and chose the top three improvements for their top three streets. Numbers show total entries for each street and improvement.

WHICH STREET NEEDS IMPROVEMENTS THE MOST?*

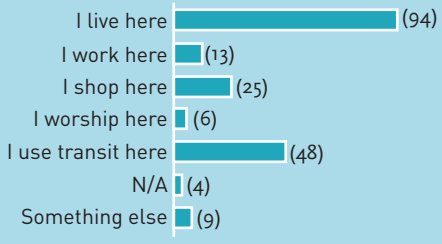


HOW OFTEN DO PEOPLE USE THE BUS OR RAIL SYSTEM?



WHAT DRAWS PEOPLE TO THE STUDY AREA?

(Participants could select more than one answer)



Expo/Crenshaw First/Last Mile Plan

Attachment B

Executive Summary

The First/Last Mile (FLM) Plan (Plan) for Expo/Crenshaw Station proposes walking, biking, and other rolling mode improvements to the light rail transit station on the E Line (Expo) Line and under-construction Crenshaw/LAX Transit Project. Upon the completion of the latter, the station will function as a key station for riders transferring between the two lines and traveling to and from LAX International Airport, Inglewood, and other major regional destinations. A Metro joint development project, Crenshaw Crossing, will also be located at the station, and will include a mix of housing, commercial, and community uses.[1]

The Plan identifies pedestrian- and wheel-focused (including bicycles, scooters, skateboards, and other rolling modes) projects that enhance the safety, comfort, and accessibility of riders going to and from the station. These improvements are also intended to support access to the adjacent joint development project through enhancements to the surrounding streets. The full Plan is available here.

The core products of this FLM Plan and supporting documents are:

- Expo/Crenshaw First/Last Mile Plan
- Cost Detail and Estimates
- Relevant Plans and Projects Memo
- Stakeholder Engagement Summary

Key Findings

Upon completion, Expo/Crenshaw Station will function as a key transfer point and destination for Metro riders traveling both regionally and in the surrounding neighborhoods. In FLM planning, the Pathway Network concept targets specific routes that are important to transit riders going to and from the station. Improvements recommended in the Plan are located on these routes. Key findings for several Primary and Collector Pathways segments revealed through the first/last mile analysis are:

- Crenshaw Blvd: A major transportation and commercial corridor, Crenshaw Blvd features heavy vehicle traffic and uncomfortable walking and biking conditions. The street provides access to the West Angeles Church, northwest of the station, as well as nearby commercial areas at Obama and Jefferson Blvds. The Plan recommends tree canopy and pedestrian lighting, enhanced crosswalks and bulb-outs at intersections, as well as a protected bike lane. Bus stop amenities, such as boarding islands and shelters, would also serve the several Metro bus routes that serve the corridor.

- Exposition Blvd: Exposition Blvd runs east-west, carries the E Line (Expo) right-of-way to the south, and directly serves Expo/Crenshaw Station. The street features newly planted trees and sidewalk in good condition, as well as a class II striped bike lane. The Plan recommends upgrading the bike lane to a two-way class IV protected lane to provide a consistently comfortable route for riders, and proposes crosswalk and bulb-out improvements for pedestrians.

- Obama Blvd: An east-west street serving the residential south of the station, Obama Blvd often carries fast-moving cut-through traffic. Traffic calming elements, such as bulb-outs, are proposed, as well as new crosswalks to make reaching the station to the north safer and more comfortable. A class II striped bike lane is also recommended for Obama Blvd.

[1] The joint development process is a Metro program through which the agency collaborates with a private developer to build transit-oriented developments on Metro-owned sites. Crenshaw Crossing will occupy parcels owned by Metro and Los Angeles County.

First/Last Mile Process

The FLM Methodology is documented in Metro's First/Last Mile Strategic Plan (2014). This Plan followed a modified version of the established methodology to focus more closely on the area immediately proximate to the station and the joint development project: considering a quarter-mile radius for walking projects, and a mile radius for wheels projects. As the Crenshaw Blvd Corridor has been the site of significant prior planning work, including the 2016 Crenshaw Blvd Streetscape Plan, this Plan builds upon the previously identified priorities for the area. For a detailed summary of these plans, see Appendix C, Relevant Plans and Projects.

The Plan also adapted a shorter outreach period to fit the focused scope, incorporating stakeholder roundtable meetings, a pop-up event, and an online survey. Outreach process and a summary of community responses is located in the Stakeholder, Pop-Up, and Survey Summary supporting document.

What's in the Plan?

The Plan is composed of the following core and supporting documents. For the purposes of this project, many elements are grouped by Pathway in the body of the Plan.

Expo/Crenshaw First/Last Mile Plan

- **Pathway Maps**: The two pathway maps – one for pedestrian projects, and one for wheeled-mode projects – show which streets function as key access pathways for riders traveling to and from the station (Pathway Strategy, pages 14-16). They also provide a high-level view of wheels improvements types across the station area.
- **Plan and Axonometric Designs**: Recommended projects are illustrated in a plan view to demonstrate how a typical block and intersection would look upon implementation (Project Specifics, pages 19-70). Projects are also labeled to show their origin, such as through community engagement. Axonometric illustrations identify the specific locations within the station area that recommended projects will be located.
- **Project Lists**: These lists detail the specific improvements recommended for each pathway, and provide a cost estimation of the total pedestrian and wheels projects for each (Project Specifics, pages 19-70). Detailed cost assumptions for projects are provided separately in a supporting document.
- **Project Prioritization**: Each pathway is prioritized, considering the specific suite of recommended improvements, safety conditions, and input from community engagement (Project Prioritization, pages 71-75). The resulting list demonstrates where first/last mile improvements are most-needed and desired. Wheels and pedestrian projects are scored separately.

Supporting Documents

- **Cost Detail**: This document provides detailed unit cost assumptions for the recommended projects, a rough order of magnitude estimates for engineering and construction.
- **Relevant Plans and Projects**: The memo summarizes the preceding and ongoing planning work, such as the Crenshaw Blvd Streetscape Plan, relevant to the Expo/Crenshaw Station area and to first/last mile projects.
- **Stakeholder, Pop-Up, and Survey Summary**: The Plan was developed through a multi-step process that engaged community members in the Crenshaw Blvd area. The memo describes the activities in that process and documents specific feedback stakeholders provided on current conditions and desired improvements.

Supplement to the Expo/Crenshaw First/Last Mile Plan

June 2021

The Expo/Crenshaw First/Last Mile Plan (Plan) recommends walking and biking streetscape improvements in the area around Expo/Crenshaw Station in Los Angeles. The recommendations focus on enhancing pedestrian comfort and safety predominately through new street lighting, shade trees, and crosswalk improvements focusing on the blocks within a quarter mile of the station. Recommendations for bicyclist safety include new and upgrades bike lanes and traffic calming and cover a mile radius from the station.

Engagement Process

At the March 25, 2021, meeting of the Metro Board of Directors, the Board instructed staff to conduct additional engagement for the Plan. Those engagement events took place on May 20th and May 25th in the form of virtual open house workshops conducted over a Zoom meeting.

This outreach added upon the recommendations informed by the Plan's original outreach process, which took place between November 2019 and February 2020. That process was designed to engage a wide array of community members, including transit riders, residents, and local youth. Three roundtables took place in November 2019, one each involving local community group representatives, youth group members, and bicycle and pedestrian advocates. These discussions provided essential input on existing conditions and barriers for reaching the station based on attendees' daily experiences.

A pop-up event took place in February 2020 at the Crenshaw Farmer's Market, during which community members were asked to select their most-desired improvement types and pathway locations. An online survey was also distributed, receiving 130 entries. Together, these inputs informed the prioritization of project types and locations.

The additional May 2021 outreach, directed on a short timeframe, was prompted by community groups in the Expo/Crenshaw station area who had not felt heard in the Plan's initial outreach process. As a result, and while the events were broadly publicized, the participants are primarily homeowners and members of local

homeowner associations and community groups.

The May 2021 open houses were promoted through social media and email lists to residents and community members in the area and those who had expressed interested in the Plan or the Expo Crossing Joint Development project. Paper flyers were also distributed to residents living in the Expo/Crenshaw station area. Additionally, community partners in local community groups and at Council District 10 assisted in sharing information about the open houses. In total, more than 80 people attended the two open houses.

Each open house was structured to share details about the plans background, process, and projects, and to collect detailed feedback from attendees. After an overview of the plan contents and open house objectives, the workshop was split into breakout groups, wherein facilitators described recommendations for the four major pathways in the station area: Crenshaw, Exposition, Obama, and Jefferson Boulevards.

