

**Next stop: our healthy future.**

**INGLEWOOD FIRST/LAST MILE PLAN**

1/22/19



**Metro**<sup>®</sup>

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## EXECUTIVE SUMMARY

This section introduces the Inglewood first/last mile project and lists the key findings and recommendations that are within the Plan.

# Overview of the Plan

The Inglewood First/Last Mile Plan is part of an ongoing effort to increase the accessibility, safety, and comfort of the areas surrounding current and future Metro transit stations. The Plan documents community-guided first/last mile improvements around three Crenshaw/LAX Line stations and one Green Line station. These stations are:

- > Fairview Heights Station
- > Downtown Inglewood Station
- > Westchester/Veterans Station
- > Crenshaw Green Line Station

Metro requires cities to provide a 3% local funding contribution to major rail transit capital projects. This is the first time a city has chosen to fulfill its local match obligation by funding first/last mile improvements. As such, the City of Inglewood has been actively involved in the development of this Plan.

In coordination with local jurisdictions and other agencies including the City of Inglewood, City of Los Angeles, City of Hawthorne, and LAWA, the Inglewood First/Last Mile Plan builds on the ongoing development and transportation changes occurring in the area. The Plan's recommendations recognize and complement existing planning and implementation efforts.

## Key Findings

The four stations studied in this plan face several obstacles from a first/last mile perspective. In many places, long blocks, wide arterials, freeway crossings, and

lack of streetscape amenities pose challenges for people walking and biking.

Given existing conditions surrounding the stations, important recommendations include:

- > Crosswalk improvements, such as high visibility striping, dual curb ramps, and pedestrian signals
- > Sidewalk improvements, such as new sidewalks along streets feeding the transit station, and repaving
- > Bicycle infrastructure that promotes safety, and includes (where feasible) separation from vehicular traffic
- > More lighting for people walking, biking, or otherwise 'rolling' to the station at night
- > Visual enhancements that reflect the unique history and characteristics of the city and individual communities

## Plan Contents

### Introduction

This chapter explains why first/last mile is important to Metro. It defines and describes first/last mile planning, along with Metro's various first/last mile policies and commitments. It further summarizes the first/last mile challenges and opportunities around Inglewood.

### Existing Plans & Projects

There are many ongoing planning efforts around the stations that will impact first/last mile planning. This chapter gives an overview of current and future plans for

Inglewood to better understand how first/last mile improvements will complement upcoming changes.

### Process

This chapter describes the steps taken to create the plan, including development of a web application (web app) for walk audits, project dashboard, stakeholder conversations, community events, and report preparation.

### Recommendations

The recommendations introduce first/last mile improvements for each station and include Tier 2 projects that are studied in more detail.

### Next Steps

This short chapter describes the next steps after Metro Board adoption, focusing on implementation.

### Lessons Learned

This chapter provides insights to others as they undergo first/last mile studies, sharing lessons learned about the process of analysis, community input, and the drafting of the pathway networks.

### Appendix

The Appendix includes key items produced during Plan formation: the Walk Audit Summary, Existing Plans & Projects Memo, the Pathway Origin Matrix, and the Costing Assumptions/Details.

# INTRODUCTION

This chapter describes the intent of Metro's First/Last Mile Strategic Plan, changes anticipated to occur over the next five years in the City of Inglewood, and the City's commitment to a 3% local funding contribution to implement projects listed in this Plan. Information about terminology used throughout the Plan is described in detail.

# Introduction

**“First/last mile Planning for Inglewood will make it safer and more pleasant to walk, bike, and otherwise roll to Metro stations.”**

An individual's transit trip is understood as the entire journey from origin to destination. Individuals may walk, drive, ride a bicycle, take a train, or - in many cases - combine several modes to get to a destination. Bus and rail services often form the core of a trip, but transit riders complete the first and last portion on their own. As riders have different needs and preferences, a First/Last Mile Plan examines the areas around Metro stations at varying distances. Most people may only walk a half-mile to a station, but someone on a bicycle may be comfortable riding up to three miles to get to a transit station. The overall goal of first/last mile planning is to improve conditions surrounding stations to enhance an individual's entire journey - from beginning to end.

First/last mile planning for Inglewood will make it safer and more pleasant to walk, bike, and otherwise roll to Metro stations. Recommendations such as increased lighting can make people feel more safe and secure. Visual enhancements can provide a sense of place and comfort. As a result, successful identification of first/last mile challenges and improvements becomes part of how a community defines itself. Therefore, it is critical that communities are engaged throughout the planning and implementation stages of the first/last mile planning process.

# What is First/Last Mile?

First/last mile improvements incorporate a range of urban design elements that respond to the context of each station. Though the streets that comprise Metro's first/last mile planning area typically fall outside the boundaries of Metro's jurisdiction, they remain critical components of an effective public transportation system. The easier it is to access a transit system, the more likely people are to use it.

