Next stop: our healthy future.

INGLEWOOD FIRST/LAST MILE PLAN

1/22/19

Metro

Los Angeles Metro

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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."

Terminology

First/Last Mile Walk Audit

During a walk audit, community members and other stakeholders investigate and analyze the urban realm, taking note of elements that make it easier or harder to access the Metro station. Typically, a walk audit is performed within a 1/2 mile - or 15-minute walk - from the Metro station being studied. The goal of a walk audit is to see and feel firsthand what it is like to walk and bike around the station area. During the first/last mile process, walk audits are performed early on, helping to build a foundational understanding of what currently works well and what can be improved along the streets around the existing or future transit station. The auditors in this study piloted Metro's first/last mile web app, an online interface with comment categories and geo-location capabilities that followed participants as they walked. Information, notes, and pictures were captured in real time.

Walkshed

Maintaining consistency with Federal Transit Administration (FTA) policy, a walkshed is defined as the area around a transit station which a person would reasonably walk, approximately a half mile radius (or 10-15 minute walk).

Tier 2 Projects

This plan specifies a selection of "Tier 2 Projects" – four per station area – which were selected for further study. Using community input as a guide, the projects were identified by the City of Inglewood, Metro, and the consultant team. Criteria for project selection are described further in Chapter 4. There is much work already underway in and around the future station areas; these projects augment, rather than duplicate the efforts being designed or constructed currently. Selections intentionally exclude projects already in progress, which are represented as Tier 1 projects.

Pathway

The first/last mile process identifies a system of "Pathways" where pedestrian, bicycle, or other recommendations for improvements are concentrated. The goal of the pathway network is to clearly identify a series of routes that people can use, which make it easier and more pleasant to find and access the transit stations. Pathways are striated hierarchically into arterials, collectors, and cut throughs. Pathway types are defined below.

Pathway Arterials

Pathway Arterials are the main connectors used to get to and from the Metro station. Arterials typically feed directly into and connect to the station. Pathway Arterials are different from the roadway "Arterials" that may be specified by a city's mobility framework.

Pathway Collectors

Pathway Collectors are the secondary feeder routes that connect to the Arterials and ultimately the Metro station. Pathway Collectors tend to be smaller in scale and character than Arterials. Pathway Collectors are different from the roadway "Collectors" that may be specified by a city's mobility framework.

Pathway Cut Throughs

In some cases, off-street passageways – either those that exist or those that can be added – make it easier for people to walk and/or bike to and from a transit station. These passageways are collectively referred to as Cut Throughs. Typically, Cut Throughs shorten walking or biking distance for transit riders. Not all stations have Cut Throughs identified.

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INTRODUCING THE STATION AREAS

This chapter describes the existing conditions that currently surround the four stations that are studied in this Plan. As there are several projects in progress, this chapter sets the foundation for the project recommendations in subsequent chapters.

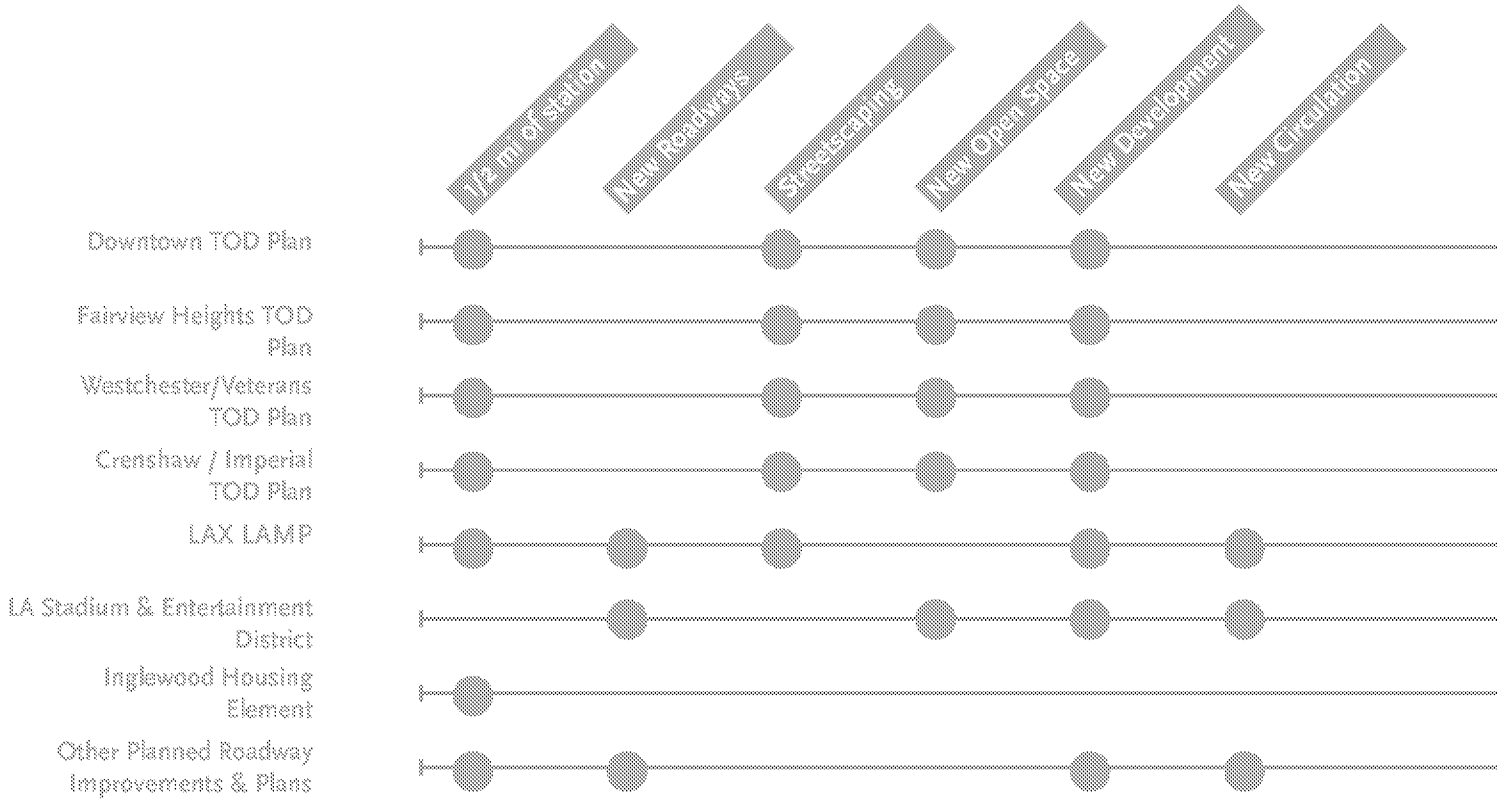
First/Last Mile Planning Around Inglewood

The Inglewood First/Last Mile Plan is being developed during a unique time. With the anticipated opening of the Los Angeles Stadium and Entertainment District – which will bring unprecedented numbers of visitors to the city – along with the construction of the new Crenshaw/LAX light-rail line and the Los Angeles Airport Automated People Mover, Inglewood is facing major changes. Several agencies have proactively adopted plans and projects that will guide development and roadway modifications surrounding the existing and future Metro stations studied in this plan, linking new visitors and residents to future amenities and destinations.

In discussion with local jurisdictions and other agencies, including the City of Inglewood, City of Los Angeles, City of Hawthorne, and LAWA, this section introduces the four Inglewood station areas and describes the surrounding urban context. Changes proposed to the area impact first/last mile planning through the introduction of:

> New roadway configurations
> Streetscape enhancements
> Multi-modal enhancements
> New public and open spaces
> New development, attractions, and destinations
> Changes to circulation patterns

This chapter is an abbreviated summary of the Existing Plans and Projects Memo, which can be found in Appendix B.



Fairview Heights Station

Location

The Fairview Heights Station will be located on Florence Ave. and West Blvd. in Inglewood, near the Inglewood Park Cemetery, Edward Vincent Jr Park, and the Hyde Park neighborhood of Los Angeles. Access points to the station will occur on West Blvd. and Redondo Blvd. The station will be near the terminus of the future Rail-to-River bicycle path that will connect to the Metro Blue Line and the Los Angeles River to the east. The City of Inglewood's Fairview Heights TOD Plan indicates a concentration of transit-oriented developments surrounding the station at Florence Ave. and West Blvd. A wide pedestrian promenade along Redondo Blvd. is also planned. Access to and from nearby Edward Vincent Jr Park will require new east/west connections surrounding the station area.

Existing Access Concerns

The at-grade crossings along Redondo Blvd. at the Metro rail tracks present an important access consideration, as do the long blocks in this area. In addition, the western half of the station area is taken up by Vincent Park. Enhanced station access through the park will be needed.

Relevant Plans and Projects

> Fairview Heights TOD Plan

> Inglewood Housing Element

> Metro Crenshaw/LAX Transit Corridor Joint Development Strategic Plan

> Active Transportation Plan – in progress

> Safe Routes to School Plan – in progress

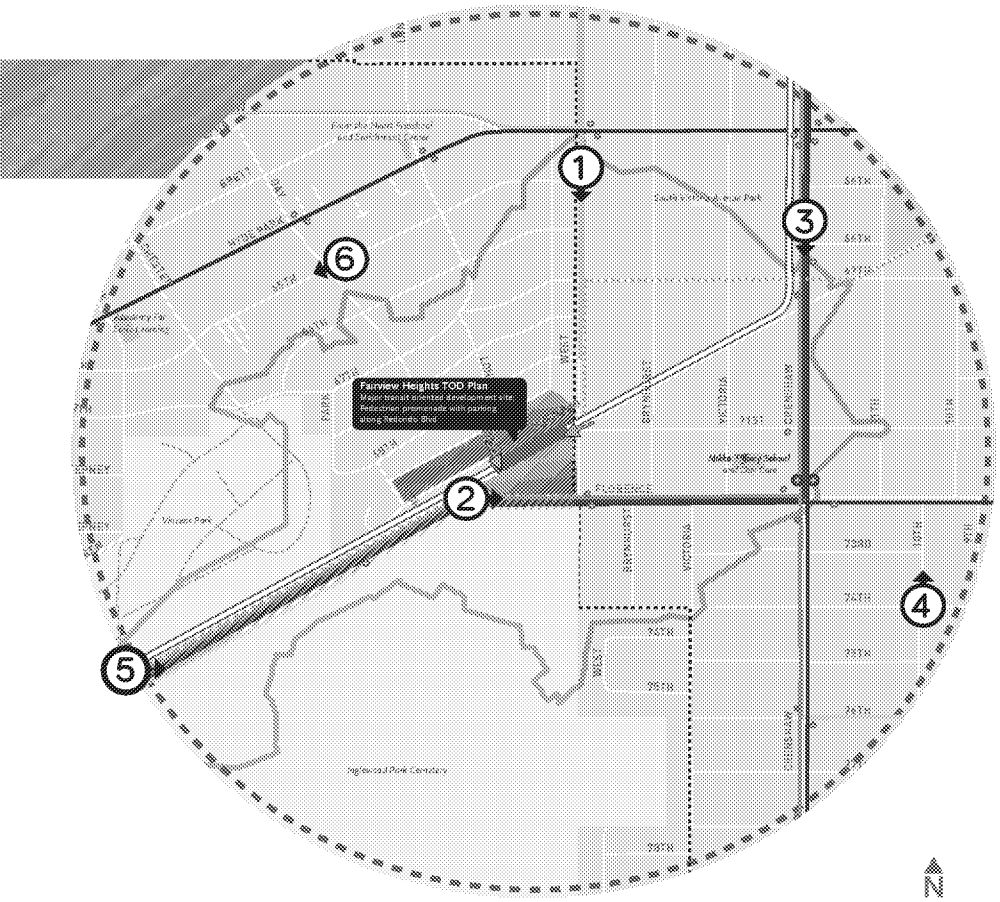
> Rail to River – in progress

First/Last Mile Implications

> The possibility of increased residential density proposed in the existing County building site (on Redondo Blvd. between High St. and Long St.) will necessitate improved multi-modal infrastructure for new residents.

> Redondo Blvd. may emerge as a key pedestrian pathway to the Fairview Heights Station, as it provides a calmer, parallel alternative to Florence Ave. Clear connections and wayfinding to the station will be needed.

> Access for those traveling to and from the Rail-to-River bike path to the northeast of the station will increase the need for high-quality bicycle facilities that connect it to the future station.



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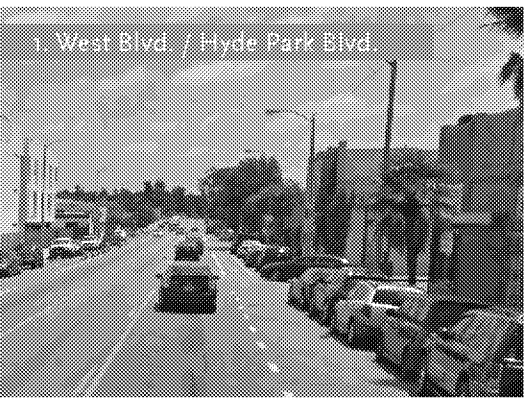
- Station Walkshed
- Parks/Cemetary
- Schools
- Roadway Speed Limit > 35mph
- Metro Limited Express
- Metro Rapid & Transitway
- Metro Commuters & Circulators
- Metro Local Central Business
- Metro Non-Local Central Business
- Bus Stop
- ATSP High Ridership (> 800 daily on & off boardings)
- Class II Bike Lane
- Class III Bike Sharrow
- Trails
- Rail to River Corridor
- Planned TOD Area
- Planned TOD Green Boulevards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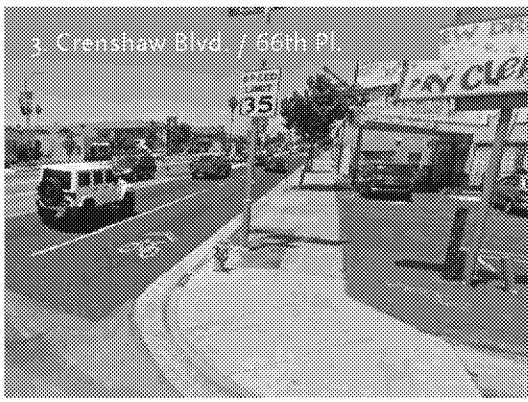
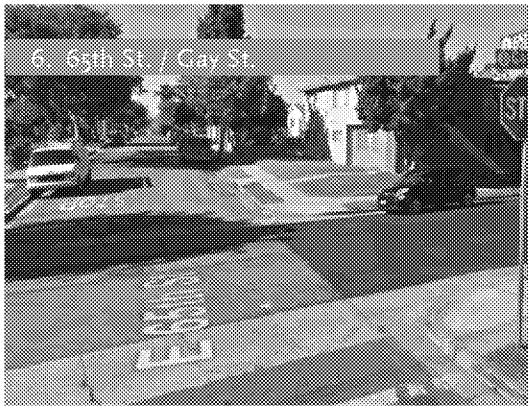
2. Florence Ave. / West Blvd.



3. Crenshaw Blvd. / 66th Pl.


4. 74th St. / 10th Ave.


5. Florence Ave. / Prairie Ave.


6. 63th St. / Gay St.

Downtown Inglewood Station

Location

The Downtown Inglewood Station will be located on Florence Ave. and Market St., in the heart of Inglewood. The station will connect users to downtown shops, the Inglewood Civic Center, and Inglewood High School. Those traveling to and from The Forum, the future LA Stadium and Entertainment District, and the potential Clippers Arena may use this station and travel south to these destinations. The Downtown Inglewood Station will be connected by a series of proposed green boulevards running along La Brea Blvd., Florence Ave., Manchester Blvd., and Prairie Ave., as indicated in the Downtown TOD Plan. The station also currently links to the Florence Ave. and La Brea Ave. Rapid 740 Line. The City anticipates the relocation of Metro's bus hub (currently located near Kelso St. and La Brea Ave.) to link to the new train station. Depending on the Metro NextGen proposed bus service concepts, there will likely be other key bus connections to and from the future station site.

Existing Access Concerns

The two main existing access concerns for this station are posed by Florence Ave. and the tracks themselves. Florence Ave., which separates Downtown from the station, is a wide street, with long blocks and swiftly moving vehicles. In addition, the Metro tracks create a long barrier on the north side of the station. Getting safely up to and across Florence Ave. and finding north-side station access points will be important.

Relevant Plans and Projects

> Downtown Inglewood TOD Plan

> Inglewood Housing Element

> Active Transportation Plan – in progress

> Safe Routes to School Plan – in progress

> Los Angeles Stadium Automated People Mover – in progress

First/Last Mile Implications

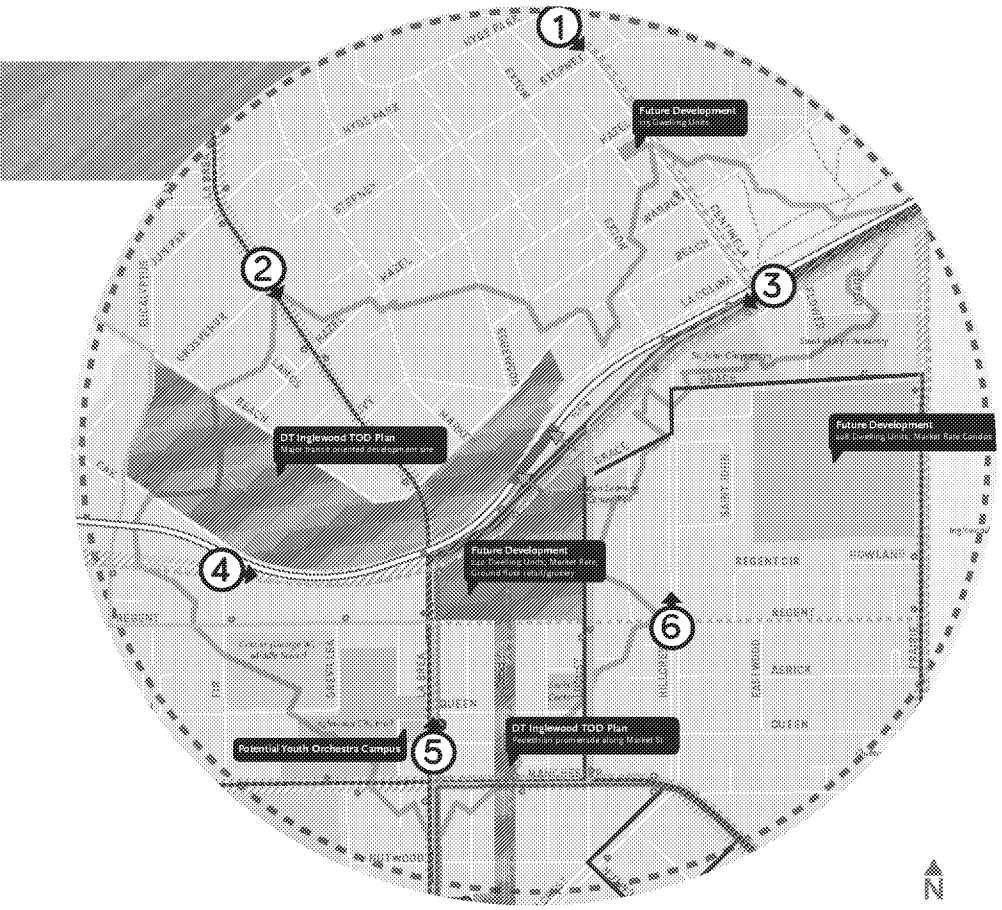
> Increased commercial density along Market St. will increase pedestrian and multi-modal demand on Market St. between Florence Blvd. and Spruce Ave.