Participants were encouraged to share feedback and ask questions about improvements for each corridor: which they liked, which they disliked, which they were unsure, and any further ideas or opportunities they saw. Notetakers in each breakout room recorded these comments and observations. Additionally, for each corridor, participants completed a survey question through which they ranked that corridor's improvements from most- to least-desired. Breakout discussion attendees who participated via the survey exercise submitted 69 discrete survey entries. Nearly all who submitted a survey said they lived in the area, and a third said they rode transit near or through the station area. Lastly, attendees were encouraged to submit any further comments via email, which six community members did.

The feedback from the May 2021 open houses should be considered within the context of the Plan's original recommendations, and the recommendations of this Supplement seek to add this additional nuance in order to identify early action projects with broad-base support.

Findings

Community feedback collected throughout and after the open house events has informed the development of three categories of projects identified within the Expo/Crenshaw First/Last Mile Plan. Green projects are those with broad-based community support, which should be considered for an early action implementation plan and positioned for near-term funding opportunities. Blue projects are those improvement types that did not rank highly as a priority for a pathway corridor based on ranking choices, but which also did not present any major concern for attendees. Yellow projects are those that garnered substantial concern from some community members, and which should be subject to additional study and outreach prior to any further design, seeking funding, or implementation.

The open house events presented projects associated with the two primary pathways to the station (Exposition and Crenshaw Boulevards), as well as projects located on two other major collector pathways (Obama and Jefferson Boulevards).

The below tables display the results of the ranking survey exercise conducted during open house breakouts, during which attendees were asked to rank improvements on a corridor from most desired to least. A total of 69 votes were collected, representing most of the attendees who joined the open houses. Other input mechanisms (discussion notes and submitted emails) are included as appendices.

Crenshaw Blvd

Participants expressed broad support for improvements centered on enhancing comfort and walkability along Crenshaw Blvd. Nearly half of survey respondents (46%) ranked sidewalk improvements as their highest priority, while a similar number ranked crosswalks and intersection enhancements as their second choice. 45% of respondents opposed the protected bike lane and travel lane reconfigurations, while 21% placed that improvement in the top two ranks.

- The following green projects are broadly supported:
  - Sidewalk improvements: Improved sidewalk quality, special paving
  - Crosswalks and intersection improvements: Continental crosswalks, directional curb ramps
  - Street trees: New shade canopy in tree wells

- The following blue projects scored lower than others but are of limited concern:
  - Wayfinding signage
  - Bus stop improvements

- The following yellow projects have substantial concern:
  - Protected bike lane and travel lane reconfiguration: Reduction of two travel lanes on the east side and one on the west, installation of a 5-foot protected bike lane on both sides with 4-foot buffer and bus islands

	Votes						
Improvement type	**First choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**	**Seventh**
Sidewalk Improvements	32	13	10	9	4	1	0
Crosswalks and Intersection Improvements	8	31	13	8	7	2	0
Street Trees	7	9	25	16	10	2	0
Protected Bike Lane (includes lane reduction)	8	7	2	13	5	3	31
Wayfinding	1	2	2	6	27	19	12
Pedestrian Lighting	11	5	16	10	7	16	4
Bus Stop Improvements	2	2	1	7	9	26	22

Table 1. Distribution of open house ranking votes by improvement type, Crenshaw Blvd

Exposition Blvd

More than half of attendees ranked curb extensions on Exposition Blvd as one of the top two most-needed improvement type, while a similar number (62%) ranked crosswalks in the same two highest spots. Attendees were split on the conversion of the striped bike lane to a protected two-way bike lane, with equal numbers ranking it as most- and least-desired.

	Votes					
Improvement type	**First Choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**
Curb Extensions	19	10	11	12	14	3
Crosswalks	11	32	10	15	1	0
Street Trees	12	9	27	12	8	1
Protected Bike Lane + Other Bike Amenities	17	5	5	16	7	19
Pedestrian Lighting	10	11	13	7	25	3
Wayfinding	0	2	3	7	14	43

Table 2. Distribution of ranking votes by improvement type, Exposition Blvd

More than 60% of attendees placed wayfinding signage as the least-needed improvement along Exposition Blvd, but comments from the breakout group did not surface signage as a major issue.

- Green projects:
  - Curb extensions: Bulb-outs at corners with directional curb ramps
  - Crosswalks: Continental crosswalks at all intersections
  - Street trees: Additional shade canopy on the north side of the street
- Blue projects:
  - Protected bike lane and other amenities: Consolidation of existing striped bike lanes into a two-way protected bike lane, removal of a parking lane, striped bike crossings at intersections
  - Wayfinding signage

Obama Blvd

As with Crenshaw Blvd, attendees prioritized walkability and comfort improvements to make crossing and walking along Obama Blvd more enjoyable and safe. Crosswalks received nearly half of all first-ranked votes, and street trees and pedestrian lighting also received higher-need ranked votes.

Participants were split on the addition of a bike lane and travel lane reconfiguration, with some ranking it high and 40% ranking it last, and comments from breakouts made clear the improvement should involve additional outreach and study.

- Green projects:
  - Crosswalks: Continental crosswalks at all intersections
  - Street trees: New shade canopy on both sides of the street
- Blue projects:
  - Curb extensions: Bulb-outs at corners with directional ramps

- Yellow projects:
  - Bike lane: Striped bike lane, removal of one travel lane in each direction and the introduction of a center turn lane

	Votes				
Improvement type	**First**	**Second**	**Third**	**Fourth**	**Fifth**
Crosswalks	31	13	12	11	2
Bike Lane (includes lane reduction)	16	13	6	6	28
Street Trees	7	18	28	10	6
Curb Extensions	3	11	7	22	26
Pedestrian Lighting	12	14	16	20	7

Table 3. Distribution of ranking votes by improvement type, Obama Blvd

Jefferson Blvd

Crosswalks and pedestrian lighting received the highest rankings overall, with about 60% of participants ranking them as either the first or second most-needed choice. Some participants noted in breakouts that the corridor would feel more comfortable to walk at night with additional lighting. Street trees were also broadly recommended.

Wayfinding signage was consistently ranked as the least-needed improvement, but comments did not show the improvement type to be controversial along Jefferson Blvd. The addition of a striped bike lane and reduction in travel lanes received 38% of the votes for the least-desired improvement, and cited concerns about traffic impacts and spillover effects, but some participants (16%) ranked it as their most-desired.

- Green projects:
  - Crosswalks: Continental striping at all intersections
  - Pedestrian lighting
  - Street trees: New shade canopy in tree wells
- Blue projects:
  - Wayfinding signage
- Yellow projects:
  - Bike lane: Installation of striped bike lane, conversion of one travel lane in each direction into a center turn lane

	Votes						
Improvement type	**First Choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**	**Seventh**
Crosswalks	31	11	5	17	4	0	1
Pedestrian Lighting	9	32	16	5	7	0	0
Street Trees	10	12	20	15	8	4	0
Bike Lane (includes lane reduction)	11	1	5	14	9	3	26
Sidewalk Improvements / Curb Extensions	5	8	13	8	6	12	17
Bus Stop Improvements	3	5	8	7	26	18	2
Wayfinding	0	0	2	3	9	32	23

Table 4 Distribution of ranking votes by improvement type, Jefferson Blvd

Stipulations

In order to capture and respond accordingly to community feedback heard during the open house events, this report spells out several additional and ongoing steps for the further development of yellow projects, as identified above. Community members can expect ongoing opportunities to share their priorities and shape those projects and their implementation.

For projects involving the traffic lane reconfigurations, the City of Los Angeles has existing requirements for outreach depending on the vehicle throughput of that corridor. This includes, depending on the volumes, notification of elected offices and other stakeholders, a web portal, open houses, and distribution of fact sheets. The below stipulations should build upon these requirements and be integrated into the established processes.

Community engagement. The City of Los Angeles should conduct additional outreach with community members living in and traveling through the Expo/Crenshaw station area to hear concerns, ideas, and feedback. Engagement should be thoughtful and inclusive, seek to hear and respond to needs of people walking, biking, and riding transit in the area through multiple avenues and activity types, and should put projects into the broader transportation context to meet additional identified needs. It may include a community-based organization to assist in guiding outreach. The outreach process should continue throughout the project development process and should communicate the findings of the below two issue areas.

Design alternatives. Right-of-way reconfigurations within identified blue projects involve trade-offs in the allocation of public space, and as such should be critically examined as part of the engagement process. These trade-offs must meet the needs of all users in the station area. Community members should have an opportunity to discuss and provide feedback on additional design alternatives that may be raised through the outreach and design stages.

Impact studies. The impacts of travel lane reconfigurations on surrounding traffic and safety should be investigated and surfaced through community engagement. This should include effects such as travel times through the station area, traffic safety, and traffic spillover effects. Where alternative designs remove curbside parking, parking impacts should be studied as well.

Lessons Learned

The process of conducting additional outreach to the Crenshaw corridor community provided staff with several lessons from the earlier planning and outreach efforts that informed the Plan.