Some examples of first/last mile improvements include:

- > Infrastructure for walking, biking, and rolling (e.g. bike lanes, bike parking, sidewalks, and crosswalks)
- > Shared use services (e.g. scooters, bike share, and car share)
- > Facilities to transfer or connect to a different mode of transportation (e.g. passenger drop-off areas and bus/rail interface improvements)
- > Information that simplifies travel, including signage, wayfinding, and technology (e.g. information kiosks and mobile apps)



## Vision & Policy

First/last mile improvements are a key element in Metro’s vision of promoting street networks that make traveling by transit safe, comfortable, and convenient. The vision stems from Metro Board Motions 14.1 and 14.2, passed in 2016.

- > **Motion 14.1** is a broad, foundational resolution that instructed Metro to conduct first/last mile planning across its rail and busway stations.
- > **Motion 14.2** allows local jurisdictions to count first/last mile improvements toward their 3% local contribution for rail projects.

The First/Last Mile Strategic Plan and Planning Guidelines (2014), describes a vision for improved station access throughout the LA region. The Strategic Plan lays out a process for identifying and analyzing existing conditions to develop a network of first/last mile improvements. Pathway networks identified in each station area will create an inter-connected active transportation grid across Los Angeles County.

In Spring 2018, Metro completed the next step in the program, the Blue Line First/Last Mile Plan, which laid groundwork for the first/last mile community-based planning processes and represented the first application of the Strategic Plan. Building on those lessons and methods, the Inglewood First/Last Mile Plan is the second first/last mile planning effort.

Unlike the Blue Line First/Last Mile Plan’s implementation approach of seeking grant assistance, the Inglewood First/Last Mile Plan is the first to be directly tied to a future capital project with an obligated local funding commitment. Ongoing first/last mile plans are also being conducted concurrently for the Airport Metro Connector, Foothill Gold Line Extension, the Purple Line Extension Phases 2 and 3, and the East San Fernando Valley Transit Corridor.

### City 3% Match

Metro requires cities to provide a 3% local funding contribution to major rail transit capital projects. The rationale for the 3% contribution is that local communities with rail stations receive a direct benefit because of the availability of high-quality transit. The City of Inglewood is the first city to fulfill its 3% local contribution obligation (\$6M) by funding first/last mile improvements identified in this plan. Metro and the City of Inglewood have executed an Agreement to formalize this commitment.

“Pathways identified in each station area will create an inter-connected active transportation grid across Los Angeles County.”

# Planning for Changes in Inglewood

The First/Last Mile Plan for Inglewood has the opportunity to influence the changing landscape of the city. The Crenshaw/LAX Line will connect to the Los Angeles International Airport (LAX) and to numerous new developments that are being planned and constructed. Development plans indicate that areas around and within the city will continue to experience rapid growth in the near future. The following is a list of relevant planning and construction efforts.

## Relevant Existing Plans

- > Transit Oriented Development Plans: Propose land uses around future transit stations in the city (City of Inglewood)
- > City of Inglewood Housing Element: Presents a comprehensive housing program from 2013 to 2021 that will provide residents with affordable housing options (City of Inglewood)
- > Hollywood Park Specific Plan/LA Stadium & Entertainment District: Proposes a vibrant city center with an array of mixed-uses to enhance economic development (City of Inglewood)
- > Metro Crenshaw/LAX Transit Corridor Joint Development Strategic Plan: Identifies potential joint development sites and opportunities for integration with transit facilities (Metro)

## Relevant Plans in Progress

- > Active Transportation Plan: Improves multi-modal access throughout the City (City of Inglewood)

- > Safe Routes to School Plan: Improves safety and comfort for students walking, biking, and rolling to school (City of Inglewood)
- > The City of Inglewood Mobility Plan: Identifies near- and long-term transportation plans that can help move people across the city (City of Inglewood)
- > Los Angeles International Airports Landside Access Modernization Program: Creates a ground transportation network to improve current traffic conditions and support multi-modal access around LAX (LAWA)
- > Metro NextGen Bus Study: Restructures the existing Metro bus network to better respond to changing travel patterns across the region (Metro)

## Relevant Development in the Works

- > Crenshaw/LAX Light-Rail Line (Metro)
- > Los Angeles Stadium and Entertainment District (City of Inglewood)
- > Los Angeles Airport Automated People Mover (LAWA)
- > Los Angeles Stadium Automated People Mover (City of Inglewood)
- > LA Philharmonic's Youth Orchestra building (City of Inglewood)
- > PATH Villas, affordable rental housing (City of Inglewood)
- > Hilton TRU Hotel (City of Inglewood)
- > D3-Thomas Safran Project, mixed-used, grocery-anchored rental housing (City of Inglewood)
- > A potential new basketball arena (City of Inglewood)

## From an Auto- to Transit-Oriented Culture

Existing infrastructure and development patterns around and within Inglewood support an auto-oriented lifestyle. Automobile volumes and speeds are high along most of the city's arterials and major collectors. Given that the location of the new light rail alignment was formerly used as a freight corridor, the existing street design presents difficulties for those walking, biking, and rolling. Through our community engagement process, community members expressed enthusiasm about public transit and the new light rail line. This Plan identifies many opportunities to create safer access for those walking and rolling to future stations.