> The proposal of a TechTown Campus, in the northwestern quadrant of the 1/2-mile surrounding the station may mean increased foot traffic due to future employment opportunities and office space. Complete streets and multi-modal connections will be needed to provide access to food, entertainment, and services for employees nearby, along La Brea Ave.

> Increased residential density proposed in the D-3 site (bounded by Florence Ave., Market St., Regent St., and La Brea Ave.) will necessitate improved multi-modal infrastructure.

> A proposed parking district "Park Once" design will require intuitive multi-modal pathways for visitors to navigate the area on foot.

> Increased foot-traffic will require additional streetscape elements, such as street trees, lighting, furniture, and wayfinding.



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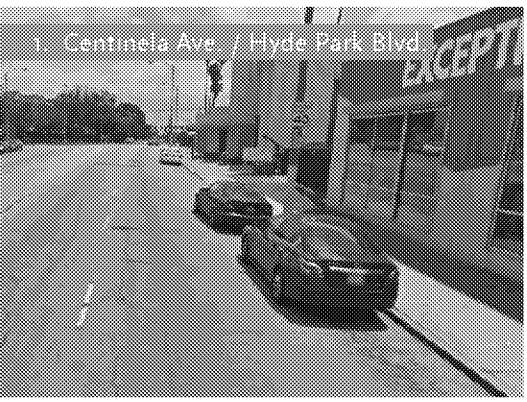
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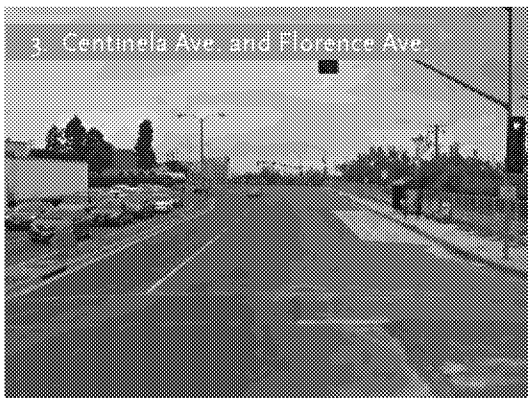
2. La Brea Ave. / Grosvenor St.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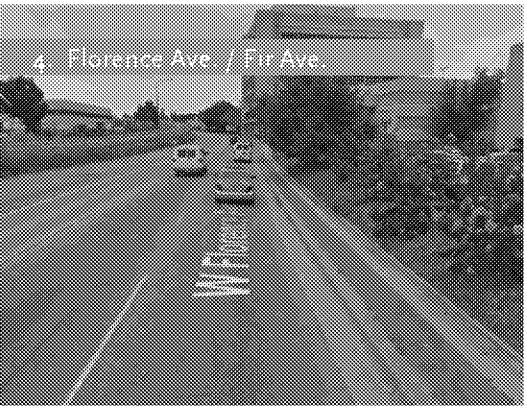
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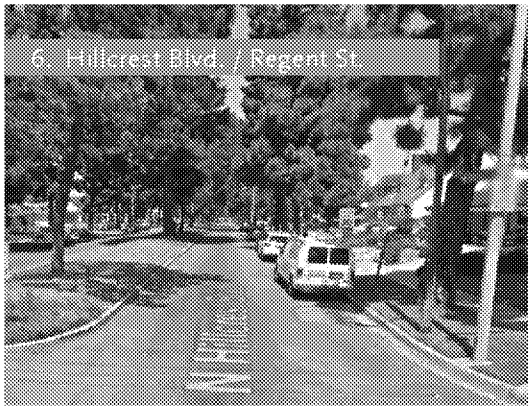
5. La Brea Ave. / Queen St.


6. Hillcrest Blvd. / Regent St.

Westchester/Veterans Station

Location
The Westchester/Veterans Station will be located at the intersection of Florence Ave. and Hindry Ave. in Inglewood. The station sits between the Westchester neighborhood of Los Angeles to the west and industrial uses to the east. It is north of the US Veterans Affairs facility. The station will be accessed at the intersection of Florence Ave. and Hindry Ave.

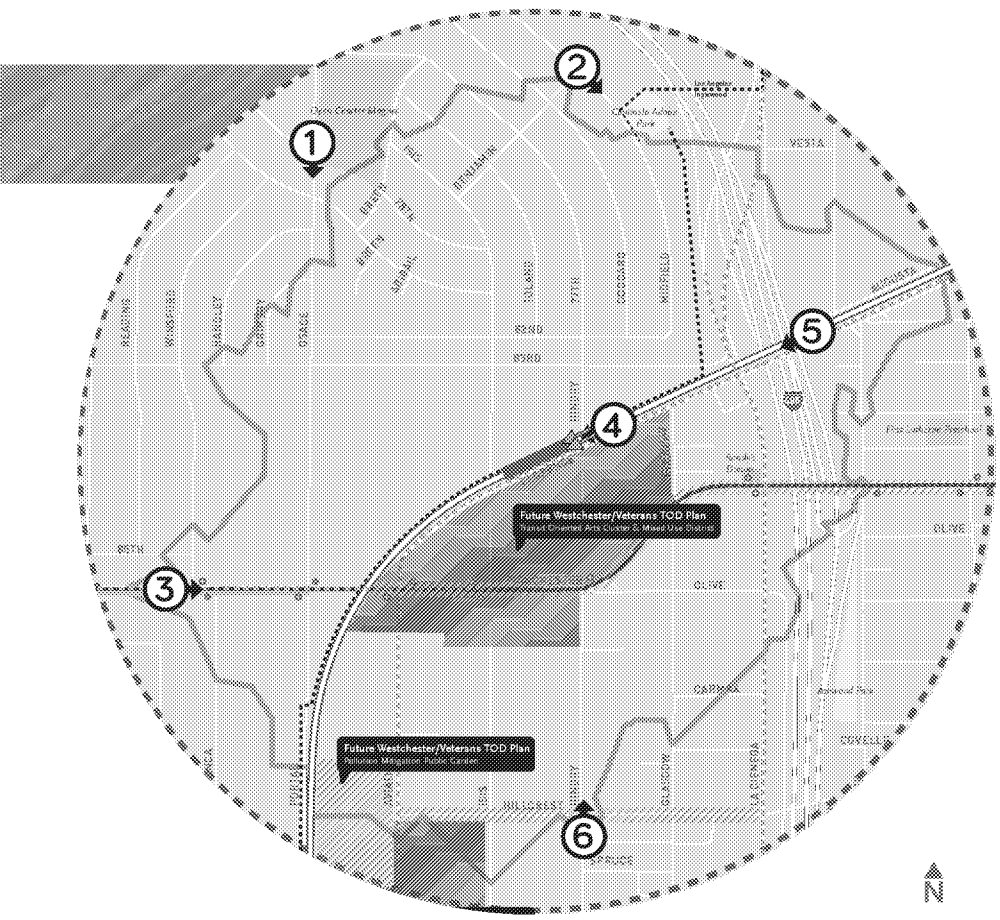
Existing Access Concerns
To the east of the station, the I-405 crosses Florence Blvd. and bifurcates the neighborhood to the north of the station. Enhanced multi-modal access across the I-405 will be paramount to ensuring comprehensive access to the future station. Long north-south blocks must also be considered, as they can make walking challenging.

Relevant Plans and Projects

> Inglewood Housing Element
> Westchester/Veterans TOD Plan – *in progress*
> Intermodal Transfer Facility (ITF) East – *in progress*
> Consolidated Rental Car (CONRAC) facility – *in progress*
> Active Transportation Plan – *in progress*
> Safe Routes to School Plan – *in progress*

First/Last Mile Implications

> The draft Westchester/Veterans TOD Plan includes designated areas for a "transit-oriented arts cluster and mixed-use district" in this area. The future mixed-used arts district will increase foot traffic around the station. Pedestrian connections may need to be formalized along both sides of Florence Ave.
> Many new, gathering spaces are proposed near the future station site. These improvements include the possibility of a plaza on Isis Ave. north of Manchester Blvd., an arts park at the 1019 building on the northwest corner of Hindry Ave. and Manchester Blvd., and a triangle park at the intersection of Olive St. and Glasgow Ave. First/last mile planning should take these changes in consideration.
> Some areas within the 1/2-mile radius of the station are within Inglewood and some are within the City of Los Angeles. Proposed facilities need to close gaps and link to the City of Los Angeles to ensure seamless connections for people walking, biking, and rolling, for example through bike lanes or wayfinding signage.
> The adjacent Consolidated Rental Car (CONRAC) facility and Intermodal Transfer Facility (ITF) East may increase traffic volumes on Arbor Vitae St. and the southern portion of the TOD area.



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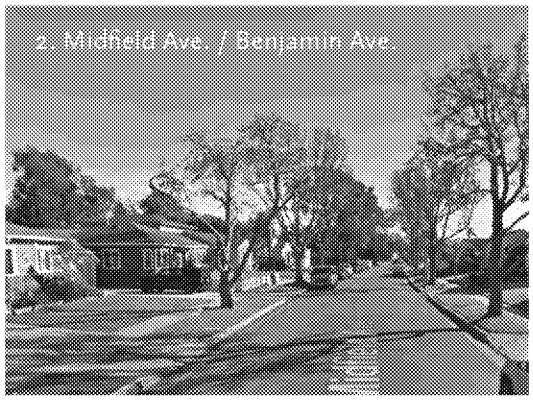
1. Osage Ave. / 78th St.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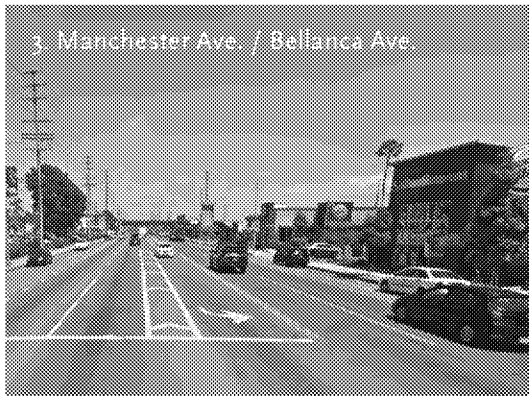
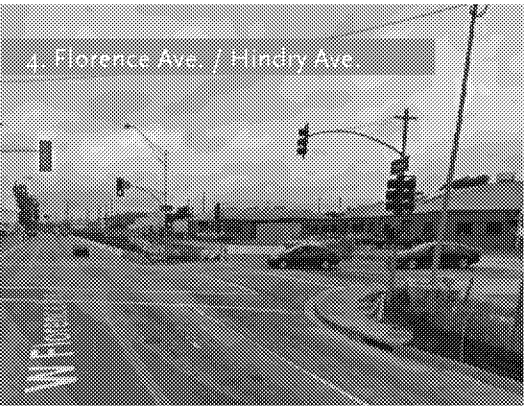
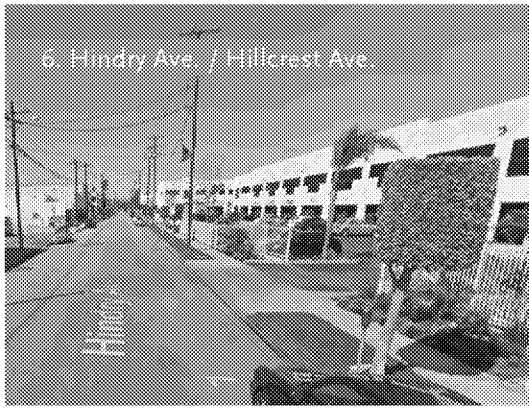

3. Manchester Ave. / Bellanca Ave.


4. Florence Ave. / Hindry Ave.


5. Florence Ave. / 405 Freeway


6. Hindry Ave. / Hillcrest Ave.

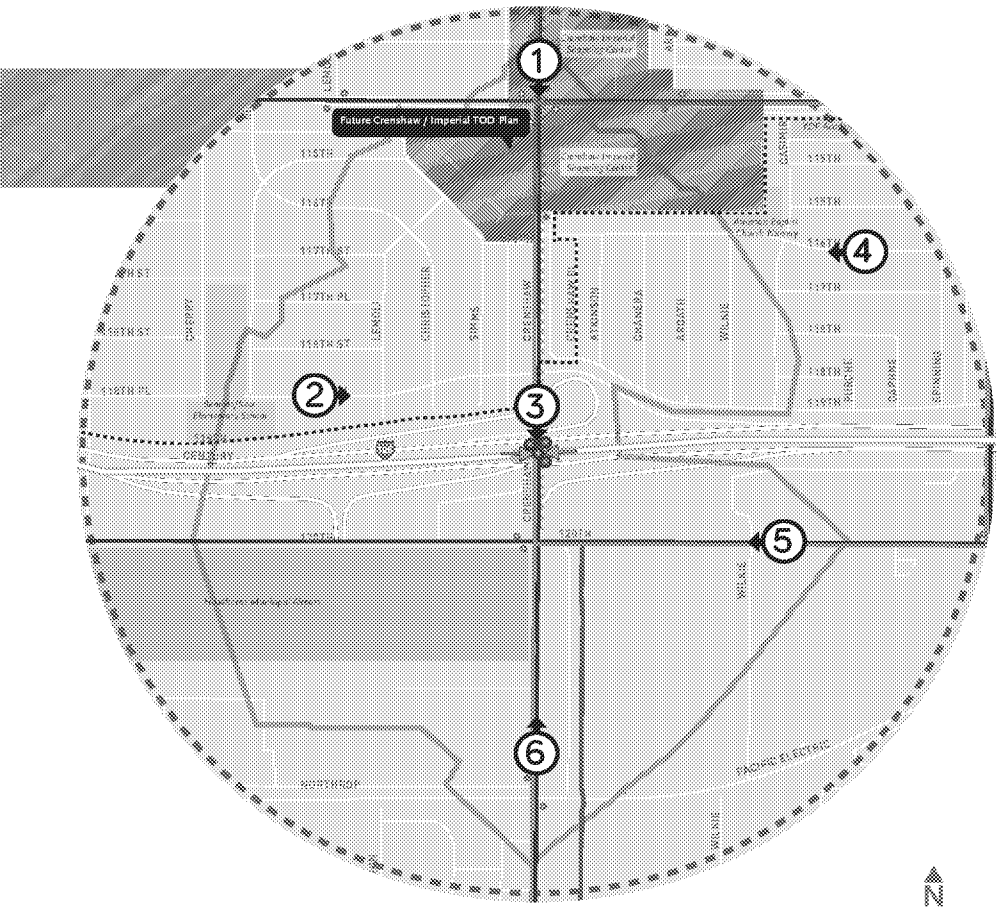
Crenshaw Green Line Station

Location
The Crenshaw Green Line Station is an existing station along the Metro Green Line, within the City of Hawthorne. This rail line runs along the I-105 and, in the future, will connect to the Crenshaw/LAX Line. The Crenshaw Green Line Station is near the Crenshaw Imperial Plaza Shopping Center, the Laguna Dominquez Trail, the Hawthorne Municipal Airport, and other industrial businesses immediately to the south. Land uses vary drastically north and south of the station. Areas north of the station are home to many single-family residential land uses, while areas to the south consist mainly of industrial and manufacturing uses.

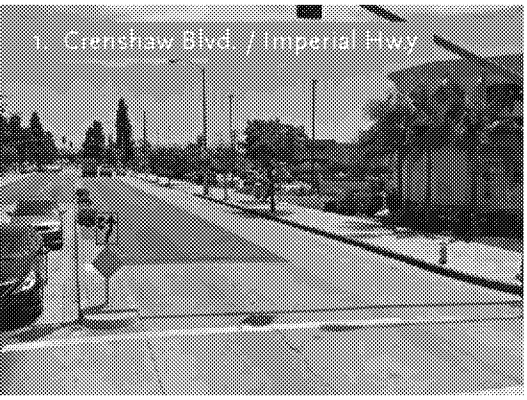
Existing Access Concerns
Safe crossing of the I-105 is critical, as is providing safe access along key thoroughfares for those walking or biking to/from the station, since surrounding streets tend to be vehicle-oriented. Long and large blocks contribute to a less pedestrian-friendly atmosphere, south of the station. The Laguna Dominquez Trail bike path, which ends at 120th St., should be connected to the station.

Relevant Plans and Projects
> Inglewood Housing Element
> Crenshaw/Imperial TOD Plan – in progress
> Active Transportation Plan – in progress
> Safe Routes to School Plan – in progress

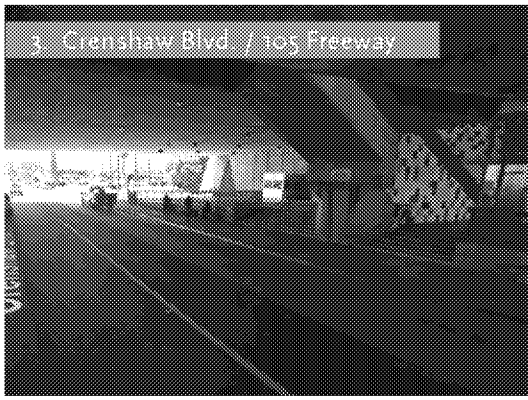
First/Last Mile Implications
> Enhanced connections will be needed for those living in and visiting the proposed District Center (to be developed around the intersection of Imperial Hwy. and Crenshaw Blvd.).
> Multi-modal connections may be focused around northbound movements from the Green Line station to the future District Center.
> Further safety enhancements for pedestrians crossing the I-105 will likely be beneficial.
> Wayfinding, signage, lighting, landscaping, shade, and public art may enhance the overall pedestrian experience surrounding and within the future District Center.