Several community members observed that the messaging of prior outreach efforts, conducted in Winter 2019/2020, lack clarity regarding the exact nature of first/last mile improvements. In particular, the exact types of improvements that would be considered within a first/last mile plan, such as significant street reconfigurations, was often not clearly communicated in outreach material. Additionally, the planning area for the Plan, which includes not only the commercial areas along Crenshaw and Jefferson but also the residential streets adjacent to the station, was not identified explicitly. As the City of Los Angeles had completed the Crenshaw Boulevard Streetscape Plan in 2016, some residents observed they had believed that the first/last mile plan would be similar in area (Crenshaw Boulevard) and scope (streetscape elements such as street trees). Lastly, trade-offs inherent to some more transformative

improvement types, such as the reduction of travel lanes to accommodate protected bike lanes, were not communicated clearly in outreach activities.

Therefore, future first/last mile messaging should seek to better communicate the geography and scope of improvements under consideration when soliciting participation and feedback from the community. These lessons were heard and integrated into the outreach language for the May open houses, so as to clearly alert community members which streets would be discussed and what the potential impacts of some first/last mile improvements may be.

Next Steps

Metro First/Last Mile Planning staff will continue to coordinate with the City of Los Angeles on project recommendations within the Expo/Crenshaw FLM Plan, including the project categorization detailed above. Metro staff will also work with the City to identify possible funding sources for implementation of priority projects from the Plan.

Appendices

Appendix A – Survey Results and Narrative

Appendix B – Discussion Notes and Other Public Comment

Appendix A:
Survey Results and Narrative

During the May 2021 open house events, participants completed a ranking survey exercise, through which they ranked proposed improvements for each corridor from most- to least-desired. The results and distribution of top choices are summarized below.

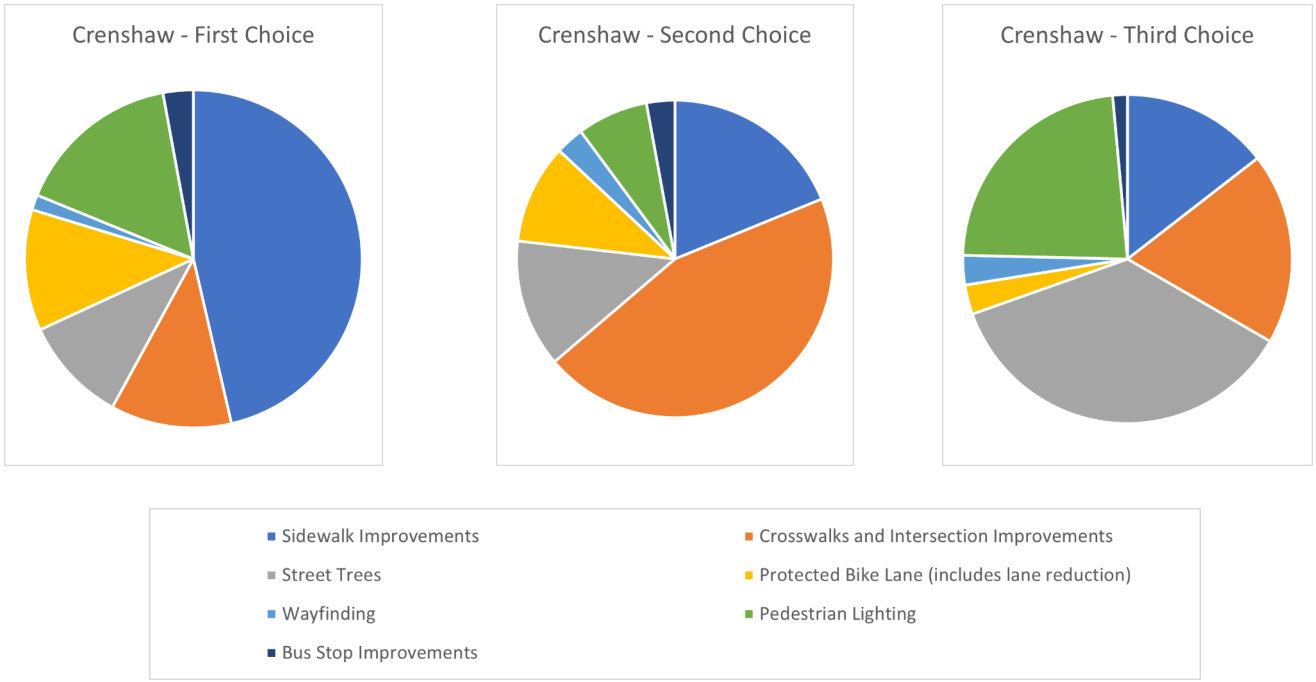
Crenshaw Blvd

Of the seven major first/last mile improvements presented for Crenshaw Blvd, nearly half of attendees listed sidewalk improvements as their highest priority. Nearly as many also listed crosswalks and intersection improvements as their second-ranked improvement. The improvement most-frequently listed in third was street trees.

Bus stop improvements ranked low for respondents, with more than half either ranking it as either seventh or sixth. The protected bike lane and associated lane reconfiguration was also ranked as a less-desired improvement by nearly half of respondents. Many respondents also ranked wayfinding improvements as a low priority.

	Votes						
Improvement type	**First choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**	**Seventh**
Sidewalk Improvements	32	13	10	9	4	1	0
Crosswalks and Intersection Improvements	8	31	13	8	7	2	0
Street Trees	7	9	25	16	10	2	0
Protected Bike Lane (includes lane reduction)	8	7	2	13	5	3	31
Wayfinding	1	2	2	6	27	19	12
Pedestrian Lighting	11	5	16	10	7	16	4
Bus Stop Improvements	2	2	1	7	9	26	22

Distribution of ranking votes by improvement type, Crenshaw Blvd



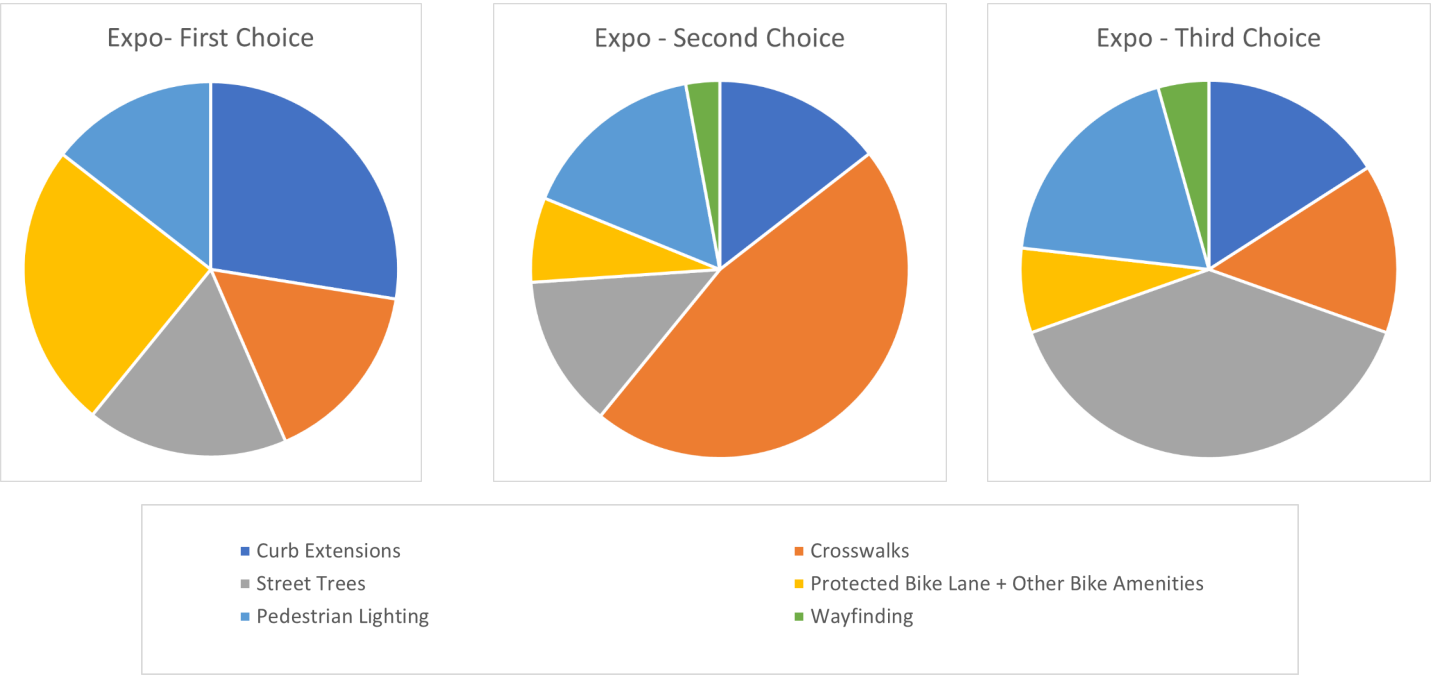
Exposition Blvd

For Exposition Blvd, the most common choices for highest-priority improvement were curb extensions and the protected bike lane. For the second- and third- ranked priorities, a plurality chose crosswalks and street trees, respectively.

