

# 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 interest 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

Improvement type	Votes						
	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.

Improvement type	Votes					
	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

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

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

## 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

Improvement type	Votes				
	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

Improvement type	Votes						
	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

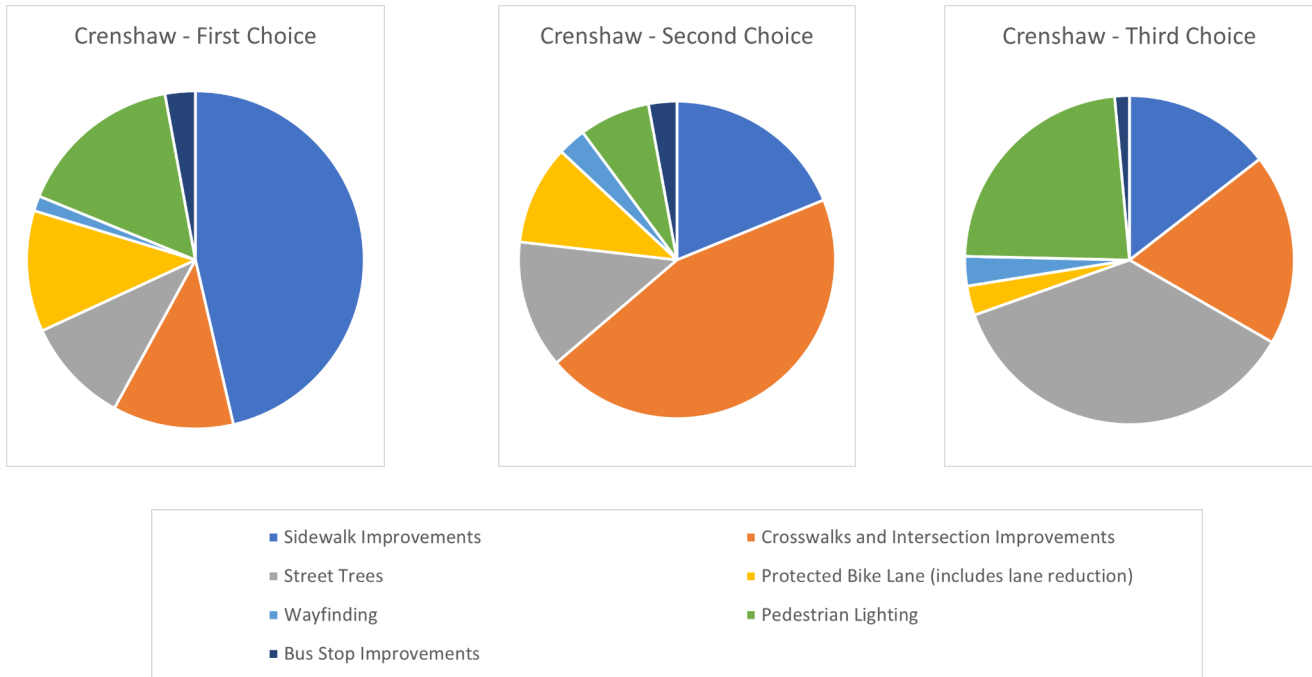
Of the seven major first/last mile improvements presented for Crenshaw Blvd, nearly half of attendees listed sidewalk improvements as their highest priority. Nearly as many also listed crosswalks and intersection improvements as their second-ranked improvement. The improvement most-frequently listed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

Improvement type	Votes						
	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