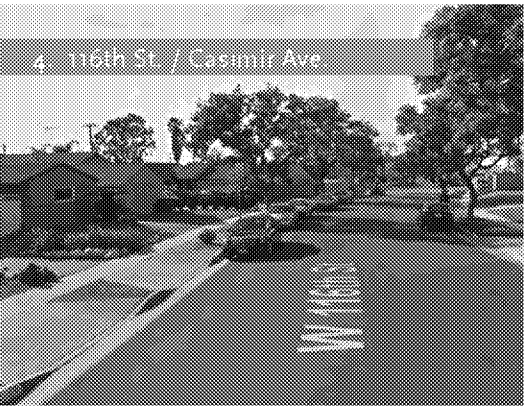


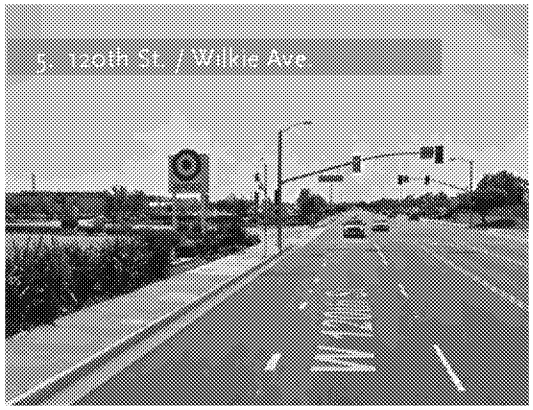
- Metro Green Line
- Crenshaw Green Line Station
- Station Access
- Inglewood City Boundary
- Half Mile Radius From Station
- Station Walkshed
- Parks/Cemetary
- Schools
- Destinations
- Roadway Speed Limit > 35mph
- Metro Limited Express
- Metro Rapid & Transitway
- Metro Non-Local Central Business
- Bus Stop
- ATSP High Ridership
  (> 800 daily on & off boardings)
- Class I Bike Path
- Planned TOD Area

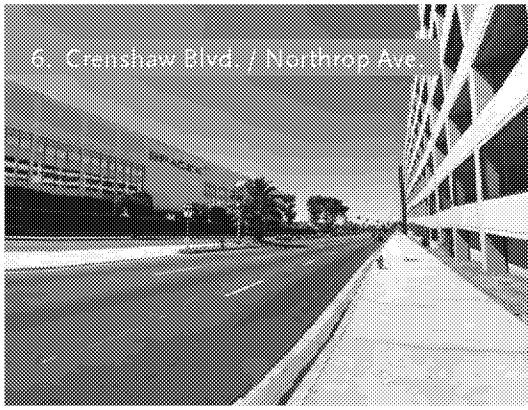

1. Crenshaw Blvd. / Imperial Hwy


2. 119th Pl.


3. Crenshaw Blvd. / 105 Freeway


4. 116th St. / Casimir Ave.


5. 120th St. / Wilkie Ave.


6. Crenshaw Blvd. / Northrop Ave.

PROCESS

This chapter describes the steps taken to develop this Plan. This chapter details steps that were new to the first/last mile planning process, such as the development of an online web audit app, the hosting of stakeholder conversations, and direct coordination with the City of Inglewood to refine the project recommendations.

Formulating the Plans

This Plan used a data-centered and community-centered process to build first/last mile recommendations for each station area. During the project, the team tested new ways to improve the first/last mile process, such as:

> A data collection web app to increase walk audit efficiency

> A project prioritization step (Tier 2 projects) to advance selected first/last mile improvements for implementation

> An online project dashboard to promote transparency and engagement

The following pages detail each stage of the Inglewood First/Last Mile Plan process and the involvement from Metro, the consultant team, the City of Inglewood, and the community.

Phases

Information Gathering

1 Research & Discovery

2 Web App

3 Walk Audits

4 Stakeholder Conversations

5 Draft Plans

6 Community Workshops

Drafting

Finalization & Prioritization

7 Online Survey

8 City & Agency Input

9 Final Plans

10 Online Dashboard

11 Prioritization & Next Steps

1
Research & Discovery

Given the myriad of plans and projects that are adopted or underway around and within the station areas, it was important to compile these and understand how they will impact or interact with first/last mile planning. Existing plans were analyzed and mapped. This initial analysis informed the base maps used during walk audits and stakeholder interviews.

2
Web App Preparation

The information gathering phase for this project relied on the development of a first/last mile mobile web app. The web app integrates geo-located mapping with the first/last mile survey, digitizing the walk audit process. This was the first time that Metro used a digital tool for gathering data for a first/last mile study rather than an analog paper map-based approach. Community auditors used the web application during in-the-field review, placing digital pins to indicate where sidewalks or streets needed to be improved.

The web app greatly simplified and shortened the process of not only in-the-field reporting, but also synthesizing and interpreting the data gathered afterward.

3
Walk Audits

Community stakeholders audited each station area with the mobile web app in hand. The goal of the audits was to build a foundational understanding of the strengths and barriers around each station – what makes it easy or hard to access transit and what should be improved.

The audit process was structured so that each volunteer auditor was assigned a partner, a station and quadrant, given a tablet pre-loaded with the web app, and trained in safety and best audit procedures. Once out and walking, when auditors encountered a place along their walk route they felt illustrated first/last mile considerations, they could log a strength, barrier, or idea. In this way, the web app allowed auditors not only to comment on problems that need to be addressed (barriers), but also to reflect on elements that they felt were positive (strengths), and specific ideas for improvement (ideas). Once the main category was selected, auditors gave further detail using multiple choice options. On the back end, the project team could track responses in real time, compare responses, and quickly tally survey inputs to the post-audit questions integrated into the web app.

Metro's longer term goal is to develop the web app for use in all first/last mile projects, thus building a data set of existing conditions observed in walk audits around the County.

4 Stakeholder Conversations

After baseline information was compiled from the walk audits, stakeholder conversations were conducted with people who were knowledgeable about the station study areas, such as local advocates, religious leaders, and community representatives. The goals of the conversations were to hear firsthand accounts of access challenges facing Inglewood populations and to get in depth, geographically-specific insights about how to improve the environment around stations.

Conversations were held with representatives from:

> Alliance for a Regional Solution to Airport Congestion
> District 1 Block Captains
> Faithful Central Bible Church
> Gateway to LA BID
> Healthy Active Streets
> Hollywood Park / Stadium / Arena
> Hollywood Studio Operations
> Inglewood Airport Area Chamber of Commerce
> Inglewood Area Ministerial Alliance
> Inglewood Historic Preservation / Inglewood Cultural Arts
> Inglewood Rotary Club
> LAX Chamber of Commerce
> LA County Bicycle Coalition
> One-For-All
> People for Mobility Justice
> Ride On Bike Co-Op
> South Bay Bicycle Coalition
> US Veterans
> Westchester Neighborhood Association

5 Draft Plans

All content generated in the walk audits and the stakeholder conversations was synthesized into a set of draft station area plans, showing selected Pathway corridors where first/last mile improvements should be concentrated. These plans identified Pathway Arterials (the main routes that people will use to access the transit stations), Pathway Collectors (the feeder routes), and Pathway Cut Throughs (paseos and passageways used by people walking or riding their bike).

Each identified Pathway had corresponding improvement types identified, for example landscaping, bus stop enhancements, addition of bicycle facilities, new or enhanced crosswalks, etc.

6 Community Workshops

Four community workshops were held to showcase the draft pathway maps, vet recommendations, and begin to prioritize the solutions presented. The workshops 'popped-up' at existing community events and destinations throughout the spring and summer of 2018, including:

> Inglewood Earth Day Jazz Festival near the future Downtown Inglewood Station
> Fire Safety Day near the future Fairview Heights Station
> US Veterans Facility near the future Westchester/Veterans Station
> Family Fun Day at Crenshaw Imperial Plaza near the existing Crenshaw Green Line Station

At each workshop, a draft pathway map of each station with several high-level project recommendations and comment cards were presented. Discussions with participants focused on the types and locations of first/last mile improvements needed. In summary, the following first/last mile improvements were most supported:

> Enhanced crosswalks
> Pedestrian lighting
> Bicycle facilities

Results from the community workshops are explained in more details in the Recommendations chapter's Pathway Origins Maps and Appendix C: Pathway Origin Matrices.

7 Online Survey

To augment the workshops, Metro developed an online survey that included the same questions that were asked during the workshops. Over the course of one month, the survey was advertised through Metro social media platforms. 862 people participated in the survey and identified which station (existing or future) they would use the most following the opening of the Crenshaw/LAX Line. The Downtown Inglewood Station ranked the highest (30% of respondents), followed by the Crenshaw Green Line Station (20% of respondents) and the Fairview Heights Station (13% of respondents). Most respondents stated that they would use the new rail-line to get to special events (50%) and work (48%). Following these initial questions, participants were asked about streets surrounding the station they are most likely to use in the future. When asked about the types of first/last mile improvements that were most needed, the top three responses were pedestrian lighting (75%), improved sidewalks (70%), and signalized crosswalks (67%). (Note: participants were allowed to select more than one response to this question). The project team used findings from the survey to develop the final Pathway Networks.

8 City & Agency Input

The City of Inglewood worked with Metro throughout the project process to vet concepts, give input about ongoing plans, and coordinate projects surrounding the four station areas. The City of Inglewood's Planning Department and Public Works were integral to this process. The City of Inglewood also provided examples of current planning-level cost estimates for the Plan.

9 Final Plans

The finalized Pathway Networks were completed based on the final rounds of input from the City of Inglewood and the consultant team. Each of the final Pathways show specific locations for recommendations along points (e.g. intersections) and corridors (e.g. streets).

10

Dashboard

Map-based audit and outreach findings, along with the finalized Pathway Network maps were organized into an interactive dashboard. The goal of the dashboard is to make the process and findings transparent, accessible, and downloadable by the public, and to directly tie findings from engagement to the project recommendations.

11

Prioritization & Next Steps

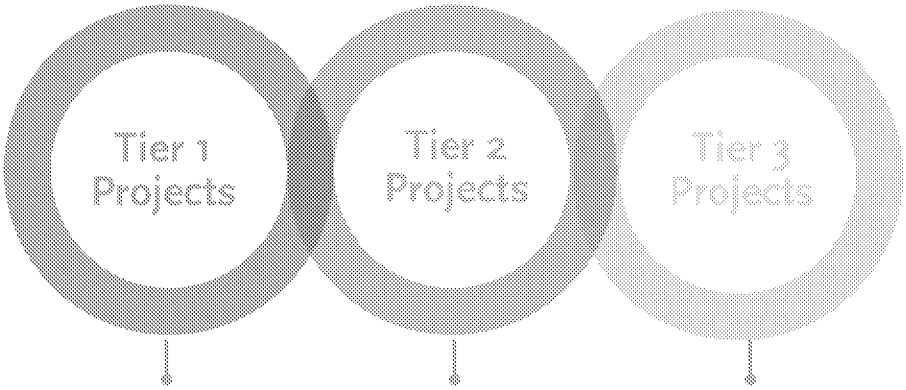
Once the Pathways were finalized, four Tier 2 projects were identified and conceptually designed for each station area. Tier 2 projects address key corridors and connections, and were selected based on the criteria detailed in Chapter 4. An order of magnitude cost estimate was also prepared for each Tier 2 project.

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.

Pathways

A Pathway Network map has been drawn for each station area, detailing the proposed Pathway Arterials, Collectors, and Cut Throughs, and showing recommended spot and corridor improvement projects. The pathway network maps should be used to understand the range of recommended improvements around a station. Elements on the pathway network maps have been selected because they will most positively impact the experience of a transit rider accessing Metro stations.



Tier 1, 2, & 3 Projects

The pathway networks include Tier 1, 2, & 3 projects, which are described in the diagram below. Some projects identified in the pathway networks are already underway (Tier 1 projects). Others have been selected for each station area as a subset of an extensive list of recommendations from the pathway network map (Tier 2 projects). Projects that were simple and improved upon a specific location already defined in the proposed pathways (e.g. adding a new crosswalk or adding wayfinding signage along an already-identified pathway) were not selected (Tier 3 projects).

Tier 2 projects have been chosen based on the following criteria:

> Key spine/connection that poses unique first/last mile access opportunities

> Corridor or link that has not yet been studied or is not already underway in pre-existing planning documents or design plans

> Supported by the community or key stakeholders

> Challenging locations that need additional design study

While the planning effort was scoped to analyze up to four Tier 2 projects for the station area, there may be several other projects identified in the overall pathway map that are important and could be prioritized as critical projects.

The Tier 2 projects defined in this chapter will help move the City of Inglewood forward with first/last mile planning and design. They are meant to provide a roadmap and design-outline for the City. Moving forward with the projects identified will ensure that the City is not duplicating work already underway and is focusing resources on first/last mile projects that will positively impact a transit

rider's experience. The City can then select projects to move forward with from the included Tier 2 project list, depending on available funding. The City may choose to move forward with a full project, pieces of a project, or may decide to start with other projects from the pathway network maps.

Level of Detail

These planning-level studies are reflective of existing right-of-way configurations and existing network data as provided to the Consultant team by Metro, the City of Inglewood, Los Angeles World Airports, and the City of Los Angeles. The studies are conceptual in nature; additional technical studies and traffic analysis will be needed as the designs move forward. Likewise, the cost estimates included are planning-level, intended to give a general sense of expected costs. More precise cost estimates will need to be assembled once detailed design drawings are prepared.

Design Assumptions

Several design assumptions are folded into the recommendations in this chapter. Specific assumptions are listed below:

> All crosswalk enhancements also include recommendations for bi-directional curb ramps

> All bus stop enhancements should be paired with wayfinding signage. Sidewalk widths to accommodate recommended bus shelters will require further analysis.

> Trees and planting recommendations can range from street trees and understory planting to spot greening enhancements. Transparent trees in axonometric diagrams represent existing trees in the streetscape.

How this Chapter is Organized

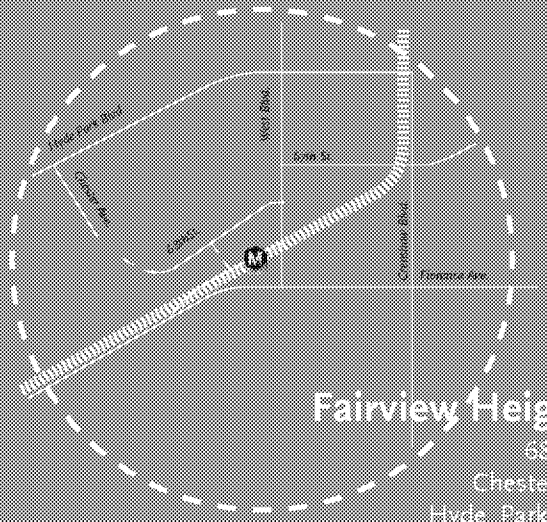
This chapter is organized into a series of station-specific packages. For each station, the station packages include:

Pathway Network Map. This showcases the pathway network and full suite of recommended improvements that have been developed after multiple rounds of review with the community, the City of Inglewood, Los Angeles World Airports (LAWA), City of Los Angeles, and Metro Staff. The pathway network maps showcase important first/last mile corridors that will safely connect future/existing transit riders to a station.

Idea Origin Map. This map shows how the pathway network was built – where ideas came from, whether from relevant existing and future plans, community input, and/or other stakeholder inputs. The Idea Origin Map helps tie the pathway network map to feedback received during the planning process.

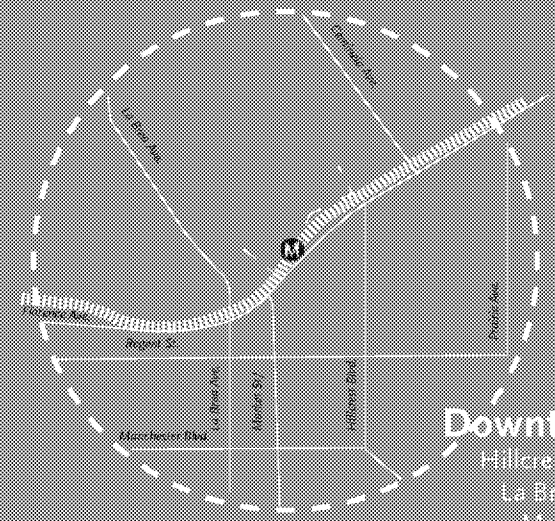
Tier 2 Project Details. These pages describe the selected Tier 2 projects for each station area. They include a description of the corridor and elements recommended, a key map, typical street section, axonometric vignette, and precedent imagery to bring the projects alive.

Tier 2 Projects



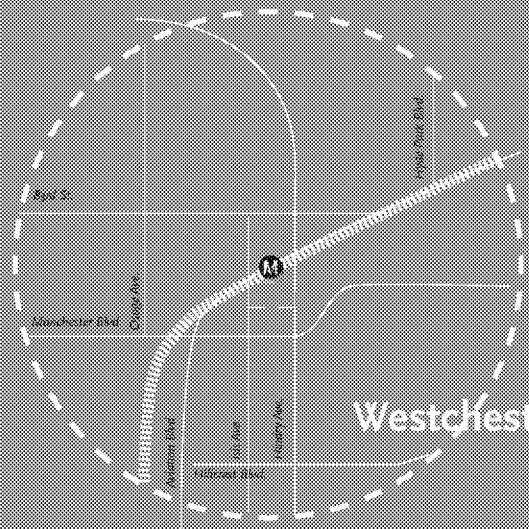
Fairview Heights

63th St.
Chester Ave.
Hyde Park Blvd.
West Blvd.



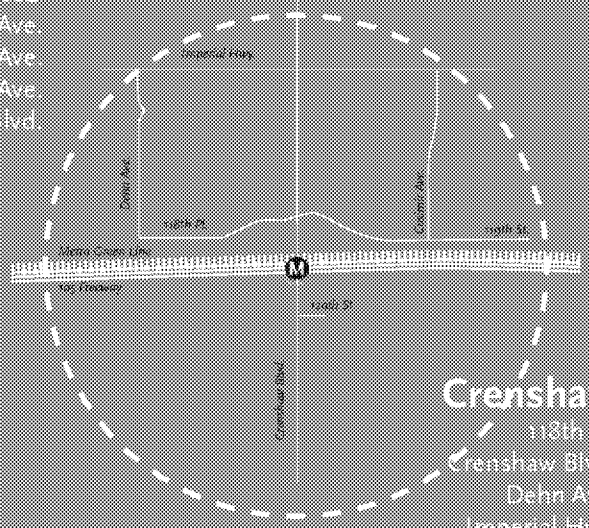
Downtown

Hillcrest Blvd.
La Brea Ave.
Market St.
Regent St.