More than half of respondents said wayfinding was the least-needed improvement for Exposition Blvd. A number also ranked pedestrian lighting and the protected bike lane as less-needed street changes. The conversion of the existing bike lane to a protected bike lane drew some low-ranking votes, but feedback was split overall.

	Votes					
Improvement type	**First Choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**
Curb Extensions	19	10	11	12	14	3
Crosswalks	11	32	10	15	1	0
Street Trees	12	9	27	12	8	1
Protected Bike Lane + Other Bike Amenities	17	5	5	16	7	19
Pedestrian Lighting	10	11	13	7	25	3
Wayfinding	0	2	3	7	14	43

Distribution of ranking votes by improvement type, Exposition Blvd



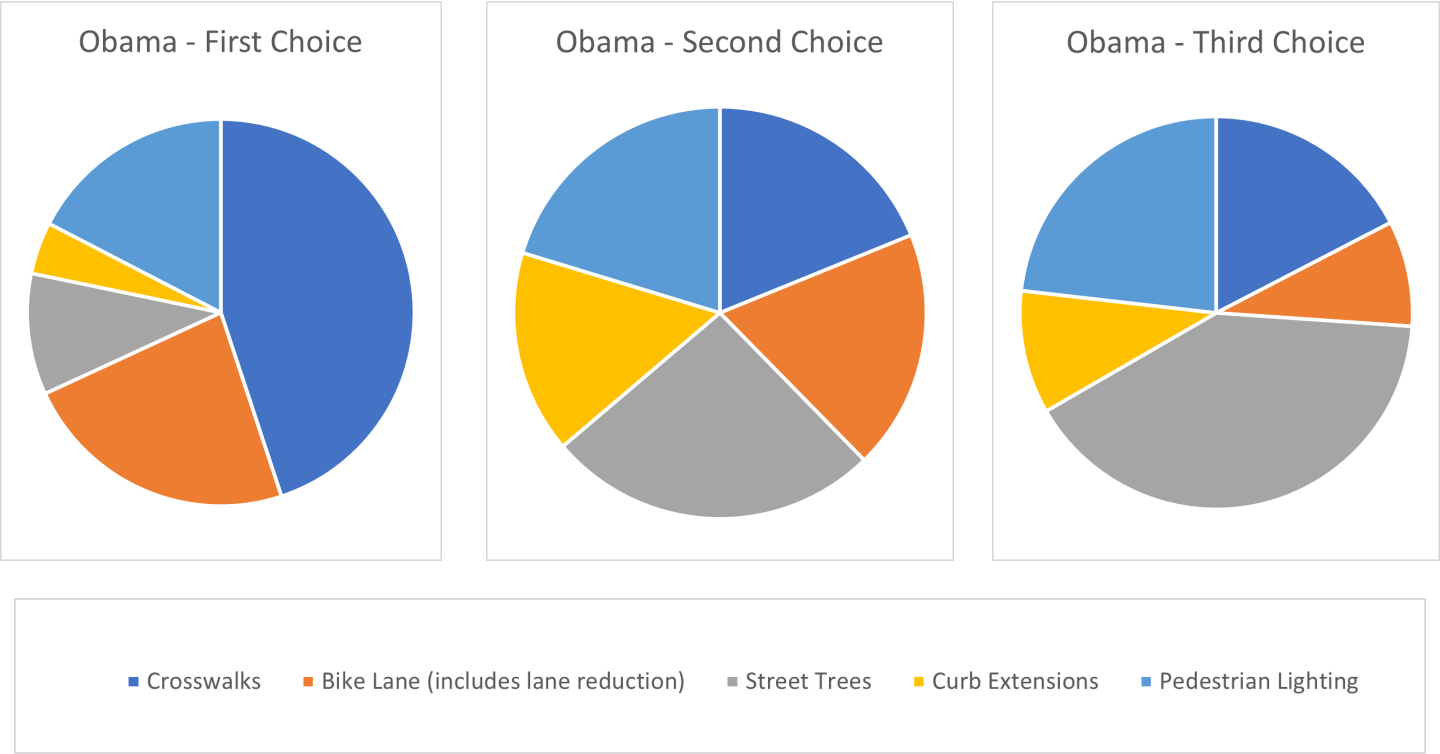
Obama Blvd

On Obama Blvd, respondents' most-desired improvement type was crosswalks, with the improvement receiving almost half the choices for the first rank. The bike lane and street reconfiguration also received a number of votes for first and second place, and street trees received a plurality of votes for the second-place ranking. Pedestrian lighting also consistently received many votes in the top three spaces.

The bike lane and curb extensions received approximately the same number of last-place rankings, making them most common choices in the least-desired slot. Overall, reactions to the bike lane and street reconfiguration were split, with about even numbers ranking it in first or second as did in last place.

	Votes				
Improvement type	**First**	**Second**	**Third**	**Fourth**	**Fifth**
Crosswalks	31	13	12	11	2
Bike Lane (includes lane reduction)	16	13	6	6	28
Street Trees	7	18	28	10	6
Curb Extensions	3	11	7	22	26
Pedestrian Lighting	12	14	16	20	7

Distribution of ranking votes by improvement type, Obama Blvd



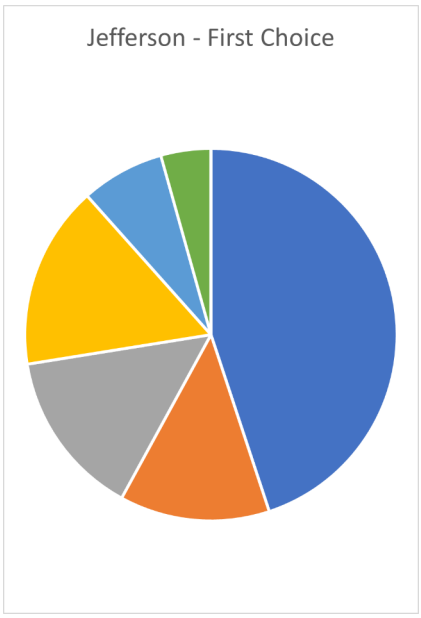
Jefferson Blvd

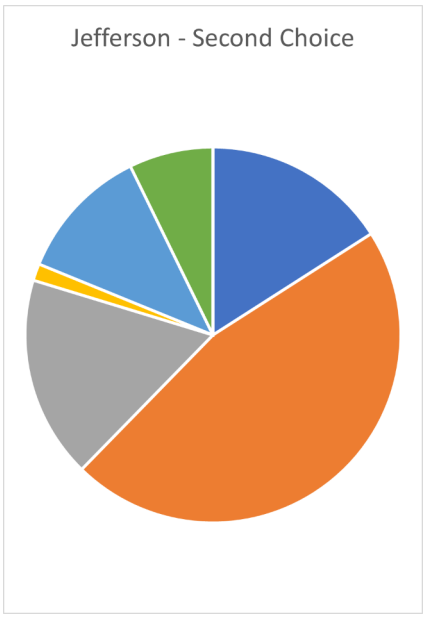
Attendees ranked crosswalks as the most-desired improvement by a far margin. Pedestrian lighting was consistently ranked second, followed by street trees in third.

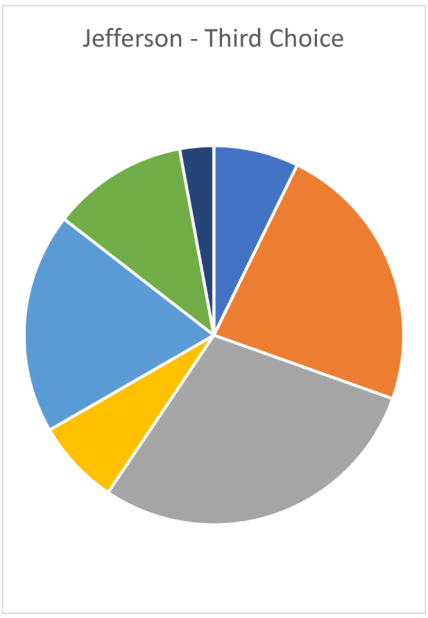
The bike lane and associated lane reconfiguration was the lowest-ranking improvement, followed by wayfinding improvements. Many attendees also ranked sidewalk improvements/curb extensions as a lower priority than others.