Community engagement was an important component of the Inglewood First/Last Mile Plan and the process drew participation from residents throughout the city. Community members provided feedback through walk audits, stakeholder interviews, and community events. Feedback broadly supported first/last mile improvements. More details are outlined in the Process chapter.

## Broader Concerns and Guidance

The planned developments in Inglewood indicate a changing landscape and present potential challenges that need to be addressed. Metro is sensitive to both the benefits and drawbacks of new transportation investment and the related challenges of community change. Unintentional consequences of transportation investment, such as gentrification, can lead to rising property values and rents and can also cause displacement of existing low income residents and/or businesses. This can affect neighborhoods and individuals in various ways, including displacing the very residents who are most likely to use transit. Community engagement creates a space to capture hopes, visions, and concerns regarding unintended impacts, while also promoting a dialog around solutions.

Additional policies and precedents inform this plan and acknowledge, in particular, the urgency for Metro and stakeholders to ensure that the benefits of transit investments are realized broadly and especially for existing residents. The Blue Line First/Last Mile: A Community-Based Process and Plan (<https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/>) sets the bar for future first/last mile plans - engaging the community in every aspect of design and development and addressing broader historic

inequities and consequences of disinvestment within the communities studied. Metro's Transit Oriented Communities (TOC) Policy, adopted in June 2018, sets broad goals for realizing holistic land use and community development along transit corridors. Enhancing access to transit, deep community engagement, and preservation and stabilization of communities are key goals of the Policy. This plan proposes safe and comfortable routes to public transit, built upon support and feedback from the multiple lenses of the community. In addition, in February 2018, the Metro Board adopted the Metro Equity Platform Framework - a policy aimed at addressing equity disparities by employing the following strategies agency-wide:

- > Define and Measure
- > Listen and Learn
- > Focus and Deliver
- > Train and Grow

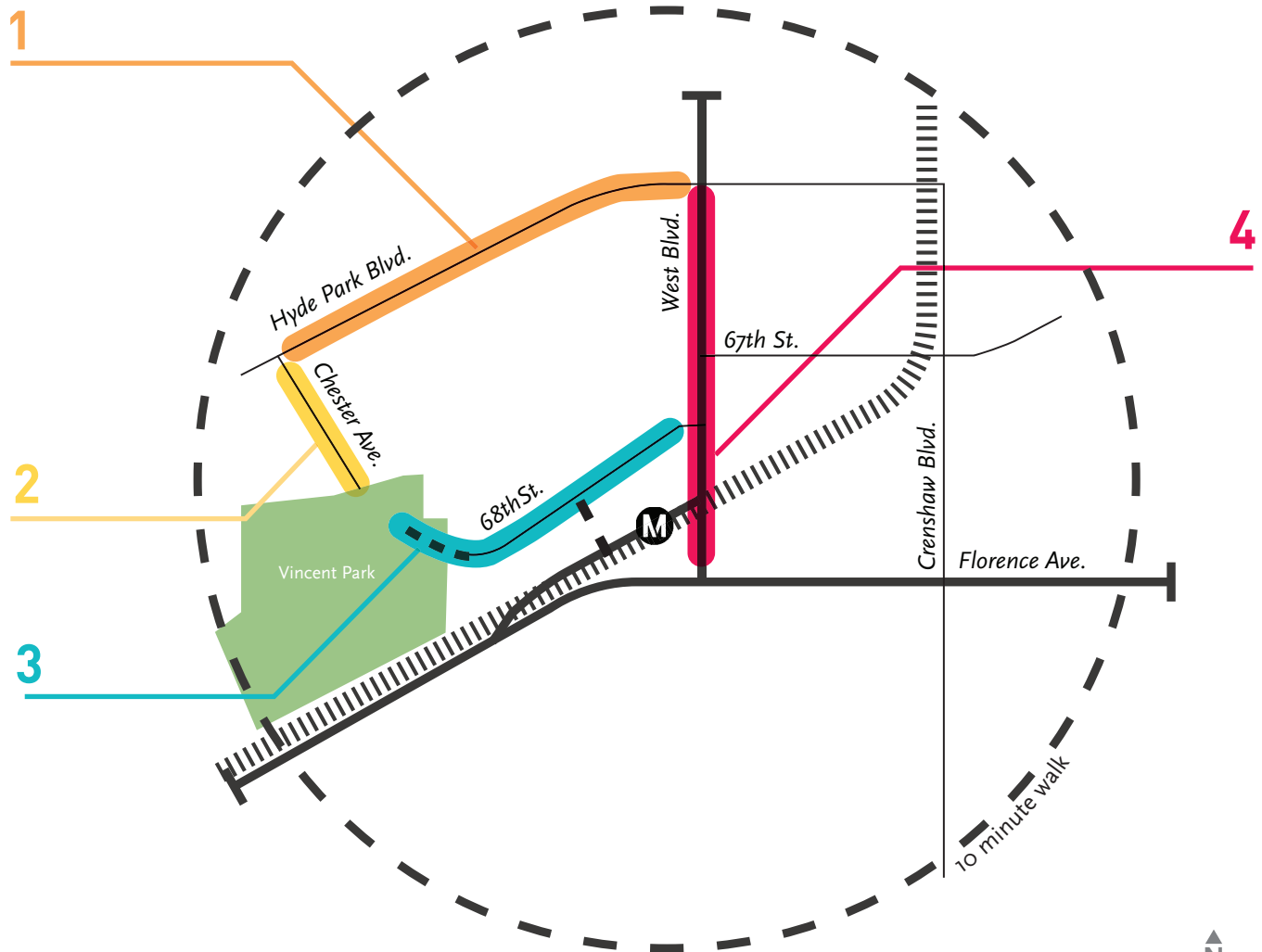
Equity concerns in Inglewood, as described above, were raised during community events and stakeholder conversations. As such, the City of Inglewood is encouraged to continue a dialogue with the community about these issues and to address policies and programs that protect, preserve, and enhance existing communities and those most vulnerable to displacement or other unintended impacts. Metro can provide guidance and assistance in these efforts as equity policies continue to evolve.