Westchester/Veterans

Hindry Ave.
Isis Ave.
Florence Ave.
Manchester Blvd.



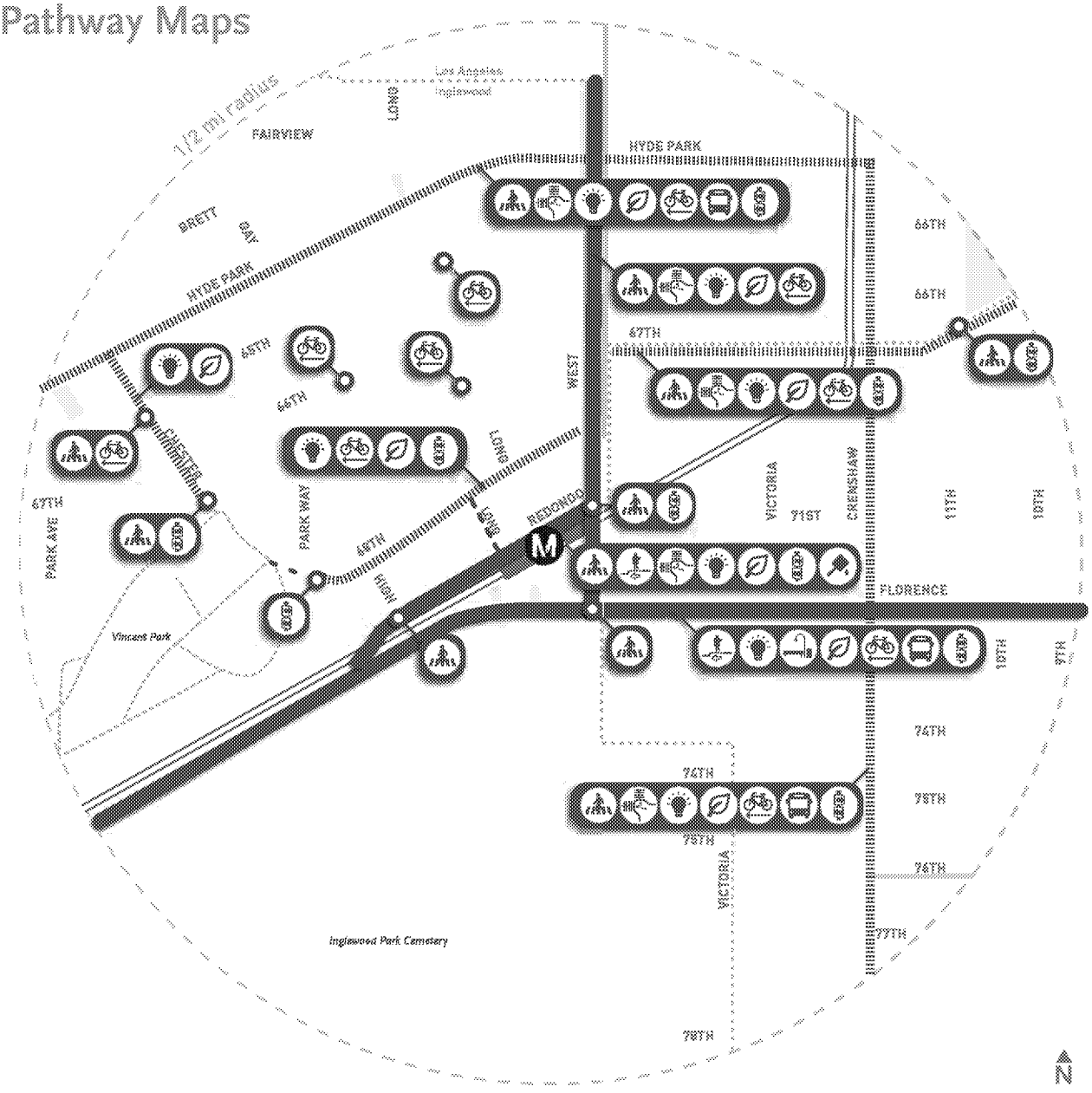
Crenshaw

119th Pl.
Crenshaw Blvd.
Dehn Ave.
Imperial Hwy.

Fairview Heights Station Pathway

The Fairview Heights Station will primarily serve the residential areas to the northwest and the southeast, and the commercial/industrial areas to the northeast, where a concentration of recommendations are located. The Inglewood Park Cemetery makes up a large portion of the remainder of the station area.

Pathway Maps



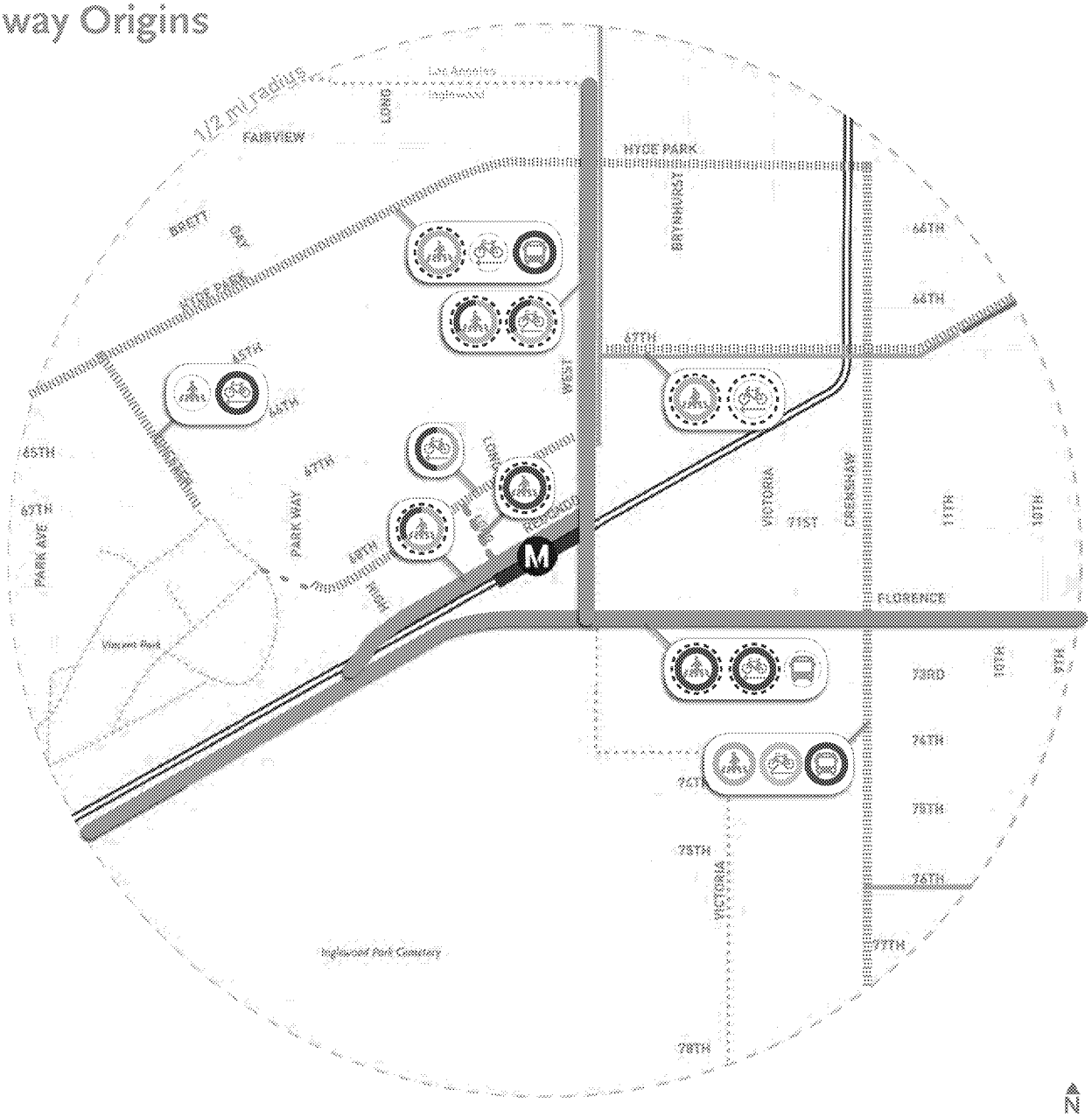
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Location-Specific Idea
- Corridor-Wide Idea
- Existing Class II Bike Lane
- Existing Class III Sharrow
- Rail to River Corridor

- New or Improved Crosswalks
- New or Improved Sidewalks
- Curb Improvements
- Pedestrian & Bike Lighting
- Street Furniture
- Landscaping & Shade
- Bike Facility or Amenity
- Bus Stop Improvements
- Wayfinding Signs
- Visual Enhancements
- Traffic Calming

Project Tiers

	Florence Ave.	West Blvd.	Redondo Blvd.	67th St.	68th St.	Chester Ave.	Crenshaw Blvd.	Hyde Park Blvd.	Long St.
Tier 1	✓		✓						
Tier 2		✓			✓	✓		✓	
Tier 3				✓			✓		✓

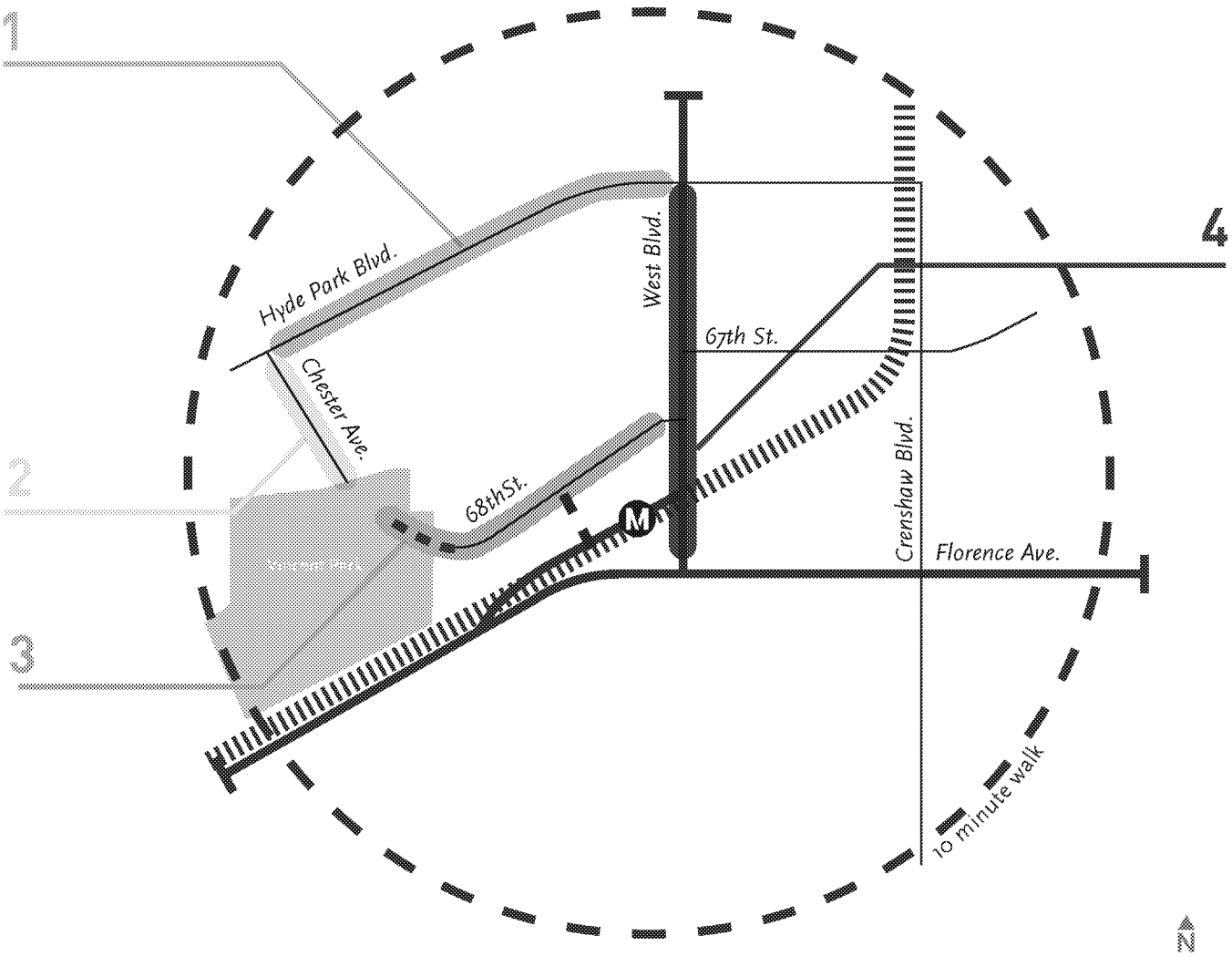
Pathway Origins



Pathway Origins

- Community Workshop
- Walk Audit
- Stakeholder Interview
- Community Based Organization
- Correlates with Existing City Plans
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Existing Bike Facility
- Pedestrian Improvements
- Bicycle Improvements
- Transit Improvements

Fairview Heights Station Tier 2 Projects

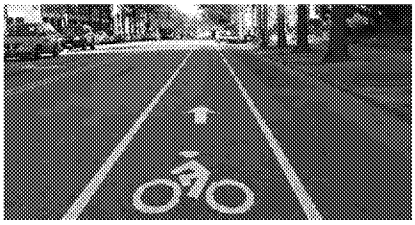


Note: Only pathway network streets are shown on this map.

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.

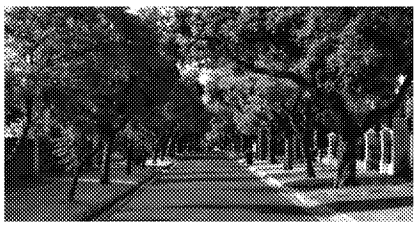
Chester Ave. is a narrow residential street that has been designed to preclude cut through traffic. Improvements should be made to encourage pedestrian and bicycle access, for example modification to the existing roadway diverter, addition of trees and sidewalk lighting, and access improvements to and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

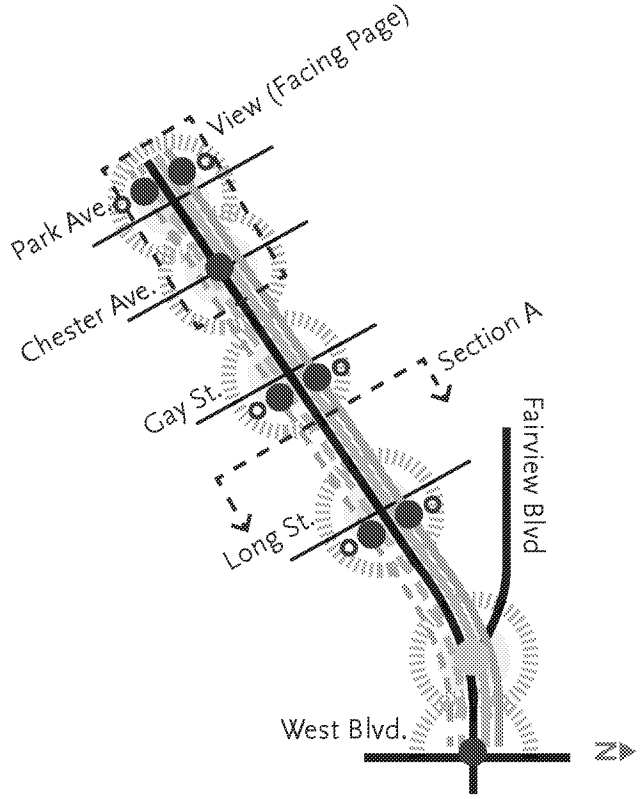
> Florence Ave., although a key Arterial Pathway, was not included as a Tier 2 project, since many improvements are currently underway as part of the Crenshaw/LAX Line construction.

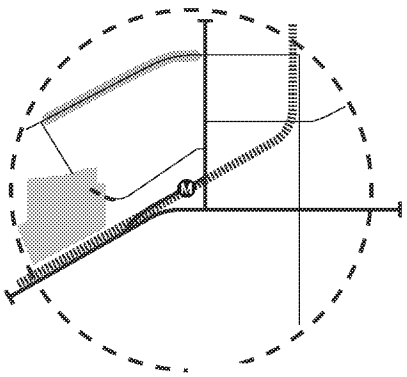
> Crenshaw Blvd. was not included because it is outside of the City of Inglewood.

1. Hyde Park Blvd.

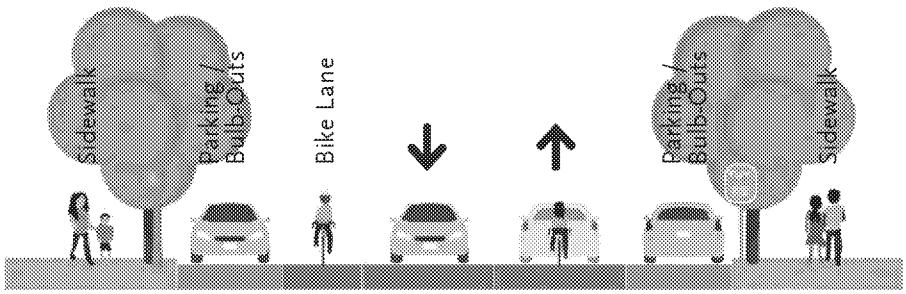
Park Ave. to West Blvd.

Currently, Hyde Park Blvd. has a typical residential street section - one lane in each direction and parking on either side. Sidewalks are placed behind a planted parkway. Improvements include a full suite of pedestrian and bicycle-oriented changes. Where street width allows, a north-side bike lane is coupled with south-side sharrow markings. This configuration may be switched (either the north- or south-side of the street), depending on City preference. Bulb-outs at corners with enhanced crosswalks, shorten the crossing distance for pedestrians and will help traffic to slow for safety. Street tree canopy is currently uneven and would be infilled (along with interspersed sidewalk lights) along the street's length. Planning-level cost estimate: $3,443,000. See Appendix D for detailed cost estimates.

