

Next stop: our healthy future.

AVIATION/96TH STREET FIRST/LAST MILE PLAN

3/22/19



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.

The Aviation/96th St. First/Last Mile (FLM) Plan is part of an ongoing effort to increase the accessibility, safety, and comfort of the area surrounding the future LAX/Metro station. The plan documents community-guided first/last mile improvements around the station.

In coordination with local jurisdictions and other agencies, including the City of Inglewood, City of Los Angeles, and LAWA, the Aviation/96th St. Station 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 construction efforts. Funding for implementation has not yet been confirmed for this station, but potential funding sources are summarized in Appendix E.

Key Findings

This station faces unique challenges and opportunities from a first/last mile perspective. The area is characterized by long blocks and wide arterials, which are primarily designed for vehicle circulation; walking and bicycling around the area can be difficult.

Given existing conditions surrounding the station, 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

Planning for Changes

This Plan has the opportunity to influence the changing landscape of the area. The Crenshaw/LAX Transit Project will connect to the Los Angeles International Airport (LAX) and to numerous new developments that are being planned and constructed.

Relevant Existing Plans

- Century Streetscape Plan: Provides guidelines and standards for streetscape improvements along Century Boulevard within the City of Los Angeles (City of Los Angeles)
- Hollywood Park Specific Plan/ LA Stadium and 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

- Los Angeles International Airports Landside Access Modernization Program: Creates a ground transportation network to improve current traffic conditions and support multimodal 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 Transit Project (Metro)
- Los Angeles Stadium and Entertainment District (City of Inglewood)
- Los Angeles Airport Automated People Mover (LAWA)
- A potential new basketball arena (City of Inglewood)

From an Auto-to Transit-Oriented Culture

Existing infrastructure and development patterns in this area 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 the future station.

Community engagement was an important component of the Aviation/96th St. Station First/ Last Mile Plan, and the process drew participation from local residents. 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 surrounding the Aviation/96th St. station 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/](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, as described above, were raised during community events and stakeholder conversations. As such, involved local jurisdictions and agencies are 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 anticipates assisting in this effort as equity policies continue to evolve. Metro can provide guidance and assistance in these efforts as equity policies continue to evolve.

Plan Contents

Introduction

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

Existing Plans & Projects

There are many ongoing planning efforts around the station that will impact first/last mile planning. This chapter gives an overview of current and future plans in the area 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 the walk audit, project dashboard, stakeholder conversations, a community event, and report preparation.

Recommendations

The recommendations introduce first/last mile improvements for the 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 network.

Appendix

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