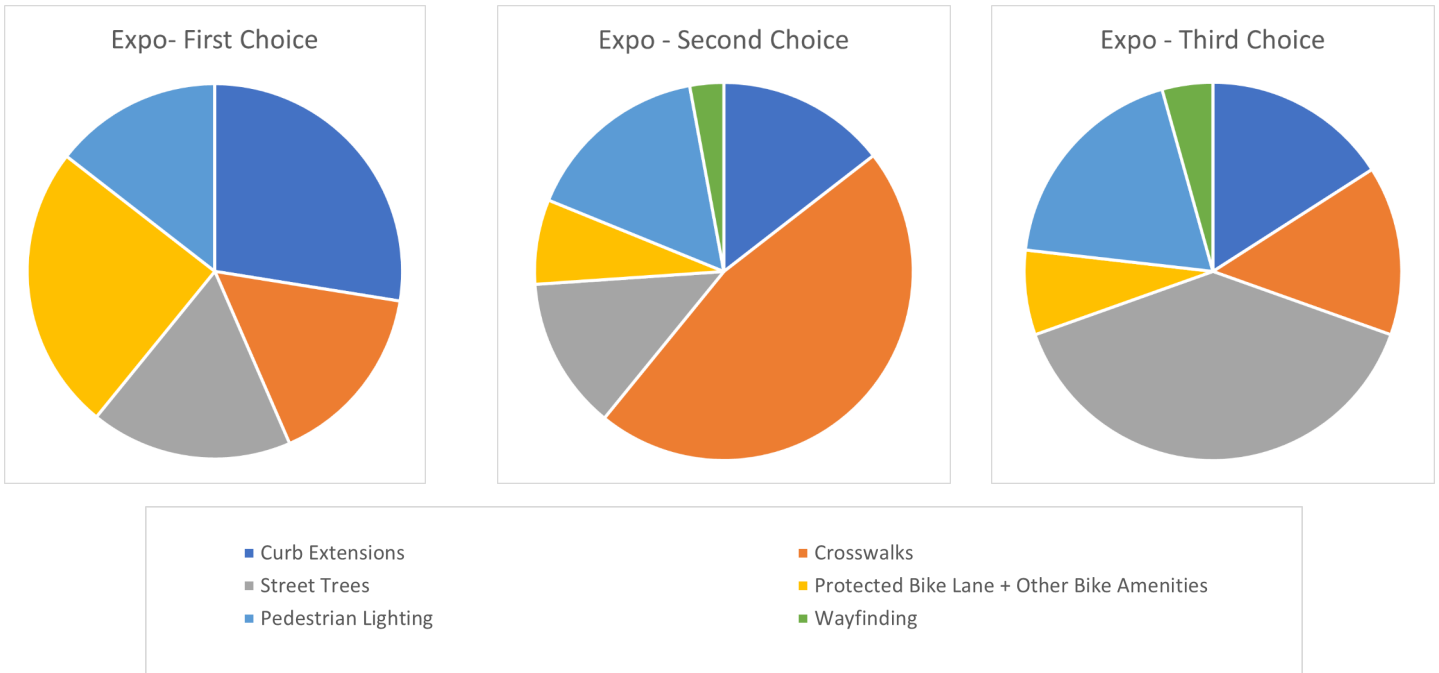
## Exposition Blvd

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.

Improvement type	Votes					
	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