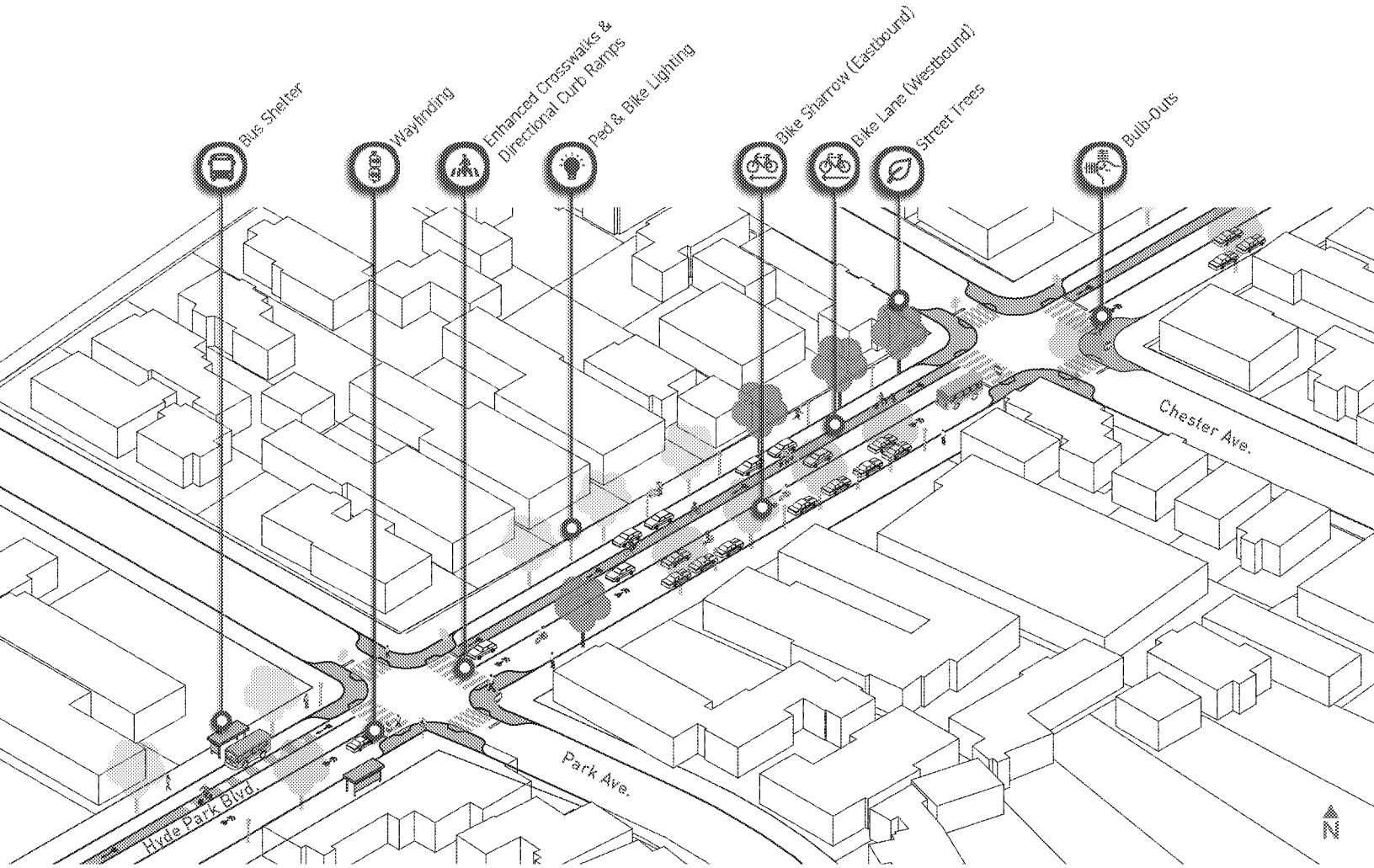




- Corner Bulb-Outs
- New / Enhanced Crosswalks
- Wayfinding
- Bus Shelter
- Spot Greening (Island)
- Ped & Bike Lighting
- Street Trees
- Bicycle Lane (North Side)
- Sharrows (South Side)



Proposed - Typical Street Section (Section A) Re-Striping Proposed

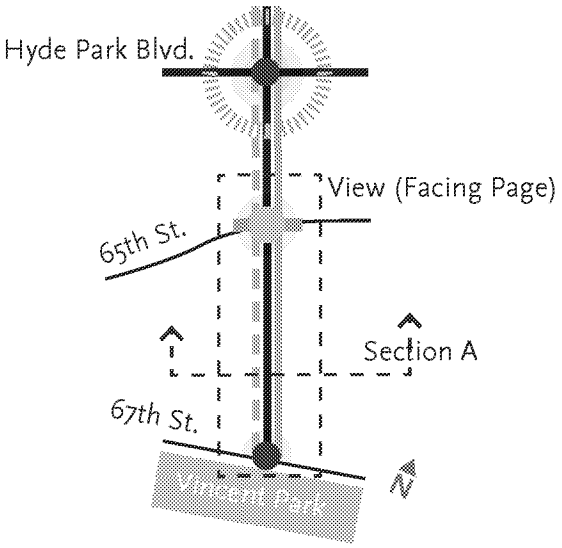


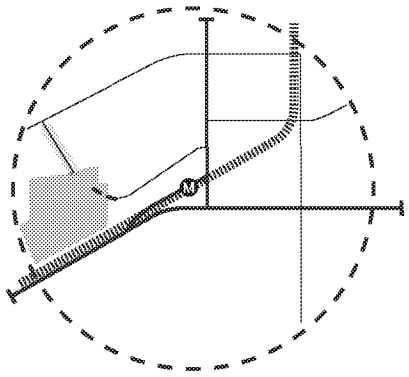
Proposed - Typical Street Configuration & Precedent Photos

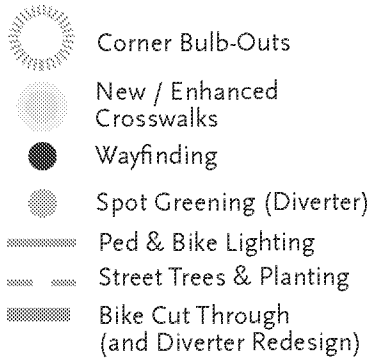
2. Chester Ave.

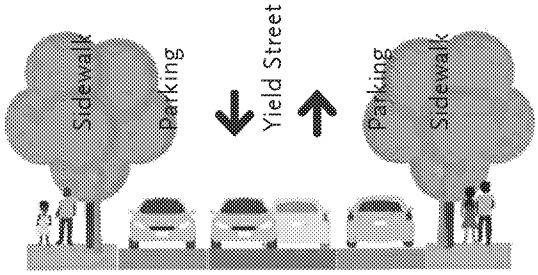
Hyde Park Blvd. to 67th St.

Chester Ave. leads to Vincent Park and the Metro station via 68th St. and is an important active transportation corridor. The street is strictly residential in character and is a yield street - where cars must yield to each other when driving because of limited space between parked cars. The street also has a diverter at 65th St. that disallows through traffic. The diverter also limits bicycle and pedestrian traffic, however, improvements to that intersection include a redesigned diverter to permit through movement of bikes and to better accommodate pedestrians. Infill of street trees and sidewalk lighting further improve the corridor. Planning-level cost estimate: $1,607,000. See Appendix D for detailed cost estimates.

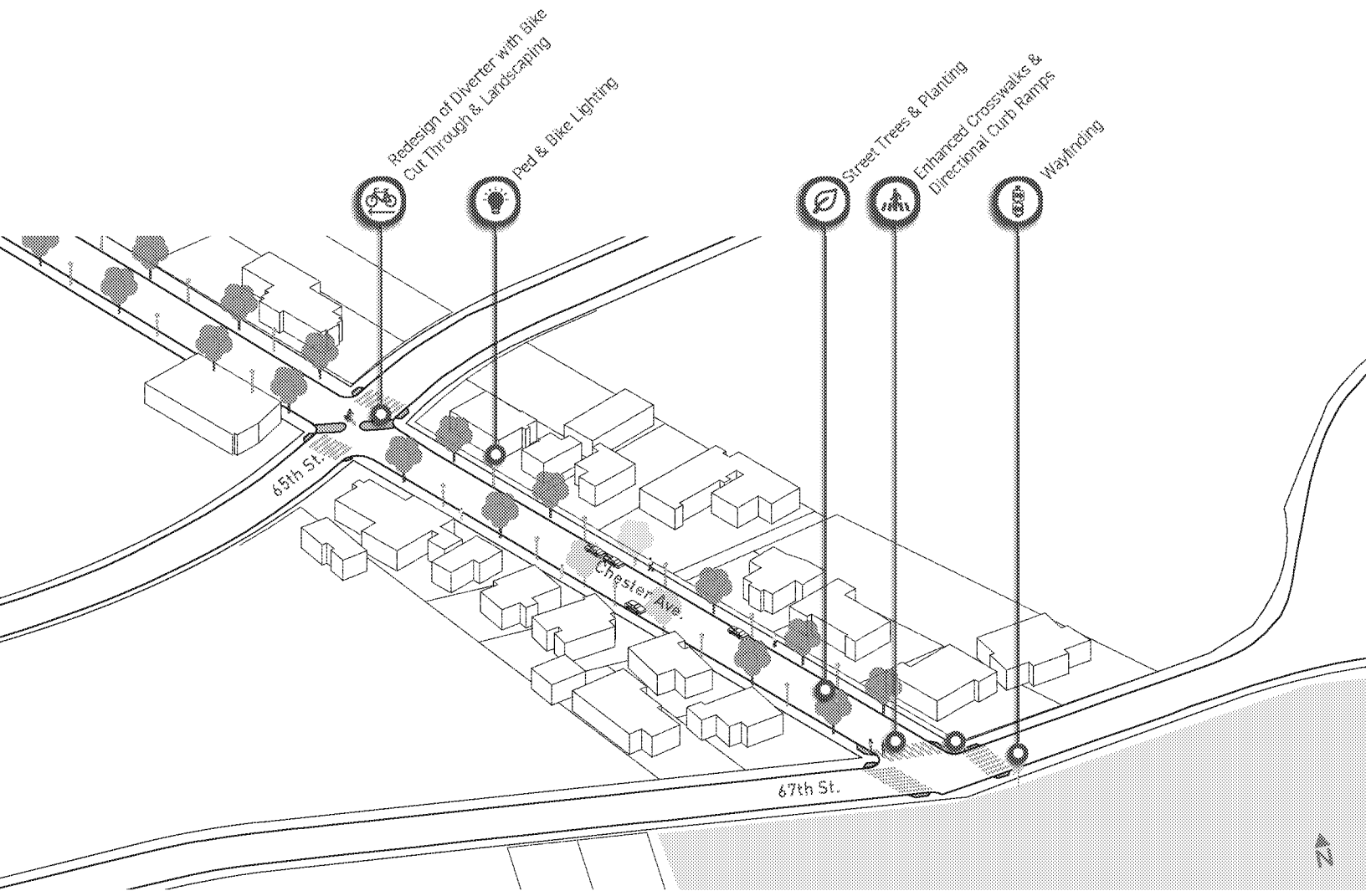








Proposed - Typical Street Section (Section A) No Re-Striping Proposed

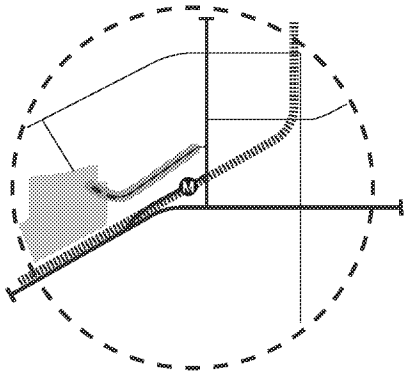


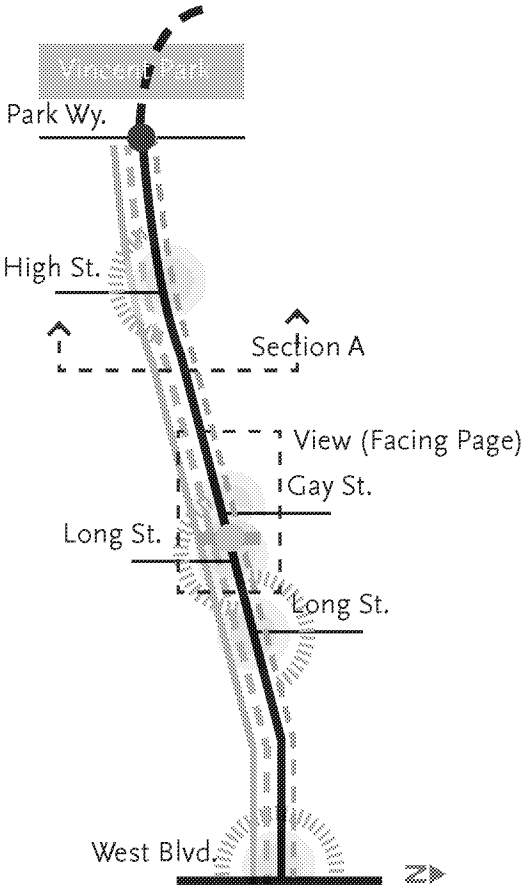
Proposed - Typical Street Configuration & Precedent Photos

3. 68th St.

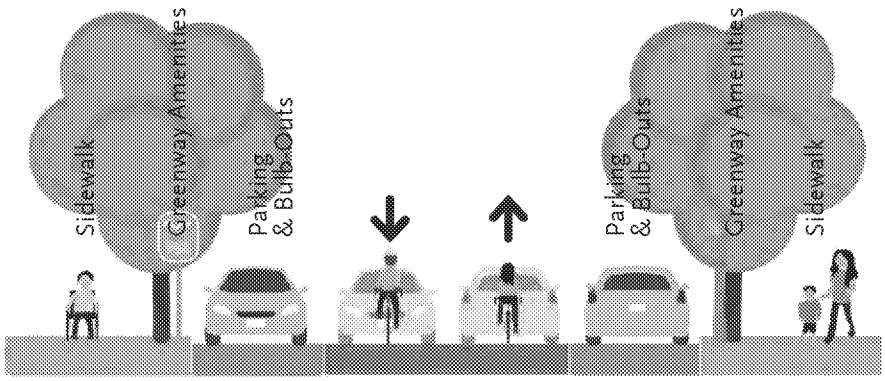
Park Wy. to West Blvd.

68th St. leads to and from Vincent Park and the Metro station. The street is similar in right-of-way width and design to Chester Ave. - it is narrow and designed to preclude cut through traffic with an existing diverter between Gay St. and Long St. Recommendations include introduction of a Neighborhood Greenway configuration, with sharrow markings, signage, trees, and lighting. The diverter would be redesigned to be more bicycle- and pedestrian-friendly. A Cut Through would be introduced through Vincent Park, with corresponding signage and lighting improvements. Planning-level cost estimate: $3,042,000. See Appendix D for detailed cost estimates.

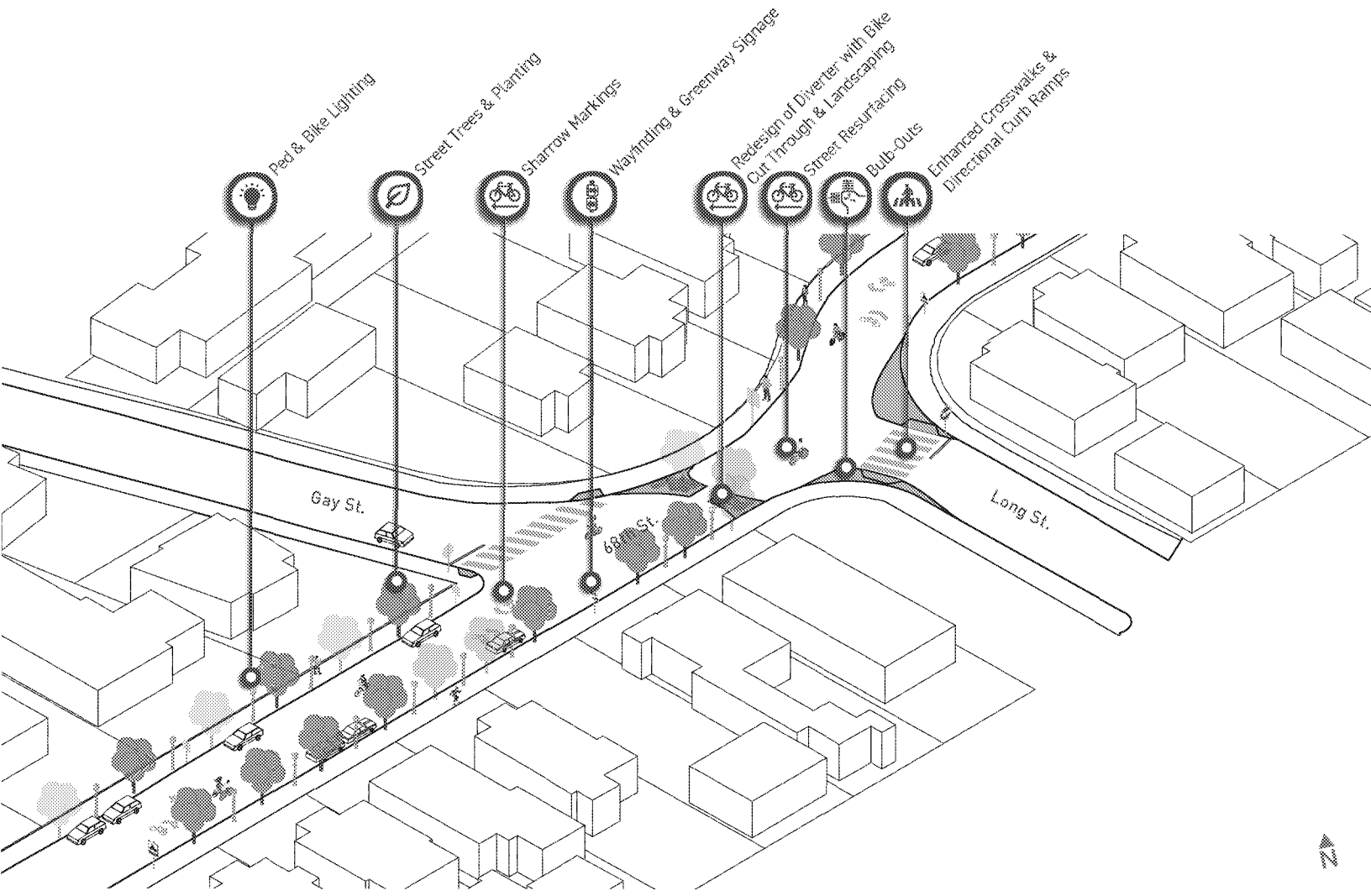




- Corner Bulb-Outs and Tighten Curb Radii
- New / Enhanced Crosswalks
- Wayfinding
- Spot Greening (Diverter)
- Ped & Bike Lighting
- Street Tress & Planting
- Bike Cut Through (and Diverter Redesign)
- Greenway / Bicycle Route (incl. trees, signage, sharrow markings, and repaved roadway, speed limit cap at 20 MPH)
- Pathway Cut Through (incl. path, lighting, and signage)