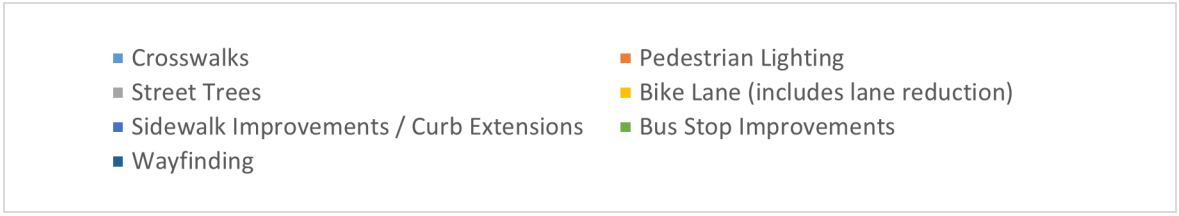
	Votes						
Improvement type	**First Choice**	**Second**	**Third**	**Fourth**	**Fifth**	**Sixth**	**Seventh**
Crosswalks	31	11	5	17	4	0	1
Pedestrian Lighting	9	32	16	5	7	0	0
Street Trees	10	12	20	15	8	4	0
Bike Lane (includes lane reduction)	11	1	5	14	9	3	26
Sidewalk Improvements / Curb Extensions	5	8	13	8	6	12	17
Bus Stop Improvements	3	5	8	7	26	18	2
Wayfinding	0	0	2	3	9	32	23

Distribution of ranking votes by improvement type, Jefferson Blvd


Jefferson - First Choice


Jefferson - Second Choice


Jefferson - Third Choice


Crosswalks
Pedestrian Lighting
Street Trees
Bike Lane (includes lane reduction)
Sidewalk Improvements / Curb Extensions
Bus Stop Improvements
Wayfinding

Appendix B:
Discussion Notes and Other Public Comment

The below notes were collected through breakout discussions during the May 2021 open house events. Participants were asked to observe which proposed improvements along the four main pathway corridors they liked, disliked, and found confusing, as well as any new ideas and opportunities they saw. Also captured below are open comments submitted anonymously through the survey exercise that also took place during the open houses, as well as email comments submitted separately.

Crenshaw Blvd

Likes

- Plan looks great
- Street trees
- Sidewalk improvements
- Pedestrian lighting
- Wheelchair access
- Protected bike lanes
- Trees, landscaping is beneficial
- Protected bike lanes
- Street trees/beautification
- Added safety for walking
- Cleaner bus stops/facilities
- Possibility of roundabouts in area
- Bike lanes for existing riders
- Directional ramps/curb ramps (pedestrians)
- Likes the plan (bike protection)
- Likes bus stops, crosswalks, street furniture, lighting
- Shade needs to be improved
- Bike lane near the transit stop
- Lane reduction could calm traffic, reduce speeding
- Support for making street walkable, bike friendly
- General support for reducing travel lanes, but too aggressive to go down to 1
- Support beautification, trees
- Proposed improvements help make the street be more human-scale and safer
- Lighting and trees are much needed along this corridor
- Enhanced bus stops
- Beautification efforts
- Better crosswalks
- Better lighting
- Walkability of sidewalks

Dislikes

- "travel lane" terminology- recommend "car-only lane"
- Increased traffic in residential areas as a result of removal of car-only lane
- Removal of car-only lane may increase traffic generally; there are safety concerns.
- Travel lane reduction (loss of even one travel lane)
- Discontinuity of bike lanes (inadvertently creates safety concerns)
- Don't reduce from 4 lanes to 3 to accommodate bike lane
- Concerns about traffic getting backed up, esp. In the morning
- Especially turning from Obama onto Crenshaw
- Impact of reducing lanes on traffic
- Removal of travel lanes, possibility of spillover traffic into neighborhood. Based on experience from rail construction.
- Not currently a lot of bike traffic in the area
- Potential traffic flow issues
- Cutting down traffic lane would add more bikers to area + harmful for peds
- Concern with people coming down residential/ side streets if lane is removed (traffic getting worse); people speeding down residential/side streets
- Asks plan not be approved in isolation without seeing the bigger picture
- Impact of reducing traffic lanes on Crenshaw,

major thoroughfare – seems drastic.
- Parking near transit station unnecessary, should be metered
- Reducing lanes for bike/skateboard lanes – adds traffic on neighborhoods, side streets
- Too much traffic already, dangerous for walking
- Not human-friendly
- Current traffic speeds are fast; not pedestrian-friendly
- Removal of vehicular travel lanes
- Security concerns with bus stop enhancements
- Maintenance of the streets
- Opposed to Bikeway because of existing congestion
- Removing lanes

Confusing

- Implementation schedule
- Continuous/network of bike lanes
- First time hearing about proposal to reduce from 4 to 3 lanes
- Explain Study on how people get to/from Metro stations
- How will improvements be maintained?
- Where else have all the improvements been implemented?
- Has traffic study been done? If one has been done, why does lane need to be removed?
- Why was curbside parking retained? Businesses on this extent typically have their own parking lots
- Is there bicycling demand for a bike lane?
- Is Crenshaw for pedestrians? Maybe the design could change as you move down Crenshaw towards more residential areas.
- Impact on emergency vehicles of the lane reduction?
- Is there an example of a similar kind of lane reduction in LA? Did it work
- Has a traffic study been conducted?
- How will traffic be impacted by proposed improvements?
- Implementation schedule for proposed improvements
- Unclear about traffic impacts of travel lane removals
- Not sure if light rail transit will create positive impacts for the community

Ideas / Wishes / "What If?"

- Speed bumps or stop signs or traffic calming measures to slow traffic are suggested
- Able to put in bike lane and leave 2 travel lanes in each direction?
- More trash cans
- More parking near station
- Concerns of safety on transit
- Speed bumps for traffic calming in residential areas
- Roundabouts to deter high speeds, as seen in Hollywood
- Mid-block crossings
- Helpful to have traffic lights sync (green arrows)
- Maybe only keep curbside parking on one side?
- There could be a one-lane reduction
- Prefer keeping 2 lanes each way
- Don't need on-street parking; consider time of day restrictions
- Improving other side streets, river pathways instead
- Reduce islands
- Main room chat: Cities should consider incentives to move from multi-car households to one-car households
- Main room chat: Crenshaw generally has high traffic speeds; cars don't comply with posted speed limits. Traffic calming measures are very needed
- Can there a traffic study be done for Crenshaw analyzing traffic impacts for travel lane removals?
- Repair of pavement on Crenshaw
- Repair potholes
- Walkability and more street lighting
- Do not disregard cars
- Fareless transit to attract more riders
- Concern of traffic going through neighboring streets

Exposition Blvd

Likes

- Beautification
- More protection for bike lanes
- Enhance crosswalks
- Not as busy as Obama; Expo Bl can have room for two-way bike connection
- Bike lane improvements
- Street trees
- Pedestrian lighting
- Protected bike lane sounds great. Existing bike lane is not protected and not usable because it is often blocked
- Doesn't look disruptive to the current configuration – removing parking lane is ok west of Crenshaw

- Likes the protected bike lanes along Exposition
- Two-way cycletrack

Dislikes

- Not remove parking lane
- Driveways and parking on expo, backing up into traffic (can't get out of driveway)
- Car traffic running next to sidewalk
- Loss of residential parking lane for residents on Expo
- Where does spillover parking go? Would LA assist?
- How was this considered in plan development?
- Safety concern: potential for accidents given traffic adjacent to sidewalk
- Lack of ped space on south side of Expo
- Widening bike lane
- Impacts due to additional activity from station
- Lots of concern from widening sidewalk – homelessness attractor?
- Connections to bike lanes should be prioritized, make the bike lane longer to expand bicycle infrastructure network
- Impact of parking lane removal on multifamily housing?
- Bottleneck at train crossing
- Access: Current pedestrian conditions are good, but it's difficult to access (some people use Obama instead)

Confusing

- Bidirectional bike lane (is there a sidewalk, planters?)
- Get rid of the parking lane for bike lane; not eliminate parking lane
- How might reducing lanes improve pedestrian safety?
- Not sure how removal of on-street parking will impact surrounding area (many nearby multi-family residential buildings)
- Reference image for existing conditions (Slide 10)
- How would losing parking lane work if new, higher-density housing is added near the station?
- Scooters in the bike lanes or just on the sidewalk?
- Proposed changes on both sides of the tracks?
- FLM plans for south side of Expo tracks
- Not clear if bicyclists use Exposition Blvd now
- Bikeway going south

Ideas/Wishes/What If?