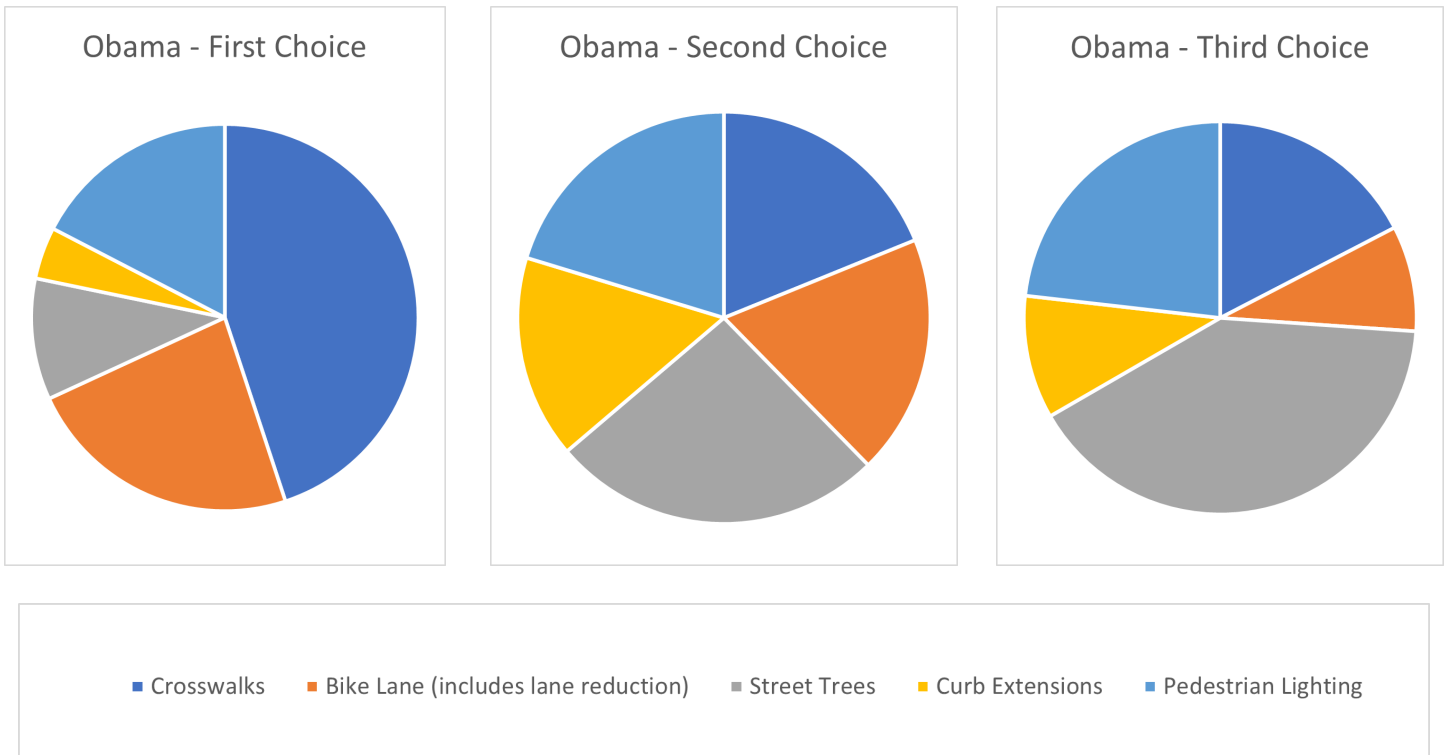
## Obama Blvd

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.

Improvement type	Votes				
	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

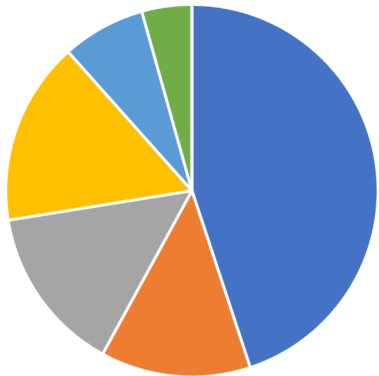
Attendees ranked crosswalks as the most-desired improvement by a far margin. Pedestrian lighting was consistently ranked second, followed by street trees in third.

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.

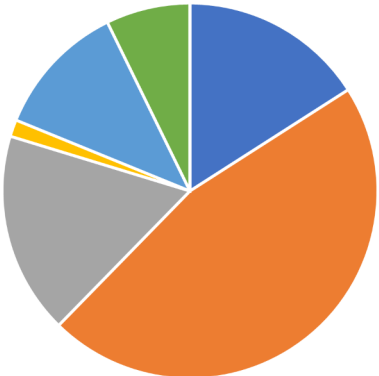
Improvement type	Votes						
	First Choice	Second	Third	Fourth	Fifth	Sixth	Seventh
Crosswalks	31	11	5	17	4	0	1
Pedestrian Lighting	9	32	16	5	7	0	0
Street Trees	10	12	20	15	8	4	0
Bike Lane (includes lane reduction)	11	1	5	14	9	3	26
Sidewalk Improvements / Curb Extensions	5	8	13	8	6	12	17
Bus Stop Improvements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

Distribution of ranking votes by improvement type, Jefferson Blvd

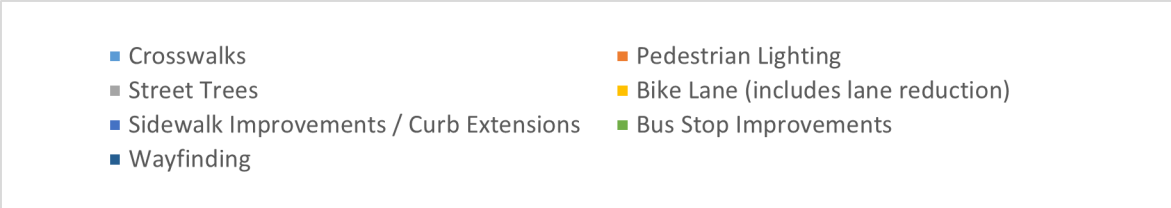
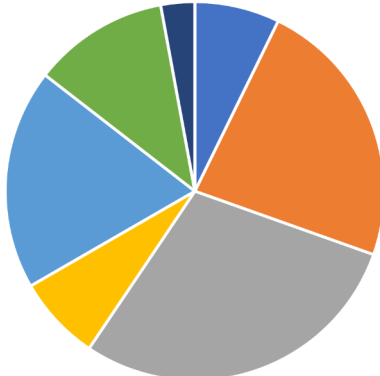
Jefferson - First Choice



Jefferson - Second Choice



Jefferson - Third Choice



## 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

- 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

## 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

## 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

## 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?

- 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 design 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 (l)
- 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 Lyft 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 system 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 into the wide sidewalks. 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/8yDWMfnCb9zx?utm_source=share&extras=MTI2Mjg0NTk%3D) [https://nextdoor.com/p/Hg4\\_pTT9rL5j?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 suicide (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.