Proposed - Typical Street Section (Section A) No Re-Striping Proposed

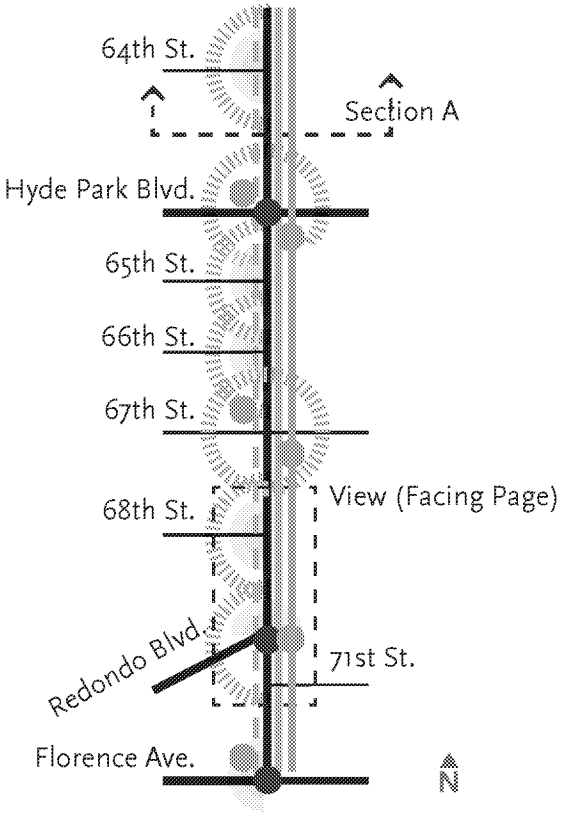


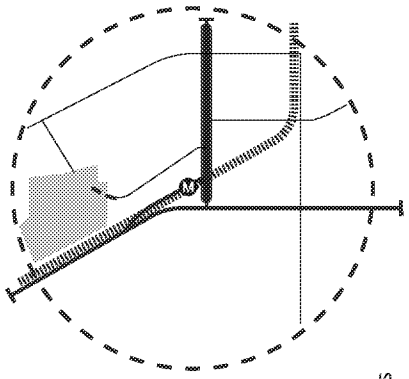
Proposed - Typical Street Configuration (and enhanced diverter between Gay St. and Long St.) & Precedent Photos

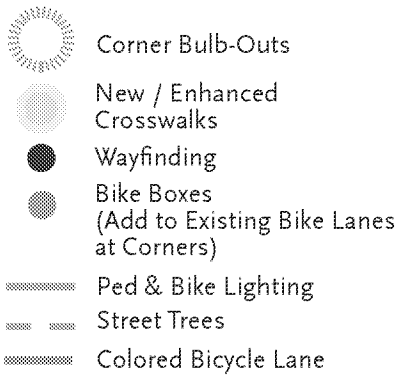
4. West Blvd.

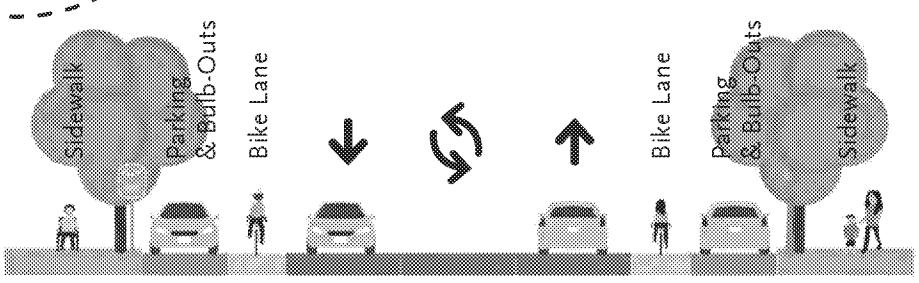
64th St. to Florence Ave.

West Blvd. already has a handful of first/last mile-friendly enhancements, such as bike lanes, high visibility crosswalks in some locations, and wide sidewalks. At the same time, walking along West Blvd. can feel hot during the day because of the lack of trees, shade, and green space - and the sidewalks can seem dark at night because existing street lighting is oriented to the street, rather than the sidewalk. Enhancements to the bike lane can be made to make it more visible, with green paint and bike boxes at signalized intersections. Sidewalk amenities like lighting, trees, and wayfinding can be added along with bulb-outs and new/enhanced crosswalks to increase safety and comfort for people walking to and from the station. Planning-level cost estimate: $4,774,000. See Appendix D for detailed cost estimates.

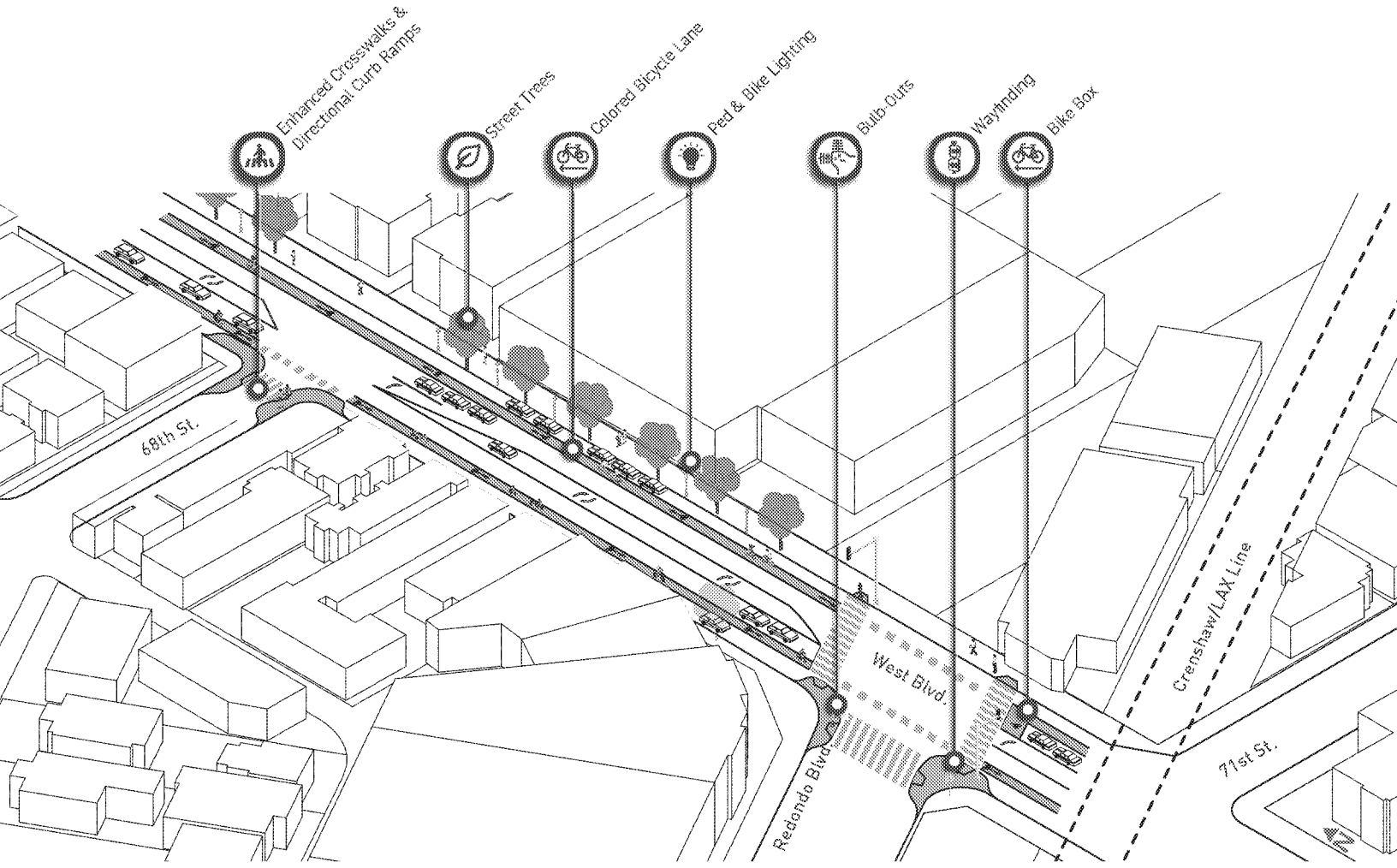




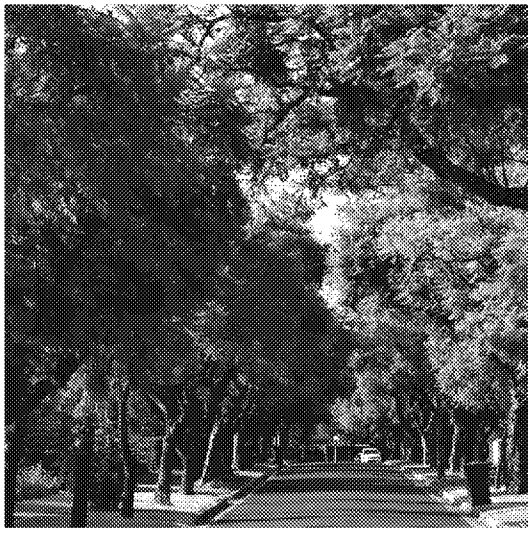




Proposed - Typical Street Section (Section A) No Re-Striping Proposed (Bike Boxes Only)



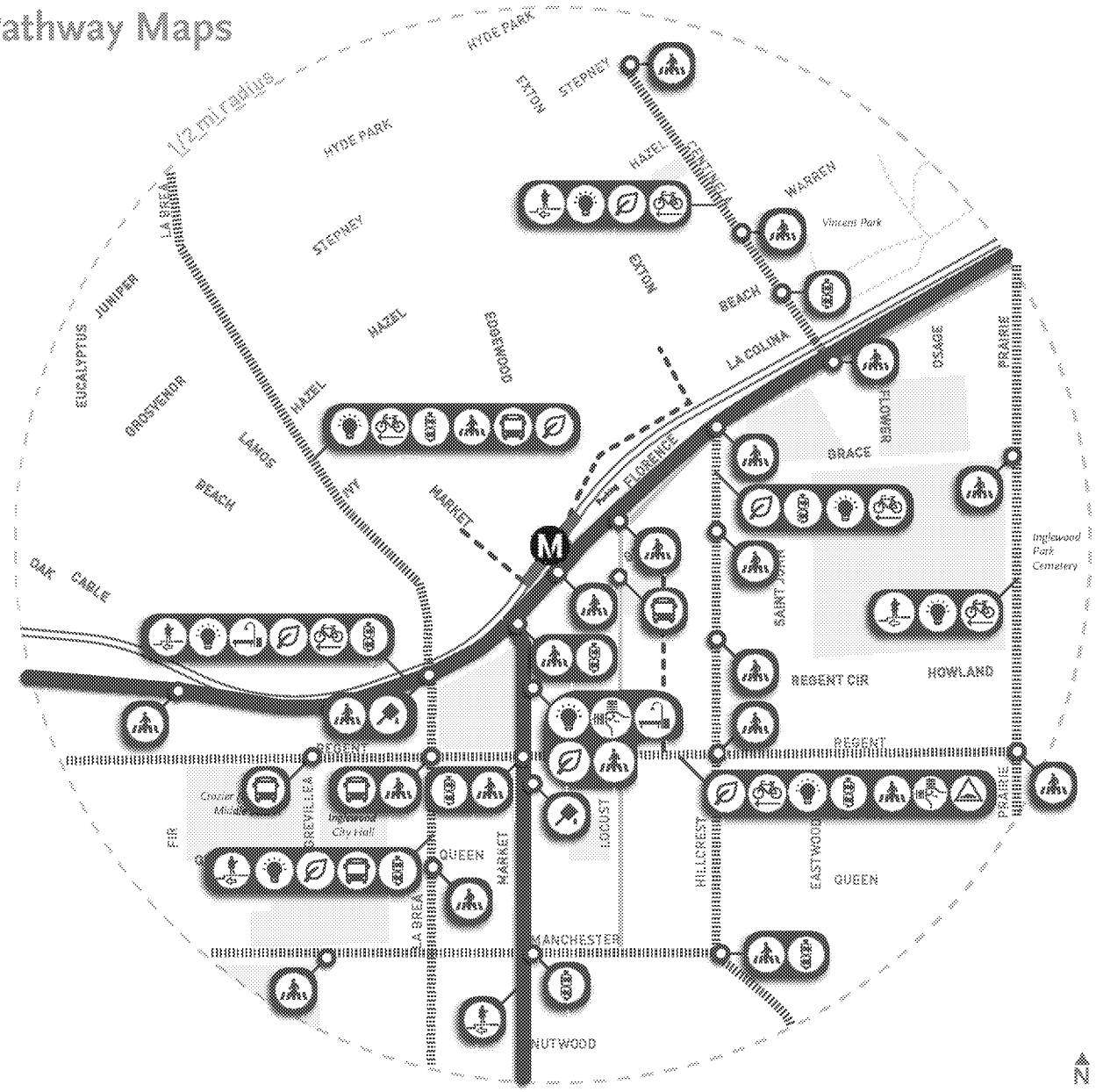
Proposed - Typical Street Configuration & Precedent Photos



Downtown Inglewood Station Pathway

Streets surrounding the Downtown Inglewood Station follow a consistent, small-scale grid pattern and many already contain pedestrian-friendly amenities, such as trees, bulb-outs, and special paving. The goals of the first/last mile improvements in this station area are to extend some already-enhanced street character to the station and to make it pleasant and safe to walk and bike to and from the station.

Pathway Maps



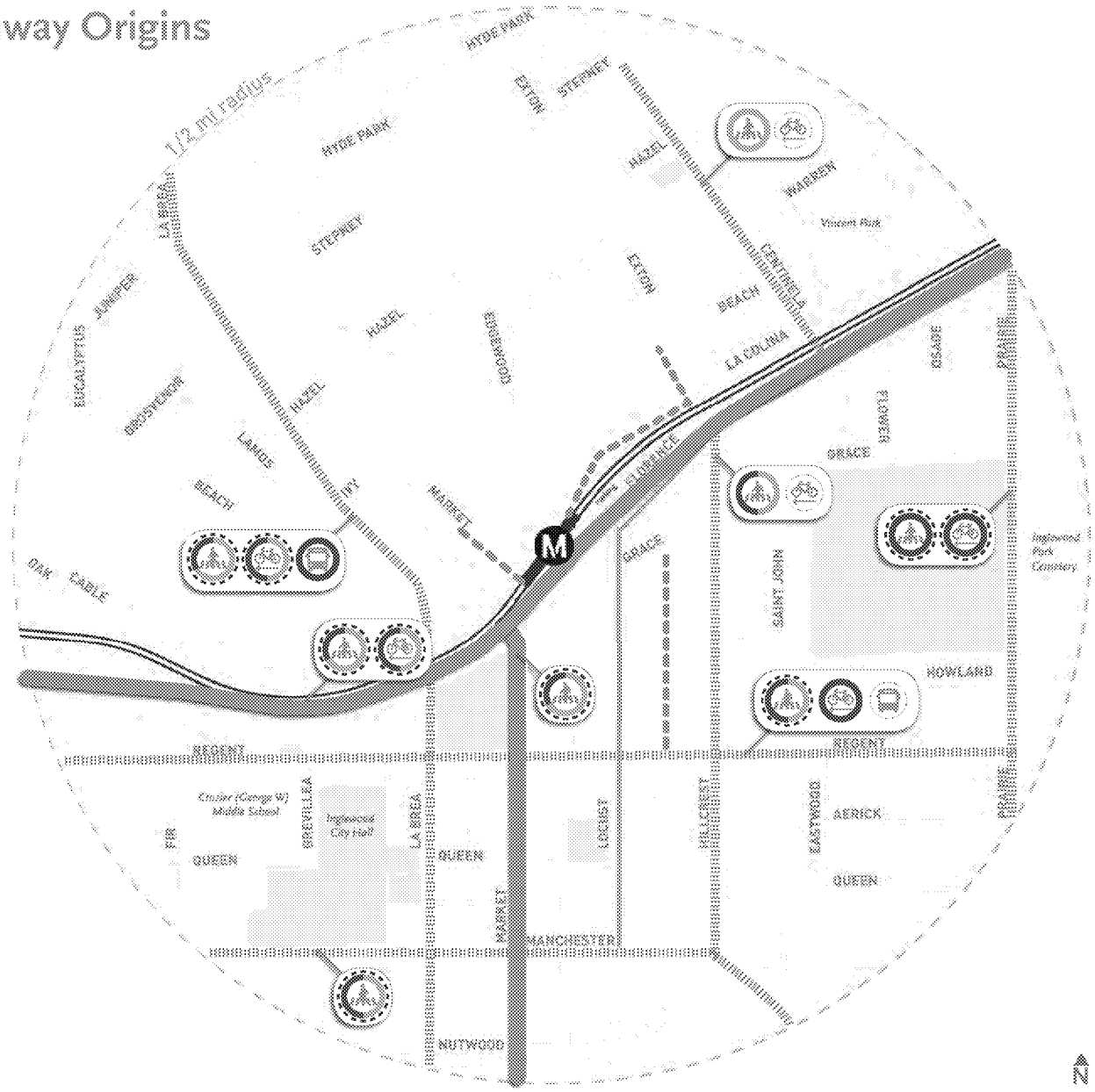
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Location-Specific Idea
- Corridor-Wide Idea
- Existing Class II Bike Lane

- New or Improved Crosswalks
- New or Improved Sidewalks
- Curb Improvements
- Pedestrian & Bike Lighting
- Street Furniture
- Landscaping & Shade
- Bike Facility or Amenity
- Bus Stop Improvements
- Wayfinding Signs
- Visual Enhancements
- Traffic Calming