- Traffic study to be done
- Is it possible to make a walking & biking lane for the protected bike lane?
- Travel on Buckingham: turning left off Expo, any congestion relief efforts?
- How to address homelessness on street furniture and under trees?
- Timing of the traffic signals
- Traffic signal synchronization
- Extend the bike lane
- Need to add space to the bike lane, currently too narrow
- If Expo were more bike friendly, people could take it to SC
- Use as alternate route for Obama to reduce traffic
- More lighting

Obama Blvd

Likes

- Supportive of the intersection (e.g. walk down somerset and cross at obama)
- Likes removing lane, curb extensions, and bike lanes
- Any traffic calming measures. Drivers go too fast, feels unsafe to reach transit currently. Happy to reduce lanes (2) to calm traffic.
- Would use bike lanes if they were on Obama
- In favor of reducing lanes, too fast
- Protected bike lanes
- Curb extensions - support
- Trees – add shade trees
- Lighting
- Bike lanes
- Corner curb extensions
- Traffic calming
- Street trees
- Pedestrian lighting
- Intersection enhancements
- Likes bike lanes. Likes curb improvements for walking – could be used by newer development residents to encourage walking
- Likes lane reduction for calming traffic
- Likes bulb-outs, big help for calming
- Supportive of Obama proposals
- Safer bicycling and walking facilities
- Walkability, crosswalks on major streets

Dislikes

- Reducing lane on Obama will have a negative impact
- Not eliminate traffic lane because people will go down residential streets
- Spillover traffic concerns. Dislikes reduction of lanes. Trouble backing out of driveway
- Bike lanes removing traffic
- Curb extensions
- Don't reduce lanes: major thoroughfare. High concern, too much congestion. Hard for Obama Bl residents to exit onto street
- Leave palm trees in place: historic to the area
- Travel lane reduction
- Traffic diversion/congestion impacts
- Removal of car-only lane: safety concerns; will create/increase congestion
- No protection for the bike lane
- Parking not necessary here on curbside
- Traffic in residential streets
- Taking away parking lanes
- Cut through traffic from Crenshaw if lanes reduced
- Existing condition traffic speeds are very fast during non-peak and it is very congested during peak
- Lane reduction is not advised because Obama is often used as a cut-through
- Removal of two vehicular travel lanes
- Potential cut-through traffic/traffic dispersion to other streets
- Potential slower time to destination
- Removing a traffic/parking lanes for bike lanes
- Enhancements are barriers when driving

Confusing

- Why would traffic circle work (not opposed, but would want more data around that)
- What was the factor that made team to decide the desdign features at the intersection?
- Expo and Obama seem redundant. Obama needs the calming more than Expo.
- What are the safety benefits of curb extensions? Could we lengthen crosswalk time as well?
- What is a protected vs. unprotected bike lane?
- Unsure about downstream effects of lane reduction/bike lanes on Obama
- Last version of this plan went to Buckingham, this version stops at a different street
- Will the bike lanes be used?
- Where are the lanes being reduced?
- Targeted outreach to transit riders (Is this occurring and how?)
- Removal of two vehicular travel lanes for such a short segment doesn't seem to make sense

Ideas / Wishes / What If?

- Ramps on the corners of the sidewalk (e.g. Jefferson Blvd); slowing down traffic to allow people walk across
- Need a way for people to slow down; need more trees; bike lane but not in lieu of rerouting traffic to another street
- Traffic circle at the intersection of obama
- Design features to make it visible for cars to see pedestrians walking
- More crosswalks (and flashing crosswalk light)
- Full-fledged lights, or stop lights
- Are we removing palm trees if other trees are being planted?
- Both Obama and Expo have traffic that's too fast
- Speed bumps to minimize spillover, strongly requested
- What's the extent of the Obama Bl lane proposal?
- Keep 2 lanes of traffic but take out parking? This is preferable. Not as much demand for parking
- Will there be bike lanes on King? Confirm with City
- Exposition bike lanes are a better alternative than bike lanes on Obama
- More stoplights on Obama rather than reduce a lane
- More crosswalks
- More mechanisms to slow traffic rather than reduce a lane
- Why split bike lane on both sides? Could they be consolidated onto one side, a two-way?
- Maybe safer to keep the bike lanes separated?
- Buckingham/Jefferson lights should be considered, traffic builds up
- Resources to help people get/ride bikes – education, economic help
- Traffic calming treatments are needed to slow speeds
- Four-way stops can be an option to slow speeds
- Converting the parking lane to a bicycle lane is another option
- Explore options that do not remove travel lanes
- [Removal of] traffic lanes are the most controversial [improvement]
- Is it possible to remove the on-street parking lanes instead of vehicular travel lanes? Preference for this type of reconfiguration
- Is a bike lane on Obama necessary if there a bike lane on Exposition?
- Opposed to removing parking

Jefferson Blvd

Likes

- Crosswalk, sidewalk improvements
- All suggestions are wonderful (bike lane to comfortably bike around, and not on sidewalk)
- Likes the recommendations. Jefferson is also dangerous, needs calming.
- Hard to walk on, dangerous to walk to the commercial areas
- New streetlights
- Beautification
- Lane reduction will slow cars down. Existing speeds are very fast; lane reduction will make folks go the speed limit
- Likes lighting—currently very dark, not safe walking
- Could complement new housing near station, add walkability
- Likes bulb-outs, trees, crosswalks – needs to be made more walkable and safer to walk
- Pedestrian improvements are welcome
- Bike lane projects if there were not reduction in travel lanes
- First/last mile improvements would encourage transit use
- Trees for shade

Dislikes

- Removing lanes (I)
- Bike lanes reducing traffic lanes
- Don't reduce lanes from 4 to 3 to add in bike lane
- Concern that the bike lanes will be blocked and not be usable
- Same lane comments – worried about impacts of reduction
- Don't see lane reductions helping improve traffic
- Increased congestion due to travel lane reduction – similar to the issue on Obama Blvd
- Bike lane project (seems impractical)
- Maintenance of trees

Confusing

- Don't know why adding bike lane when there are no bikers
- Do we need bike lanes on all streets? Would one or two work?
- Will reduced lanes on major streets divert traffic to residential streets?
- Why is there no parking reduction?
- What's the extent of bike lane on Jefferson? Limited to 3 blocks east/west of Crenshaw?
- Can we switch the parking lane and bike lanes configuration?
- Funding concerns
- Street tree planting – number of trees, schedule of planting, re-planting/replacing older trees
- Details about the features at the enhanced bus stops
- What has been the increase in non-driving transpo? Would like to see numbers to necessitate new bike lanes

Ideas/Wishes/What If?

- Flashing ped signal that would slow down traffic
- How to stop/slow down cars with or without lane reduction
- Not much bike activity on Jefferson now, is there a need for a bike lane?
- Switching the bike lane and parking lane position
- Traffic speeds should be slowed down to support businesses
- Lighting should be included at bus stops
- Be mindful of new construction on Crenshaw Corridor, of the impacts
- Think about flexible lanes, that switch directions based on time of day (e.g. Connecticut Ave in DC)
- Remove street parking
- Use Exposition as alternative to reduce traffic on Obama
- Outreach to businesses as Jefferson is a commercial corridor
- More preference for keeping on-street parking on Jefferson, than Obama
- Beautification of Jefferson (especially the business district)
- More trashcans
- Keeping sidewalks clean
- More community outreach for future projects especially bikeway projects