“Development plans indicate that areas around and within the city will continue to experience rapid growth for the near future.”

## RECOMMENDATIONS

This chapter outlines four project recommendations for each station. These recommendations require additional design analysis and do not necessarily represent the first-phase priorities for the each station area.

# Fairview Heights Station Tier 2 Projects



Note: Only pathway network streets are shown on this map.

As the Inglewood city boundary runs down West Blvd. and Victoria Ave., recommended Tier 2 projects are localized in the city’s residential areas to the northwest. Streets in this area follow a more curvilinear street grid. Current bicycle diverters create a limited volume of vehicles

in the neighborhood. Building off of the slower speeds and the access to trails in Vincent Park, 68th St. and Chester Ave. are selected as Tier 2 projects that will link people walking and biking to the station. Hyde Park Blvd., also selected as a Tier 2 project, connects the entire

northwest quadrant of the station area and links transit riders to residential and commercial areas. West Blvd., the fourth project selected, is the single north/south spine that connects directly to the station and to the future Rail-to-River bike facility.

## 1. Hyde Park Blvd.

One of the main connectors through the station area, Hyde Park Blvd. changes from residential in the west to commercial and mixed-uses to the east. Improvements include a full suite of pedestrian- and bicycle-oriented changes including a bike lane, sharrows, bulb-outs at corners, enhanced crosswalks, trees, and sidewalk lights.



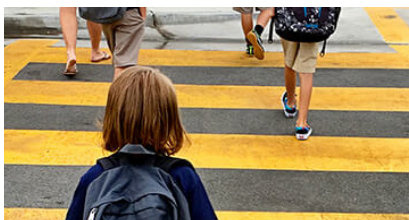
## 2. Chester Ave.

Chester Ave. is a narrow residential street that has been designed to preclude cut through traffic. Improvements should be made to encourage pedestrian and bicycle access, for example modification to the existing roadway diverter, addition of trees and sidewalk lighting, and access improvements to and from Vincent Park.



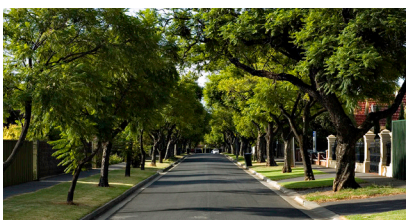
## 3. 68th St.

This street is similar in right-of-way width and design to Chester Ave. - it is narrow and designed to preclude cut-through traffic. Recommendations include introduction of a Neighborhood Greenway with a full suite of amenities and the redesign of the diverter.