Project Tiers

	Florence Ave.	Market St.	Centinela Ave.	Hillcrest Blvd.	La Brea Ave.	Manchester Blvd.	Prairie Ave.	Regent St.	Cut Through Near Station	La Colina Dr.	Alley (b/w Locust/ Hillcrest)
Tier 1	✓										
Tier 2		✓		✓	✓			✓			
Tier 3			✓			✓	✓		✓	✓	✓

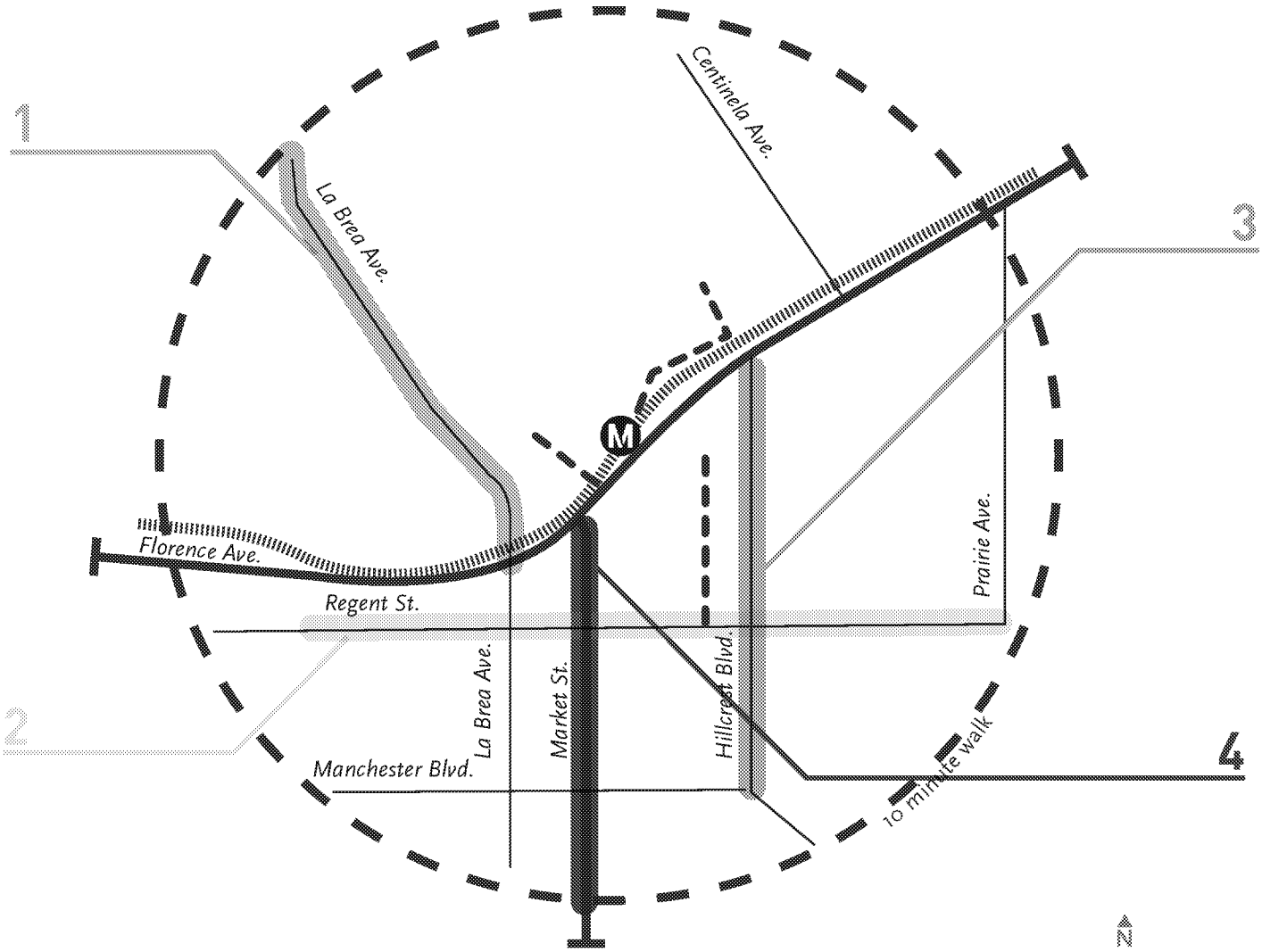
Pathway Origins



Pathway Origins

- Community Workshop
- Walk Audit
- Stakeholder Interview
- Community Based Organization
- Correlates with Existing City Plans
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Existing Bike Facility
- Pedestrian Improvements
- Bicycle Improvements
- Transit Improvements

Downtown Inglewood Station Tier 2 Projects



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

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

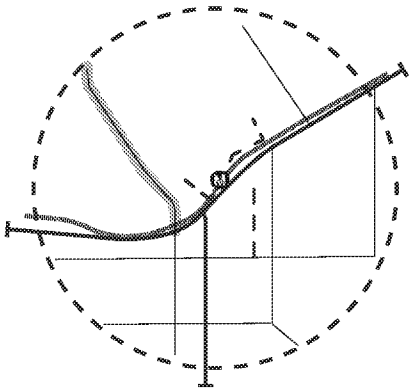
> Florence Ave., although a key Arterial Pathway, was not included, as many improvements are currently underway as part of the Crenshaw/LAX Line construction.

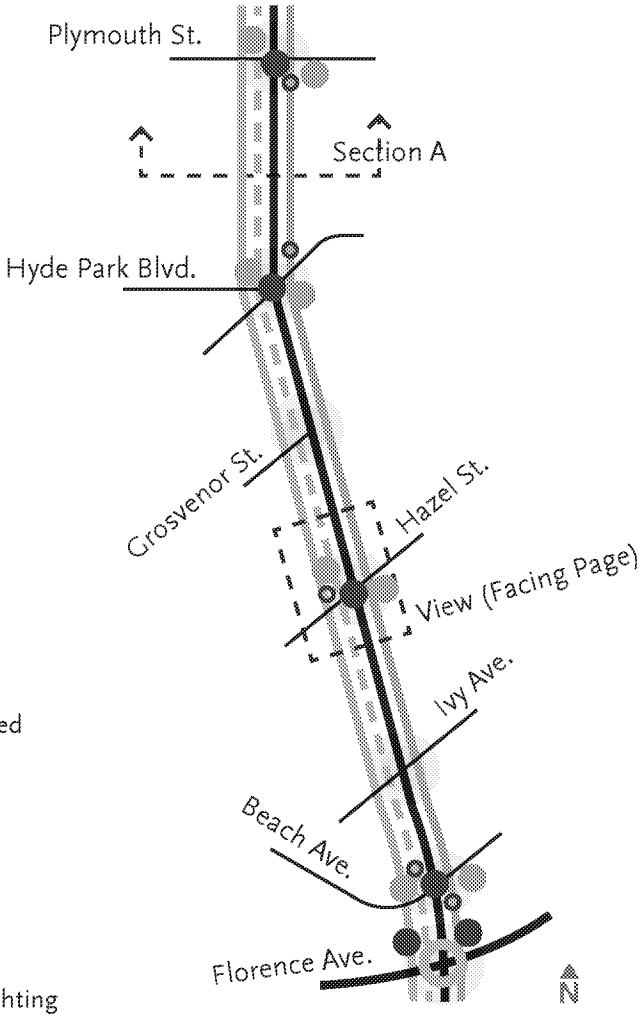
> Prairie Ave. and Manchester Blvd., although key connections to the future LA Stadium and Entertainment District, were not selected as a Tier 2 projects given their distance from the Downtown Inglewood Station.

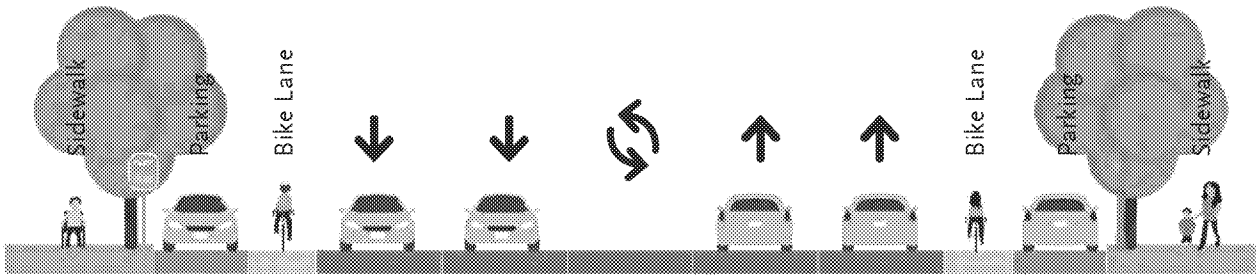
1. La Brea Ave.

Plymouth St. to Florence Ave.

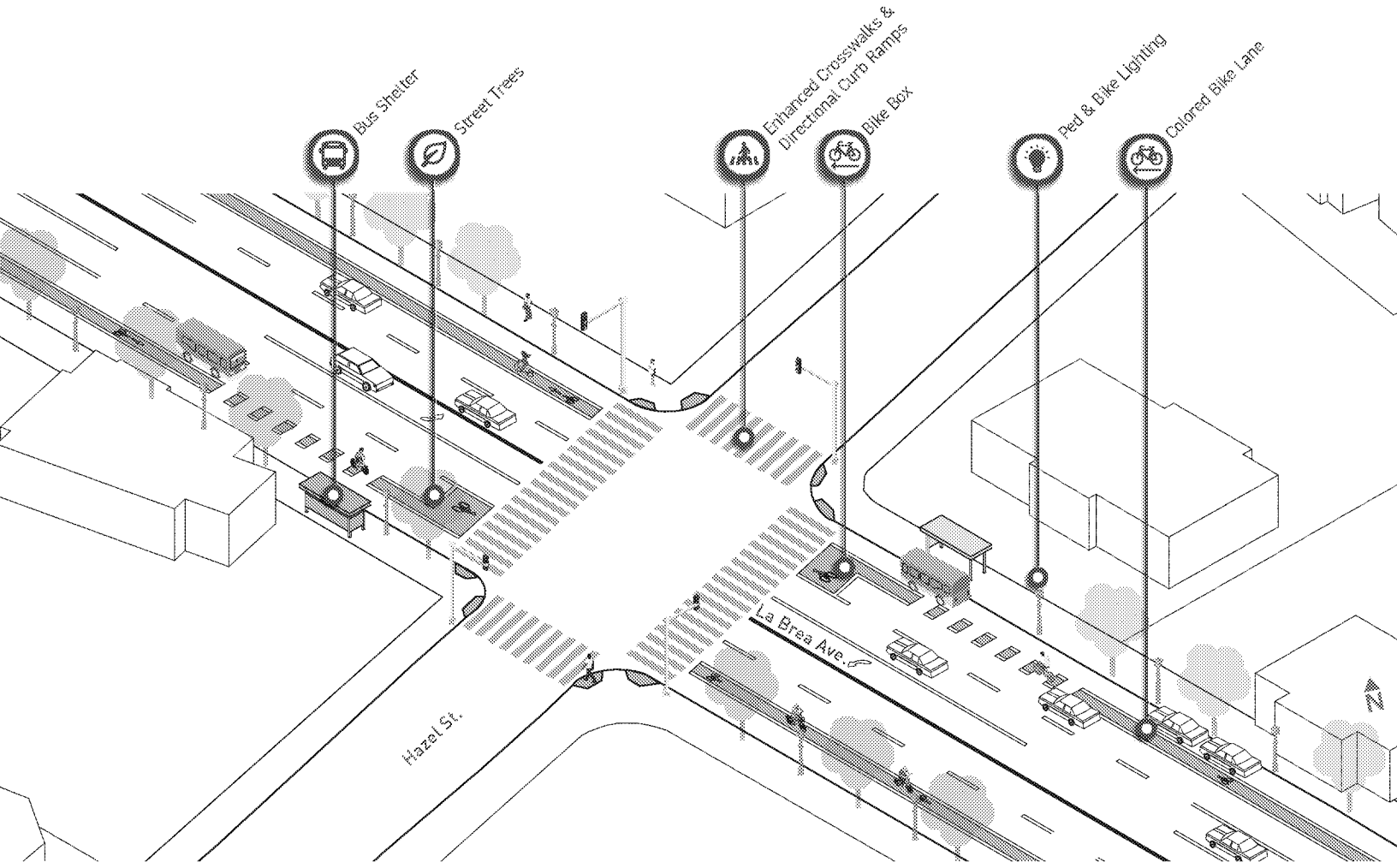
La Brea Ave. is a major thoroughfare for people moving to and through the neighborhood. The street has many mature trees, moderately wide sidewalks, and some bus stop amenities (shelters and seating). However, crosswalks are scarce, curb-to-curb distances are wide, and traffic can sometimes move swiftly. The sidewalks can be infilled with street trees and sidewalk lighting and as the street approaches Florence Ave., visual enhancements can be added to the underpass as a gateway to Downtown. In addition, bike lanes can be added by narrowing wide lanes. Planning-level cost estimate: $5,202,000. See Appendix D for detailed cost estimates.







Proposed - Typical Street Section (Section A) Re-Striping Proposed

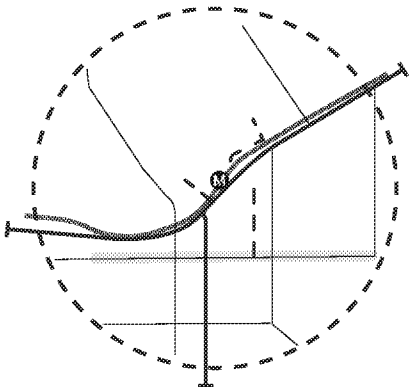


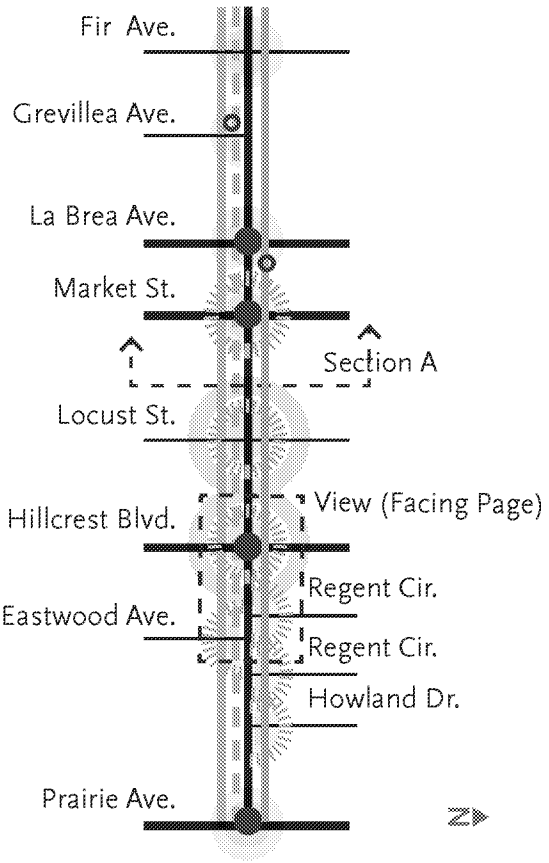
Proposed - Typical Street Configuration & Precedent Photos

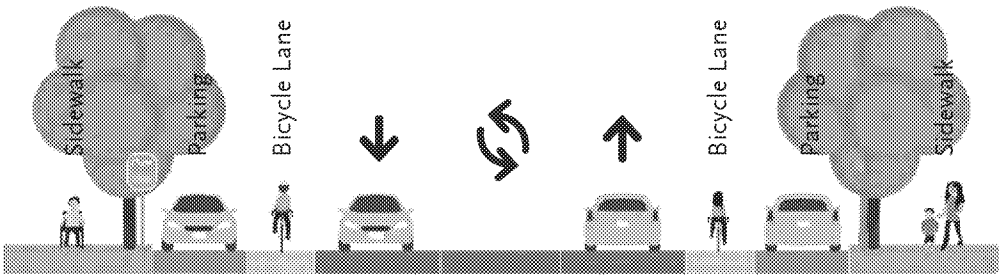
2. Regent St.

Fir Ave. to Prairie Ave.

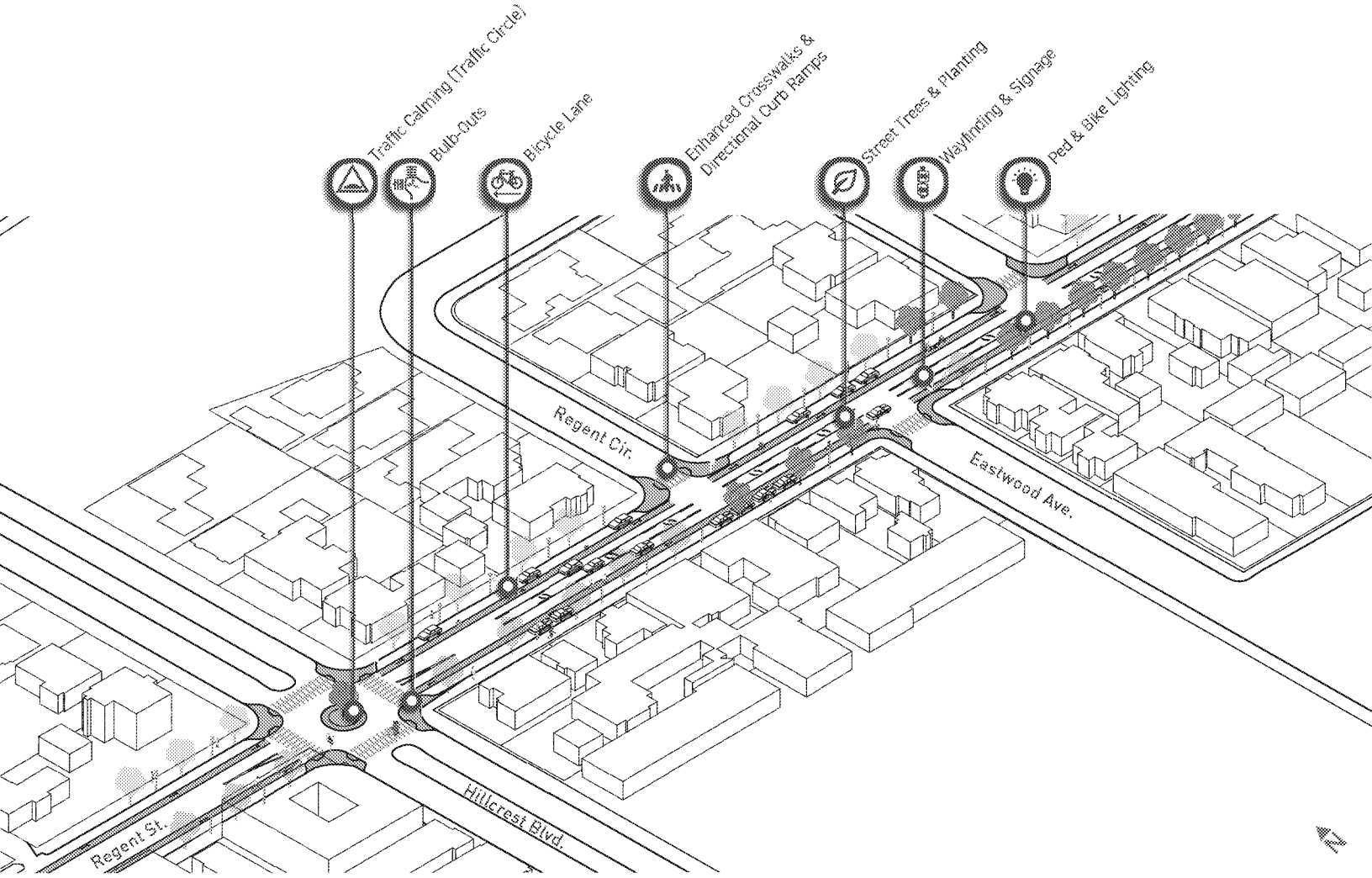
Regent St. has been identified as an east/west bikeway, along with improvements for pedestrians, such as corner bulb-outs, addition of trees, planting, wayfinding/ signage, and sidewalk lighting. Traffic circles were added to discourage cut-through vehicular traffic and prioritize bicyclists' through, smooth movement. Planning-level cost estimate: $4,630,000. See Appendix D for detailed cost estimates.







