

**Board Report**

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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 20, 2019**

SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Inglewood First/Last Mile Plan.

ISSUE

In August 2016, Metro and the City of Inglewood (City) entered into the Crenshaw Light Rail Transit Project Measure R Local Match Financial Contribution Agreement (Agreement). In the Agreement, the City committed a portion of its 3% local match contribution to implement FLM improvements to stations. The Inglewood First/Last Mile Plan (Plan) documents community-identified first/last mile (FLM) improvements around three future Crenshaw/LAX Line stations (Fairview Heights, Downtown Inglewood, Westchester/Veterans) and one existing Green Line station (Crenshaw). Adoption of the Plan by the Metro Board and subsequently by the City of Inglewood City Council will position City staff to identify those FLM improvements to be implemented in accordance with the terms of the Agreement.

BACKGROUND

On May 26, 2016, the Board established new FLM activities and expanded FLM planning and implementation through Board Motion 14.1 and 14.2. FLM planning is part of efforts to increase ridership by improving transit riders' ability to safely and conveniently access transit stations.

The Agreement required that the City complete \$6 million of FLM improvements that serve the City's light rail stations, within six years of the Agreement's approval by the Board. The Agreement prompted the development of the Plan.

The Plan puts forth a list of proposed FLM projects, based on and considering the ongoing development and transportation changes occurring in the area. The Plan's recommendations recognize and complement existing and committed efforts around the City.

An executive summary along with excerpts of the Plan is included as Attachment A to this Board report. The full Plan can be accessed via the web at this link:

http://media.metro.net/projects_studies/FLM/images/board_report_Inglewood_FLM_2019-01.pdf

DISCUSSION

Process

The project team executed the methodology developed in the 2014 Board-adopted First/Last Mile Strategic Plan. This included walk audits of each station area, development of draft pathway networks and project ideas, community engagement events dedicated to the stations, and finalization of pathway networks and project ideas.

Building off of the Board-adopted Blue Line FLM Plan, this Plan emphasized extensive community engagement in the development of FLM plans. Four community workshops were held in conjunction with existing community events, with one dedicated to each of the stations studied in the Plan. A draft pathway map of each station with high-level project recommendations was presented at each workshop. Discussion with participants focused on identifying community preference on the proposed types of first/last mile improvements.

Overall, community members expressed a desire for safer pedestrian and bicyclist access, including: enhanced crosswalks; pedestrian lighting; and higher quality bicycle facilities. Input from the community was one of the prioritization parameters in creating the final projects list. Throughout the process of developing the Plan, community members raised topics such as affordable housing, which are not traditionally under the purview of a FLM plan, but that should be acknowledged and addressed in a coordinated way when discussing FLM improvements. Metro has endeavored to reflect the full range of input in the Plan.

In recognition of the evolving nature of the FLM process, the Plan reflects advances in the FLM planning methodology including use of a digital data collection web application that was created for this project. The web application annotates comments more accurately and significantly streamlines the process for compiling and analyzing data, replacing paper forms used in prior FLM efforts. Additionally, in developing this Plan, staff piloted a project prioritization step that was used to select a number of projects that were then analyzed for preliminary feasibility.

Coordination with Local Jurisdictions

FLM projects typically fall outside Metro-controlled right-of-way, therefore close coordination and buy-in from local jurisdictions is critical for implementation. During development of the Plan, Metro staff regularly met with City staff and other local jurisdictions (City of Los Angeles and City of Hawthorne) within the 1/2-mile walking distance and 3-mile biking distance around each station studied.

City staff was involved throughout the different project activities, including walk audits and community engagement events. The project team and City staff worked closely in analyzing the community-identified project ideas, which served as a framework for assessing feasibility of implementation and project prioritization.

Plan Overview

FLM improvements proposed in the Plan identify opportunities to enhance the changing landscape of the City and create street conditions more tailored to pedestrians and bicyclists. Improvements

include, but are not limited to: shorter blocks with improved sidewalks; new enhanced crosswalks; pedestrian lighting; street trees and planting, and various bicycle facilities. These projects aspire to provide safer infrastructure and a more comfortable experience for transit riders.

The areas surrounding the future rail stations are expecting major changes, such as new roadway configurations, developments, and multi-modal enhancements. Of particular note, the City is preparing an overhaul to their Mobility Plan. The improvements contemplated by our plan support and fit within the larger transportation system being studied by the City. The list of recommended FLM projects will complement and add to committed planning and construction efforts around the City.

Equity Platform

The Plan reflected the equity platform in its inclusive and meaningful community involvement using various platforms including city-wide community events, group discussions, and one-on-one stakeholder phone calls. The approach to community engagement is described in the Plan on pages 24 to 26. Furthermore, the City's implementation of the first/last mile plan will advance more equitable transportation outcomes.

Although this Plan was not scoped to contractually partner with community-based organizations (CBOs), staff conducted multiple meetings with CBOs who had expressed interest, and reflected input and concerns raised throughout the Plan.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plan is to improve safety for transit riders and non-riders who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

The Plan also identifies projects that can assist in further closing potential infrastructure gaps to address safety issues for users.

FINANCIAL IMPACT

Adoption of this item has no impact to the FY 2019 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports strategic plan goal #2 - deliver outstanding trip experience for all users of the transportation system - through activating the City of Inglewood's 3% local match contribution to implement first/last mile improvements identified in the Plan.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plan. This alternative is not recommended because adoption by the Board will better position the Plan for approval by the City of Inglewood City Council. Furthermore, first/last mile improvements at the stations studied in this Plan will further the agency's

vision to deliver outstanding trip experience for all users. Lastly, if the Board decides not to adopt the Plan, that would hinder the City's ability to allocate their 3% local match contribution to implement first/last mile improvements, which is part of their Agreement with Metro.

NEXT STEPS

Upon Board approval, the Plan will be considered for adoption by the City of Inglewood City Council, as the initial step to fulfill the financial contribution Agreement.

ATTACHMENTS

Attachment A - Inglewood First/Last Mile Plan Executive Summary and Excerpts

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