## 4. West Blvd.

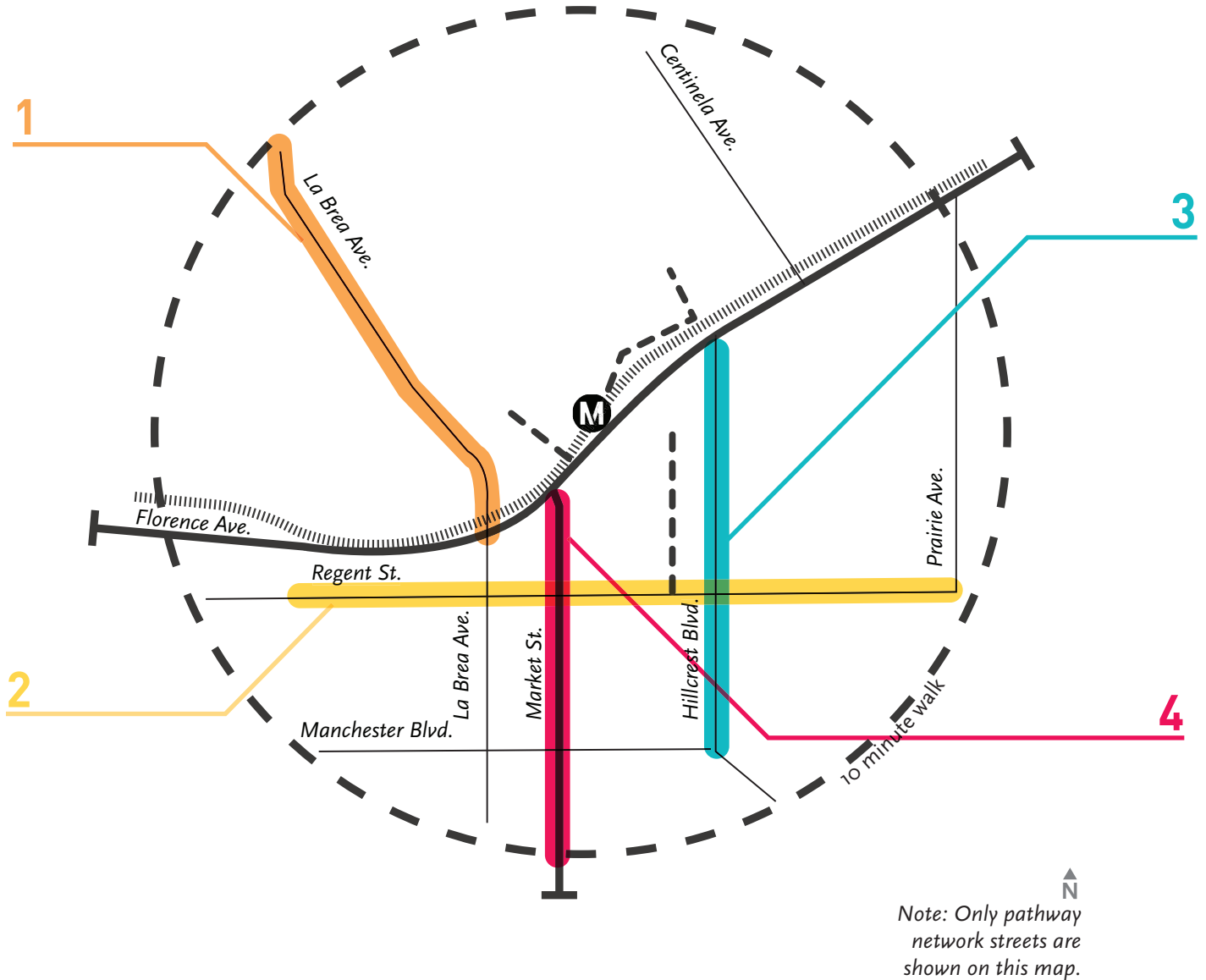
West Blvd. already has a handful of first/last mile-friendly enhancements, but walking along it can be hot during the day and dark at night. Enhancements can be made to the existing bike lane and crosswalks, and new amenities added to the sidewalk.



## Other Streets

- > Florence Ave., although a key Arterial Pathway, was not included as a Tier 2 project, since many improvements are currently underway as part of the Crenshaw/LAX Line construction.
- > Crenshaw Blvd. was not included because it is outside of the City of Inglewood.

# Downtown Inglewood Station Tier 2 Projects



The Downtown Inglewood Station is located along Florence Ave. and is currently disconnected from the heart of Downtown. By extending the streetscape on Market St. (Tier 2 project) between Regent St. and Florence Ave., the station can be better integrated to the Downtown core and to the future D-3 site to the south. Regent St., selected as a Tier 2 project and Neighborhood

Greenway, is one of the main east/west corridors through Downtown. Likewise, La Brea Ave. (Tier 2 project) is the main north/south spine and connects to the Inglewood Civic Center and the new TechTown Campus. Hillcrest Blvd. (Tier 2 project), another key north/south corridor, is a wide and pleasant street that links to the future LA Stadium

and Entertainment District to the south. These streets were selected as priorities because of their significance as active transportation corridors (especially as the park-once district is established throughout Downtown Inglewood), and the potential they have to realize first/last mile improvements along their lengths.