Survey and Email Comments

- Living off of Obama Blvd., I am not in favor of the lane reduction for a bike lane due to the negative impact it will have on traffic on Obama Blvd. Traffic is already slowed during rush hour, so reducing the lanes on that street would slow things even more, and redirect more traffic onto the side residential streets.
- I look forward to improvements that make the pedestrian experience better through more shade, easier street crossings, and in ways that are sustainable (such as by using native plants)
- I'm wholly opposed to eliminating lanes. I love the pedestrian improvements, especially the crosswalks and sidewalks. It's extremely needed for what will soon be a highly walkable neighborhood. I would love to see the addition of flashing crosswalk lights to add safety to those crosswalks and add peace of mind to our pedestrians. Thank you for all of your hard work!
- No way should there be a reduction of lanes and there should be better train & light signal sync'ing.
- Overall the taking of traffic lanes for bicycles will be a disaster and cause horrible traffic bottlenecks, particularly on all three streets. Metro is once again catering to a minority of people who commute by bicycle at the expense of those who don't or worse, can't, who are elderly or handicapped.
- Please, keep the people that live in area first over the people riding the metro. We love our neighbor & don't want to move because of the changes you want to make on Obama.
- Great opportunity to share input for future street improvements to our community. Good job by Metro in reaching out to gather inputs from a variety of stakeholders.
- Although I'm in favor of lane reductions on Crenshaw, you have plenty of space to keep at least 2 travel lanes, by just removing the parking from your proposal. No need for street parking on Crenshaw. Use that space for the bike lanes. Street parking doesn't exist now on Crenshaw. Plenty of underutilized off-street parking at the Walgreens/Starbucks and CVS corners.
- Please prioritize bike lanes to incentivize people to ride bikes and scooters without fear of being run over by motor vehicles!
- "Some of the street that you are attempting to reduce drivable lanes are highly traveled streets for automobiles. Limiting available automobile lanes shifts drivers into residential areas which impacts quiet residential lifestyles
- do not reduce traffic lanes!
- Thanks for the presentation. When will we find out final plans?
- "I think the crenshaw corridor should provide plenty of lighting, beautiful trees and shrubs, and proper signage."
- Please dont forget about providing handicap access. Also, please allow for Uber and Lyfte parking areas"
- Crenshaw and Obama are too wide with fast cars to be safe for pedestrian and bicycle access to transit. Please consider all options to slow cars down on these streets. Lane reductions on Obama to increase safety and access to transit should be strongly considered and transit riders input should be weighed against input from people who only ever drive in the project area.
- "I think this a worthwhile plan with a long term implementation delayed until the project is fully developed, homes and retail are up and the community transport systeem is truly reflects a transi/commuter populaiton envisioned by Metro.
- I think removing parking lane on Obama and converting to
- I live in North Leimert Park and drive to work everyday. I work at a school and I will not/can not use public transportation. I use Obama Blvd. on my way to work. It is busy. Do not take away a lane of traffic. It would cause so much hard to navigate traffic.
- I support all efforts to improve pedestrian safety and encourage usage of public transit. I disagree with my neighbors who cannot think about a life without a car. It's absolutely possible for people of all ages but change is hard for people. I welcome this change!!
- Can Metro design parking structures to get cars off the street?
- I oppose reducing vehicular lanes for bike lanes. I agree with the beautification efforts.
- Our community is not a biking community and the reduction in street lanes to accommodate

the very few who bike is not a solution that works for us.

- We cannot accommodate losing lanes of traffic. It would have a severely negative effect on our quality of life and push traffic into residential streets making it unsafe for families.
- I'm wondering if transitional options have been explored for some of the discussed improvements, so that it does not necessarily have to be a zero-sum game (e.g., peak-only bus lanes or shared bus and bike lanes on Crenshaw)
- Please do not reduce the number of traffic lanes. It will create a huge bottleneck in that direction.
- I encourage you to also use your Next Door accounts to get feed back with surveys or posts
- focus bike facilities on 2 streets vs all three east-west streets. exposition blvd should absolutely get protected bike lanes. choose obama or jefferson. obama looks best. must do street trees and sidewalks and crosswalks
- "Do not reduce traffic lanes, especially on Obama and Crenshaw. There is WAY too much traffic on these roads to add two way bike lanes.
- Also do not remove palm trees. Add shade trees and lighting in between palm trees
- All for the beatification of Jefferson. That street is a dump and eyesore."
- I appreciate having had the meeting however, I am concerned if our comments will be considered
- Reducing a lane on Crenshaw Bl. would be disastrous. Any lane reductions on the major thoroughfares in the Crenshaw area would result in traffic congestion for stakeholders and drivers thru the neighborhood.
- The proposal to reduce lanes on major thruway is not something I want to see on Crenshaw, Obama, or Jefferson due to traffic congestion. Sidewalk improvements, adding trees, and lighting is a win-win. No reduction of lanes on Obama, add bike lanes and make the street no parking.
- Asphalt.
- I fully support this and transit development
- "As far as Crenshaw/Jefferson As far as lane reduction it would make the traffic congestion increase. And would make drivers take smaller neighborhood street. Maybe more off Main Street bumps to slow traffic in the off streets.
- You should take note of the German bike ways that are integrated info into the wide sideways. Specifically in Berlin.
- Bicycle facilities seems to be a great way to get your bike stolen. It will also be a feeding ground for any local homeless to just hang out.
- Mainly people diverting from the main thoroughfare roads to cause more traffic.
- It also feels that the main sell on this plan is to reduce traffic lanes. Which will have more effect.
- But adding street lights and tree is something that can be done immediately for cheap monies.
- I'm opposed to the lost of lanes of traffic. Maybe do a study of bus lane on wilshire would give some inside where a lane can be shared by different types of commuters.
- My hope is that Metro would practice more transparency when presenting to the community about its intentions and plans.
- Metro needs to have more open and transparent conversations with the residents that live along the identified corridors and that will be MOST impacted by the improvements/ changes.
- Losing traffic lanes on Obama or Crenshaw will have a horribly negative impact to those who live near those streets and drive cars. Vehicles that use those streets now WILL NOT go away but will simply start to use our neighborhood as a past thru. This proposed lane reduction will only benefit your planned/hoped for ridership, but will cause harm to the existing neighborhood.
- Perhaps the parking and bicycling lanes could be swapped to avoid reducing lanes of traffic in business areas. I don't feel we need bike lanes on both Obama and Exposition- this seems redundant. I would choose Exposition for bike lanes. Please look at the timing of the traffic lights as they cross over the train lines- the timing is tough when turning north/south.
- "I agree with comments regarding removal of lanes negatively impacting traffic flow in the neighborhood & community. The comment on traffic light scheduling improvements is definitely an issue that needs to be addressed. Sidewalk & lighting safety should be a priority. Beautification with tree would be great .
- I love everything that was presented and I appreciate you engaging with the community. I

support any reduction of car lanes to support more pedestrians and bikes near transit. Also, lets build more housing in the area and upzone everywhere near the transit stations. Thanks!

- I really appreciate the renderings of improved sidewalks, lighting, etc. However, I am completely oppose to lane reductions.
- Please consider any innovative and flexible enhancements/improvements that might be adjusted/modified easily over time as needs adjust. (E.g. Wash D.C. has traffic lanes whose directions switch depending on the time of day. The middle lane of Connecticut Ave may be for Northbound traffic during the day, but for Southbound traffic in the evening). Also, we of course have to balance the needs of many. Who are these improvements mostly for (current residents along these streets, future residents/ stakeholders along these streets, all persons in L.A. that might use these streets, bicyclists, car owners, pedestrians)? How to we weigh and balance what might be competing interests?
- Bike lanes are not very useful if they are not protected. They simply become dedicated to drop-offs, double parking, trash, etc.
- Well, this is me being a broken record. Improvements on both Crenshaw and Jefferson exactly like the ones you presented in this plan have been discussed and approved previously, and were to be funded with a specific, multi-million-dollar Prop 1C grant. Where did that money go? It seems to have simply disappeared. None of the approved improvements appear to have been made. We need to install that tree canopy as soon as possible, and light the way along Crenshaw from the station north to Jefferson ASAP to make people more comfortable walking from the train to the retail.
- Reducing traffic lanes in this area and surrounding neighborhoods is a terrible idea. The idea of bike lanes is wonderful, however with the additional residences and people will increase CAR traffic. It's a congested area and adding people and cars while reducing lanes creates a larger carbon footprint as cars sit in traffic. There needs to be measures taken to AVOID cars going through the neighborhood and creating more problems. Cars speed in the neighborhood creating unsafe spaces for the many children that live here.
- **Email:** I'm a local resident from Baldwin Hills and I wanted to thank you for holding the recent open house sessions. I attended the one last Thursday and am very supportive of the plans to make our streets safer and more pedestrian/ bicyclist-friendly. I've lived in New York & San Francisco, as well as traveled extensively across Europe and Asia, and seen first hand how much better life can be when we can get cars off the road. I've happily lived car-free in other cities but know that it is almost impossible in LA right now. I live within healthy walking distance to the Expo station and the planned Crenshaw stations, but don't feel safe walking to them given the current vehicular traffic situation. I would LOVE for all the proposed improvements to be made along with more high-density housing near all stops to encourage more transit usage, more people around for safety reasons, and generally a more healthy approach to city planning.I know Baldwin Hills Estates HOA members frequently join these meetings and are often very vocal in their opposition of these types of plans, but please understand that our HOA is a voluntary opt-in system with no fee requirements and is essentially an organizing mechanism to oppose all local development to protect their property values. In a nutshell, the Baldwin Hills Estates HOA only represents the same small group of residents who continually oppose these plans and don't represent a significant portion of the neighborhood (most of us choose to opt out of the HOA regardless of what they may tell you).
- **Email:** Thank you for holding the community engagement session today on the Expo/ Crenshaw First and Last mile plan. I really appreciated being able to show support for the plan in the survey and the breakout rooms. I live in Baldwin Hills Estates and want to reiterate my support for the plan. These are exactly the types of changes we need in the area. I live a little over a mile from the Expo stops and the upcoming Crenshaw line stops. The only thing that would hold me back from walking to the stations are the currently unsafe-for-pedestrian areas around Obama, Crenshaw, Expo, and Jefferson. Making those streets safer to cross is a must, and the reduced traffic lanes should hopefully calm speeds nearby. These changes will save lives. There was also a comment today about presenting these ideas to local neighborhoods' councils and HOAs. While I think more community engagement is always better, I also want to stress that these groups are often a vocal minority of homeowners who organize to oppose any changes that inconvenience them, and are not truly representative of the wider community (as

represented by polling and surveys). We need an all-of-the-above approach to increasing biking, walking, and transit usage, along with building more housing near transit and jobs, to end our car culture and sprawl. I just want to make sure people like me who agree continue to be vocal to support these changes and provide you with any support you need.

