

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.<sup>1</sup>

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

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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.

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<sup>1</sup> 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

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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?

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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.