## 1. La Brea Ave.

Despite the fact that La Brea Ave. is a major thoroughfare for people moving to and through the neighborhood, crosswalks are scarce, curb-to-curb distances are wide, and traffic can sometimes move swiftly. The sidewalks can be infilled with street trees and pedestrian lighting and as the street approaches Florence Ave., visual enhancements can be added to the underpass.



## 2. Regent St.

Improvements to Regent St. are centered around a new bikeway, with safe and pleasant facilities for people riding their bikes, along with improvements for pedestrians, such as corner bulb-outs, addition of trees and wayfinding signage, and sidewalk lighting.



## 3. Hillcrest Blvd.

Hillcrest is mainly residential in character and has tall, mature street trees within a sidewalk parkway and also in a landscaped center median, which can be infilled. The main elements that are missing along Hillcrest Blvd. are high-visibility crosswalks, pedestrian lighting, wayfinding, and bike sharrows.



## 4. Market St.

Between the Florence Ave. and Regent St., Market St. does not have all of the amenities and enhanced design elements that the blocks south of Regent St. do. Extending this character north and adding station wayfinding, will help to close the gap between Downtown and the station.

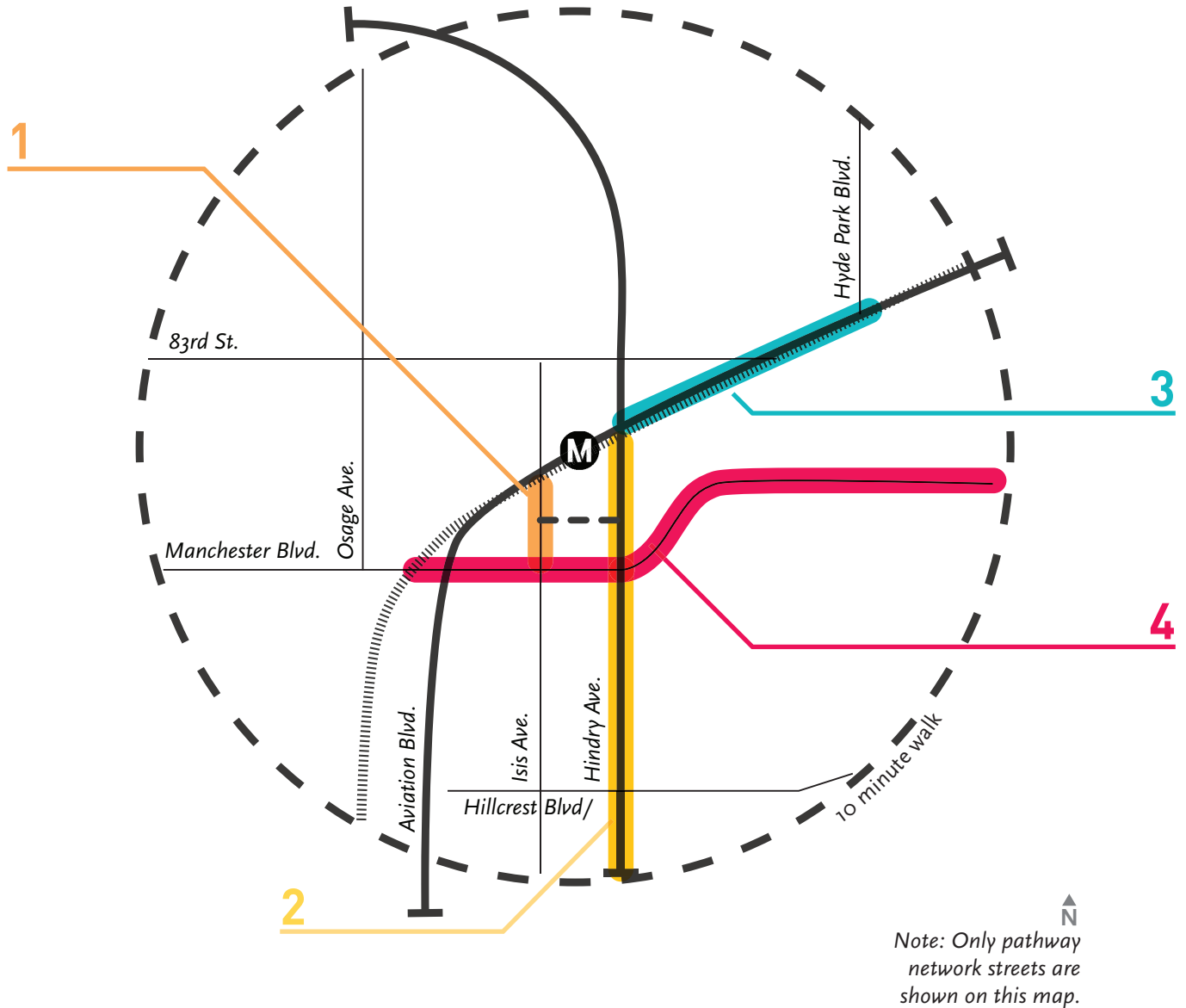


## Other Streets

- > Florence Ave., although a key Arterial Pathway, was not included, as many improvements are currently underway as part of the Crenshaw/LAX Line construction.
- > Prairie Ave. and Manchester Blvd., although key connections to the future LA Stadium and Entertainment District, were not selected as a Tier 2 projects given their distance from the Downtown Inglewood Station.