- **Email:** I just wanted to voice my strong support for the First/Last Mile Expo/Crenshaw plan as presented. I live at [redacted]- about a half-a-block from Obama Blvd. and in pre-pandemic times rode the train to work downtown almost every day. My family also has two cars and we drive quite a bit as well. I have a young family - a 4-year-old and a 2-month-old. We like to walk and ride bikes but are extremely limited in what we can by the safety issues on Obama. Cars travel down Obama Blvd. at highway speeds and the road as currently set up creates an enormous and unsafe barrier to us accessing anything north of Obama, including the train station, businesses on Jefferson, etc. It is simply unsafe to walk and bike around here. I also want to point out that just down Obama Blvd to the west is Rancho Cienega Rec Center which is undergoing extensive and expensive renovations. It is a huge (but relatively unexplored) community asset and will be an even bigger one once the renovations are done. But, it is impossible to access by foot or bike. Despite it being easy walking and biking distance from my house, my family (and literally anybody else as it is not walkable or bikable safely from any residential area) and I have to get in a car and drive over there to use the rec center. There should be bike lanes and pedestrian improvements going West on Obama all the way to the rec center as well. To put it simply, it would be irresponsible and negligent for the City/Metro to add all of these walkable and bikable amenities as well as new high density developments and then allow these streets to remain unsafe for walking and biking as they are. And small changes and tweaks like some trees and a few light-up cross walks are not going to do the trick. There have already been safety incidents on Obama and Crenshaw in recent years and that is only going to get worse as more and more people seek to access these great community assets. I know a very vocal few have voiced concerns about the reduction in traffic lanes, but I believe the reduction is warranted. Obama, Crenshaw, and Jefferson should not be highways through our city like they are now. Particularly when one of the biggest rail hubs in Southern California is located here and people are going to want to walk and bike to these community amenities. I don't think the concerns about lane reductions are shared by the majority of the community and they have not been shared by the majority of people I've spoken with about it. Even if there was broad-based antipathy to lane reductions, safety and accessibility have to outweigh traffic concerns here given the fact that the Expo/Crenshaw station is right here, the rec center is here, lots of new businesses are going in on Crenshaw and Jefferson, and Simply put, driving/traffic should not be the priority in this area. And we certainly should not be prioritizing people who use these streets as a thoroughfare to cut across the city. There were recently two posts about the open house in Nextdoor (one by me and one by another citizen who appeared to not be in favor of the plan). The comments and "likes" appear to reflect much greater support for the plan than criticism of it, so I wanted to share links to those below. https://nextdoor.com/p/8yDWMfncb9zx?utm_source=share&extras=MTI2Mjg0NTk%3D https://nextdoor.com/p/Hg4_pTT9rL5j?utm_source=share&extras=MTI2Mjg0NTk%3D Please let me know if there is anything else I can do to make my voice heard regarding this matter. I thought the open house was really well done. It was well organized and everybody had an opportunity to be heard. The surveys were a nice touch to make sure everybody felt their backgrounds, opinions, and priorities were recorded. I'm sure you primarily receive negativity on these things, so I just wanted to mention that.
- **Email:** Hi. Based on some of the comment chains on Nextdoor, there seems to be a lot of push-back against your First/Last mile plans around the Crenshaw/Expo station. As a resident of this area, I'm in full support and excited about the plans in place. Couple questions: 1. Is this project in any danger of being delayed/scrapped because of resident opposition? 2. How can I most effectively leverage my support for this project?
- **Email:** Good Day! We were not able to attend your outreach sessions. As a car driving family of Leimert Park we support Metro's First Mile / Last Mile proposals to bring more bike and pedestrian friendly changes to our streets. Traffic speeds on our streets have increased significantly throughout the neighborhood. At the same time driver attention has decreased. Stop signs, red lights and right of way laws are

being ignored. Cars are increasing in size, power and weight further diminishing a pedestrians or cyclist's chance of survival in an accident. Riding a bike or scooter on our roads has come to be equal to a suizide (sic) mission and we refuse to put our lives at risk. We encourage Metro to take bold action to make our roads safer for all: Stop outdated traffic engineering practices that put motor vehicle driving safety above everybody else's safety. Our roads should not be safe for highway speeds. Aggressively reduce lane widths to encourage reduced speeds. Consider pavement changes to encourage driver attention Four-way stops at intersections in the neighborhood should be the default. At intersections, rather than forcing pedestrians to ramp down, raise the intersection so cars have to ramp up. This adds engineering challenges but should be contemplated whenever physical improvements are made. Experiment with pedestrian scramble intersections It appears that many of our fellow neighbors do not understand the potential benefit of your proposals yet. We urge you to improve community outreach. It is vitally important for any of these proposed measures to be successful. We hope you are already working with Go Human.

- **Email:** Hi I live near Crenshaw and Expo and I just want to say I support adding in any bike lanes, pedestrian improvements for safety and removing car lanes.



Next stop: access to opportunity.

Expo/Crenshaw First/Last Mile Plan

Planning & Programming Committee

July 14, 2021

File ID 2021-0235



Metro

Recommendations

CONSIDER:

Adopting the First/Last Mile Plan for Expo/Crenshaw Station



Background and Process

- Smaller-scale FLM plan, coordinated with other TOC efforts in the area
- Key transfer station
- Builds upon recent planning work in Crenshaw area
- Outreach conducted in November 2019 – February 2020
  - Stakeholder roundtables
  - Pop-up event
  - Online survey



Pop-up event at Crenshaw Farmers' Market

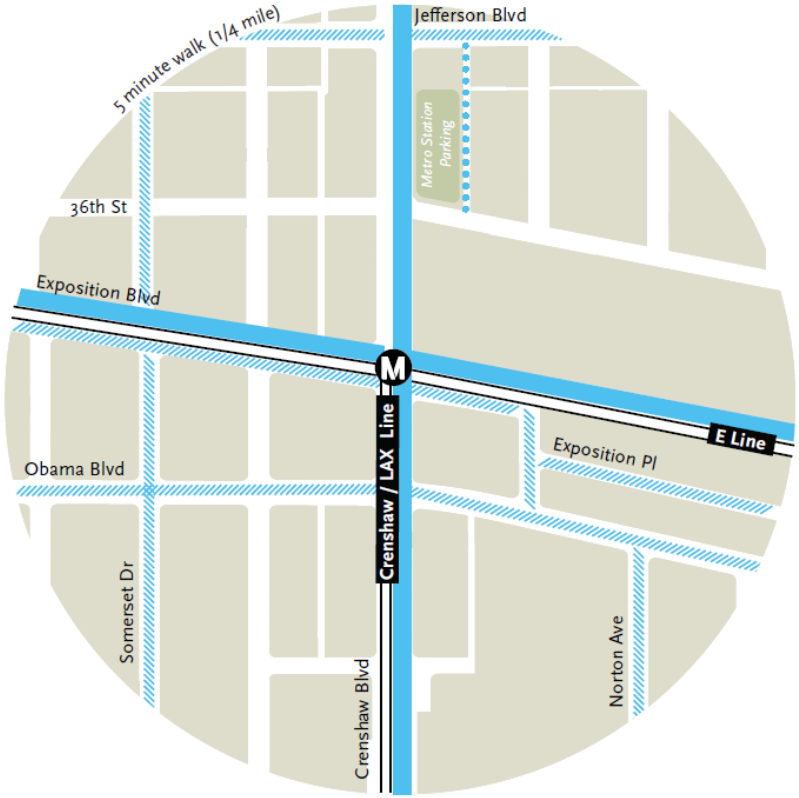
Major Projects

Key recommended improvement types:

- Enhanced crosswalks
- New and upgraded bike facilities
- Pedestrian lighting
- Street trees and landscaping
- Corner extensions/bulb-outs

Priority access pathways:

- Crenshaw Blvd
- Exposition Blvd
- Obama Blvd
- Jefferson Blvd



Pedestrian Pathways to Station

Additional Outreach and Next Steps

- Two virtual open house events in May 2021
  - Widely publicized in the community
  - Over 80 attendees
  - Solicited feedback via discussion groups, survey exercise, and email
- Supplement identifies:
  - Early action, priority projects with broad support
  - Projects requiring further outreach, study
- Next steps focus on City of Los Angeles coordination

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