## Westchester/Veterans Station Tier 2 Projects



All Westchester/Veterans Station Tier 2 projects are located within Inglewood city boundaries and strive to increase connections from destinations and areas within the city, to the station. For example, Manchester Blvd, Hindry Ave., and Florence Ave. (Tier 2 projects) works to create a safe bicycle connection across the I-405 to

the Regent Bike Boulevard so that people can get into Downtown and residential neighborhoods east of the freeway. The proposed bicycle facility on Manchester Blvd. also closes a bicycle gap between the City of Los Angeles and Inglewood. Isis Ave., the fourth Tier 2 project will act as a key pedestrian connector between the proposed

transit-oriented arts cluster and the future station. Hindry Ave. and Isis Ave. have a proposed plaza and arts park at Manchester Blvd. that would further benefit first/last mile connections and transit riders.

## 1. Isis Ave.

Isis is envisioned as a closed-off, pedestrian-oriented street that can accommodate special events, food trucks, vendors, and other attractions. This vision is informed by the area's Draft Transit-Oriented Development (TOD) Plan, which has an Arts Cluster & Mixed Use District in this area.



## 2. Hindry Ave.

Hindry Ave. has the potential to become a bike facility because of its long, straight access to and from the Metro station. At the same time, the industrial nature of the street poses some challenges that need to be addressed from a first/last mile perspective. Improvements introduced include both pedestrian and bicycle upgrades.



## 3. Florence Ave.

This segment of Florence Ave. can be enhanced as two-way cycle track, utilizing the space between the retaining wall of the Metro Crenshaw/LAX light-rail alignment and the curb edge. This segment will allow cyclists to connect to the Hindry Ave. bike facility, and to the Regent St. bicycle facility, without competing with traffic on Florence Ave.



## 4. Manchester Blvd.

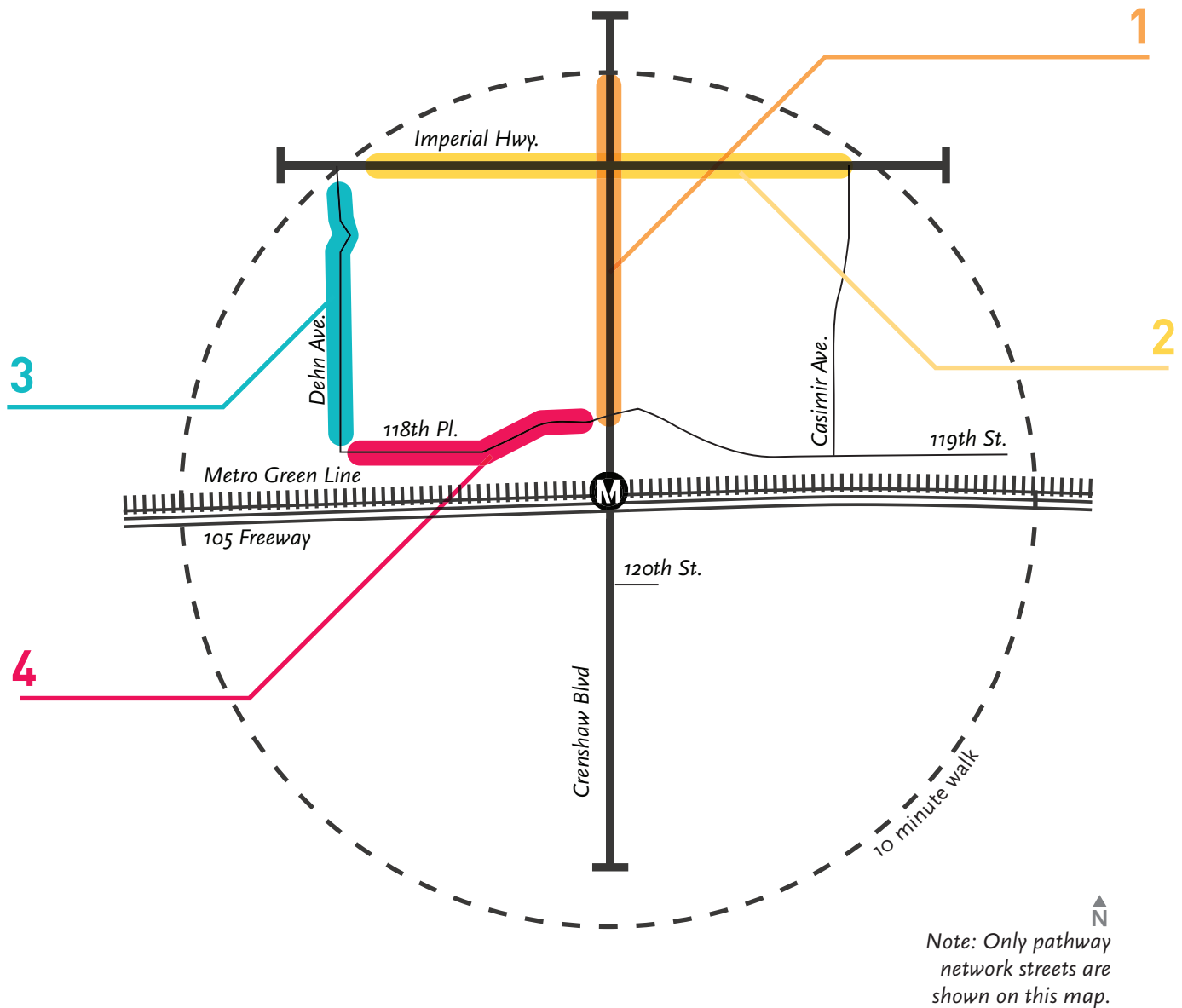
Manchester Blvd. is an important east/west connector. Swiftly-moving vehicles and a wide right-of-way, make it unfriendly in places to people walking and biking. Manchester is also an important transit pathway. Conceptual designs for Manchester Blvd. include a separated cycle track with outboard bus platforms and parking, along with sidewalk and crosswalk enhancements for pedestrians.



## Other Streets

- > 83rd St., Manchester Blvd. (west), Osage Ave., and Hyde Park Blvd. all fall outside of City of Inglewood jurisdiction, and were not selected as Tier 2 projects.

# Crenshaw Green Line Station Tier 2 Projects



The Crenshaw Green Line Station east/west Tier 2 projects include the main Pathway Arterial, Imperial Hwy. and the smaller, more residential, 118th Pl. North/south priorities include Crenshaw Blvd. and Dehn Ave. Improvements along Crenshaw Blvd. and Imperial Hwy., include specifications for pedestrian improvements, visual enhancements, and enhancements at bus stops. These north/south

connectors are important for those living and visiting the future District Center to the north of the station. Improvements along the residential streets focus on the walking environment with landscaping and pedestrian lighting. Each Tier 2 project represents a significant opportunity to improve first/last mile connections, because pedestrian and bicycle amenities

are currently limited in the area. Since the Inglewood city boundary is just north of the station, important improvements directly at the station (i.e. at the I-105 underpass), for example visual enhancements, wayfinding, and lighting, are not indicated as Tier 2 projects.

## 1. Crenshaw Blvd.

Anyone who walks, bikes, or otherwise travels to the Crenshaw Green Line Station, uses Crenshaw Blvd. to access the station. The station itself is elevated above Crenshaw, within the right-of-way of the 105 Freeway. This makes Crenshaw Blvd. a critical focus for the station area. Improvements should be made to bus stop, crosswalks, and sidewalks.



## 2. Imperial Hwy.

This street is extremely wide and auto-oriented and its character changes east and west of Ardath Ave., where it widens out even further. A key goal is to integrate improvements for pedestrians, such as enhanced and new crosswalks, lighting, trees, and art on utility boxes.



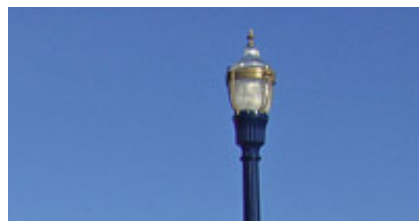
## 3. Dehn Ave.

Dehn Ave. is a low-scale residential street, with consistent sidewalks and landscaped parkways. Despite its friendly character, it is missing some critical first/last mile elements, such as lighting, trees, and curb ramps. Dehn Ave. connects to the Bennett / Kew Elementary School.



## 4. 118th Pl.

Dehn Ave. dead ends into 118th Pl., so together these streets act as a continuous pathway to and from the Metro station. 118th Pl. is almost identical in scale and character to Dehn Ave., with one lane in each direction, parking on either side, and continuous sidewalks and parkways. Improvements recommended for 118th Pl. are similar to those proposed for Dehn Ave.



## Other Streets

- > All other projects not chosen as Priorities fall outside of the City of Inglewood jurisdiction.