Proposed - Typical Street Section (Section A) Re-Striping Proposed

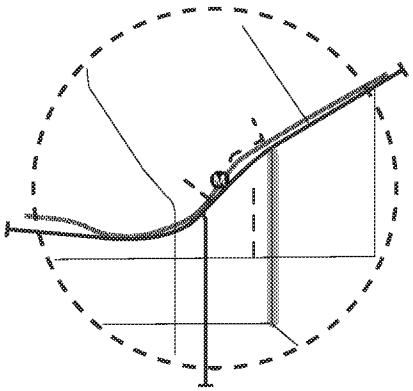


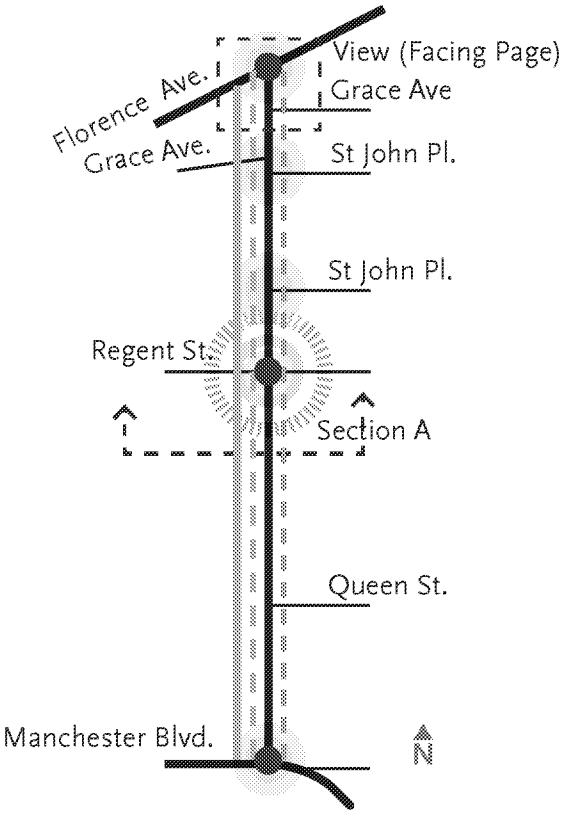
Proposed - Typical Street Configuration & Precedent Photos

3. Hillcrest Blvd.

Florence Ave. to Manchester Blvd.

Hillcrest is mainly residential in character and has tall, mature street trees within a sidewalk parkway and also in a center median that is greened with grass. The main elements that are missing along Hillcrest Blvd. are enhanced and high-visibility crosswalks. Wayfinding signage will help people find the nearby station, which can be hard to find because of the tilt in the street grid. Bike sharrows are also recommended. Planning-level cost estimate: $2,685,000. See Appendix D for detailed cost estimates.





Traffic Circle

Corner Bulb-Outs

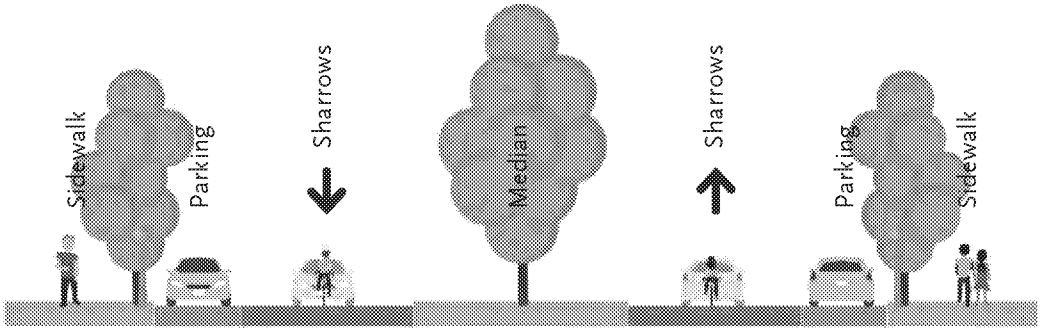
New / Enhanced Crosswalks

Wayfinding

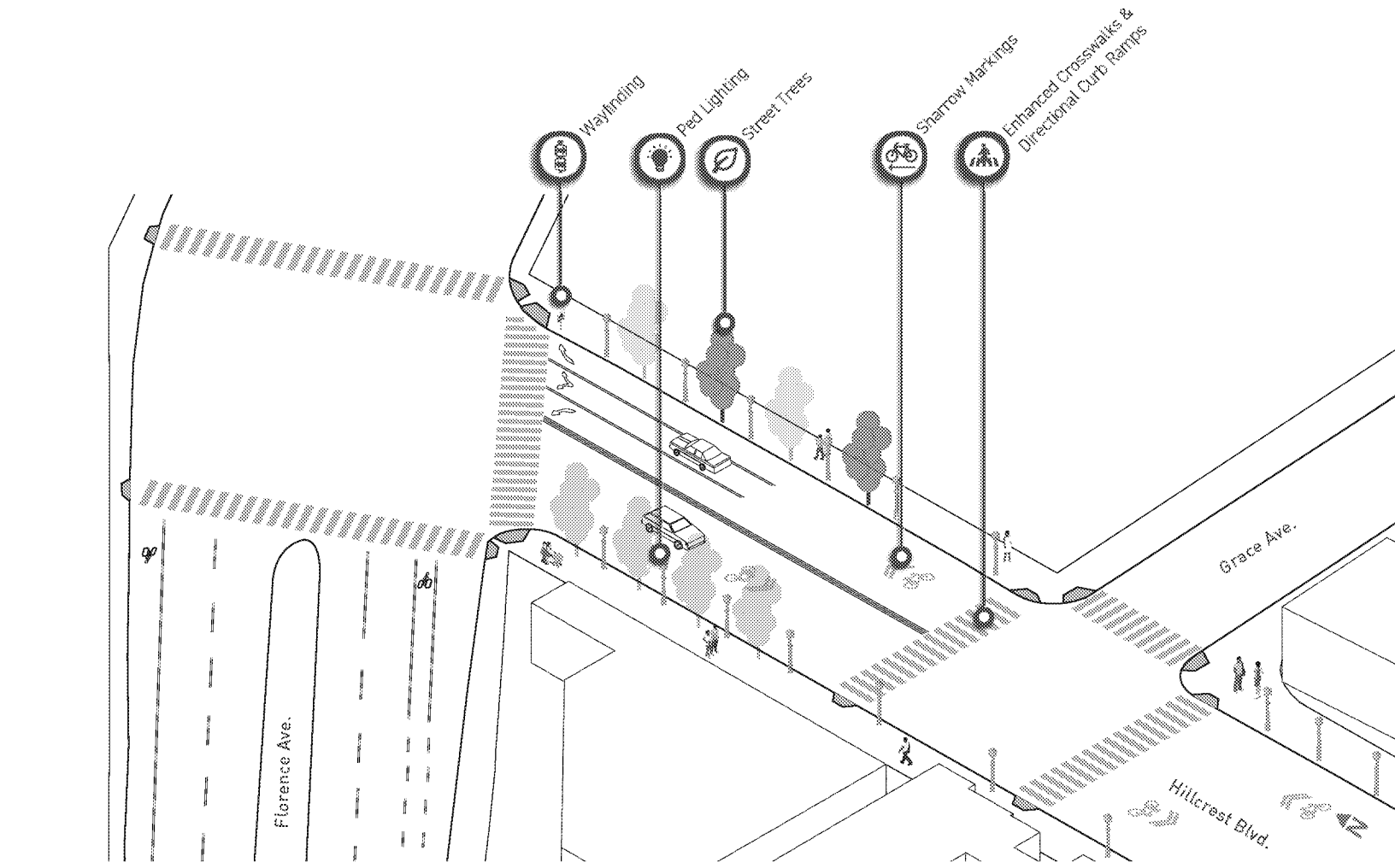
Ped Lighting

Street Trees

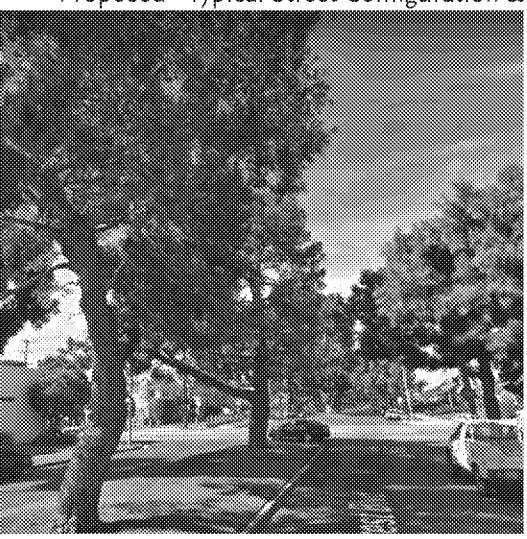
Sharrows



Proposed - Typical Street Section (Section A) No Re-Striping Proposed (Sharrow Markings Only)



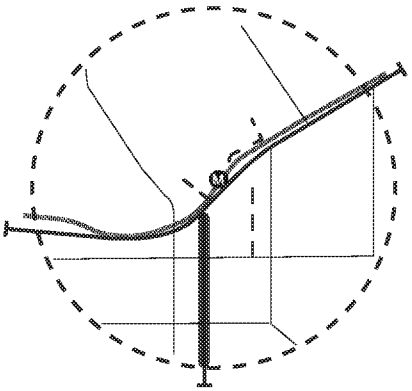
Proposed - Typical Street Configuration & Precedent Photos

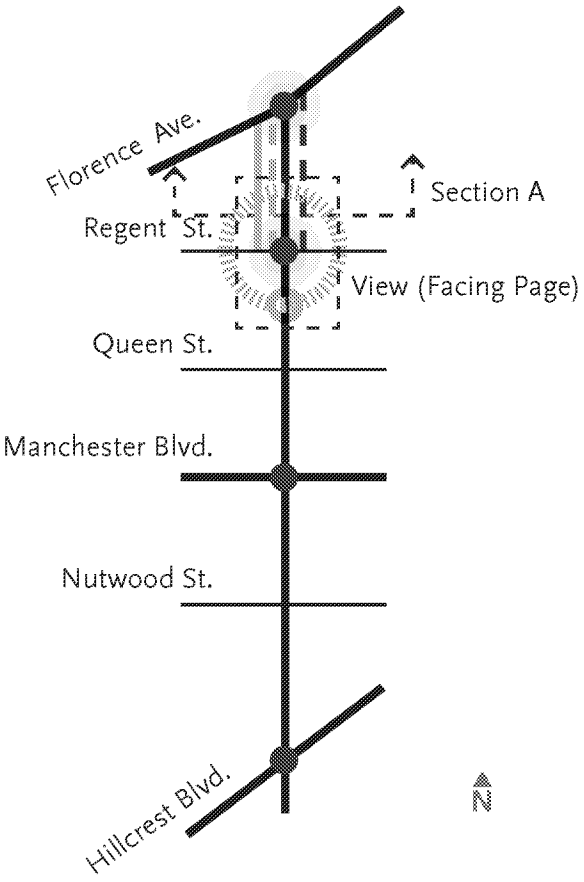


4. Market St.

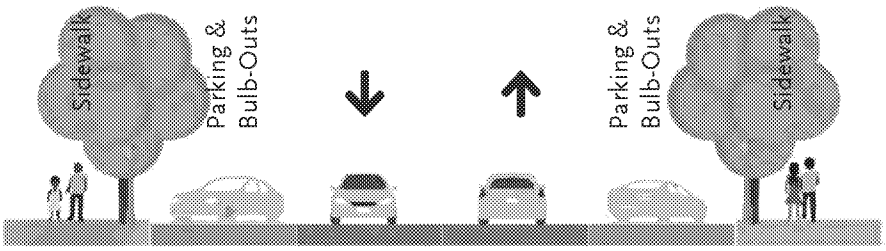
Florence Ave. to Hillcrest Blvd.

Market St. through Downtown, south of Regent St. is a lovely "main street" with a full suite of pedestrian enhancements, including corner bulb-outs, diagonal parking, street trees/ planting, and sidewalk lighting, special paving, street furniture, enhanced crossings, mid-block crossings, and bollards at corners to protect pedestrians. This character should be extended up toward the station at Florence Ave., to better connect the station with the main part of Market St. Note, new north south bicycle facilities (lanes) should be placed on parallel streets, rather than on Market itself. Planning-level cost estimate: $2,242,000. See Appendix D for detailed cost estimates.

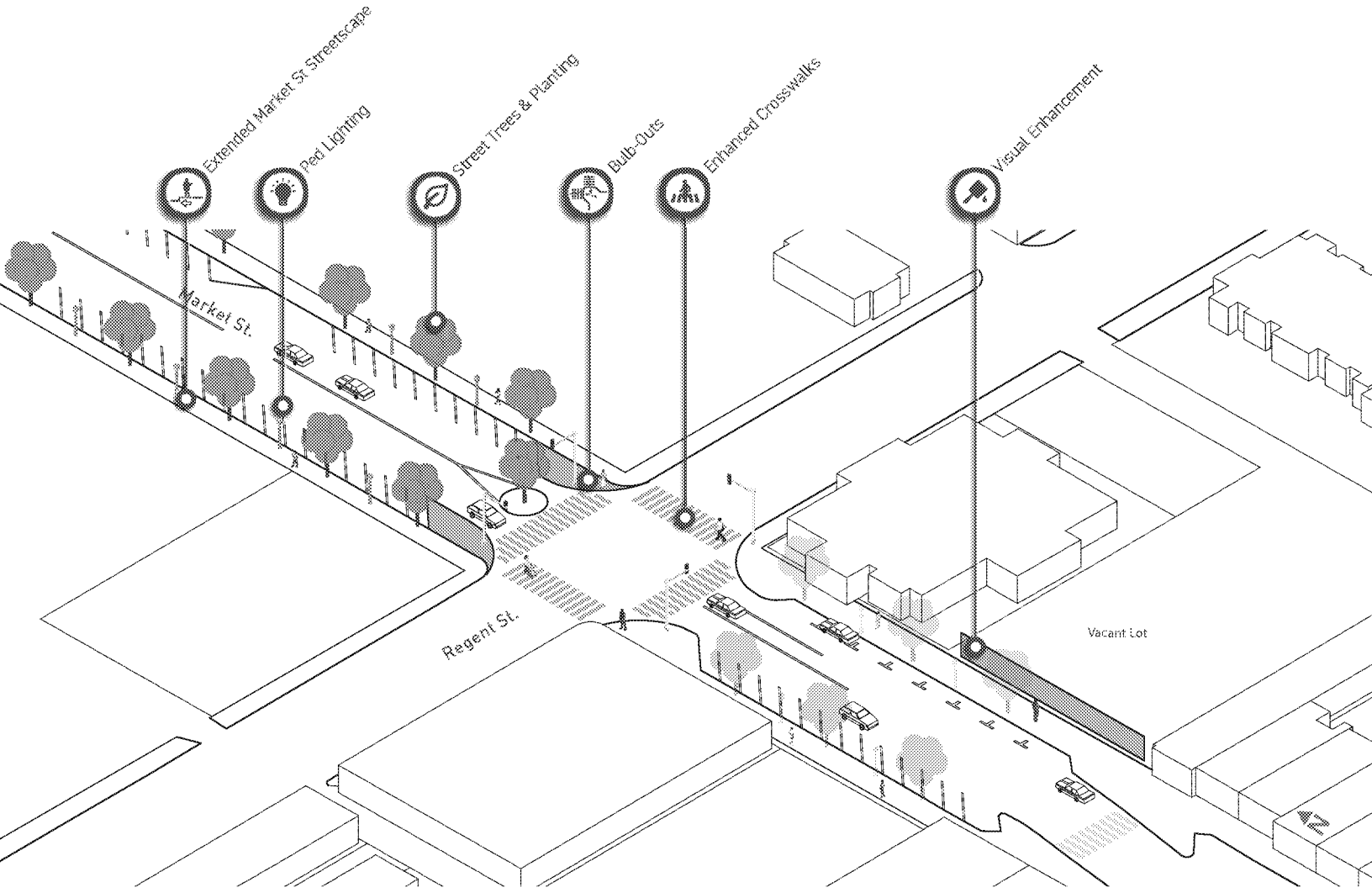




Corner Bulb-Outs
New / Enhanced Crosswalks
Wayfinding
Visual Enhancement
Street Trees & Planting
Ped Lighting
Street Furniture / Trash Cans



Proposed - Typical Street Section (Section A) No Re-Striping Proposed

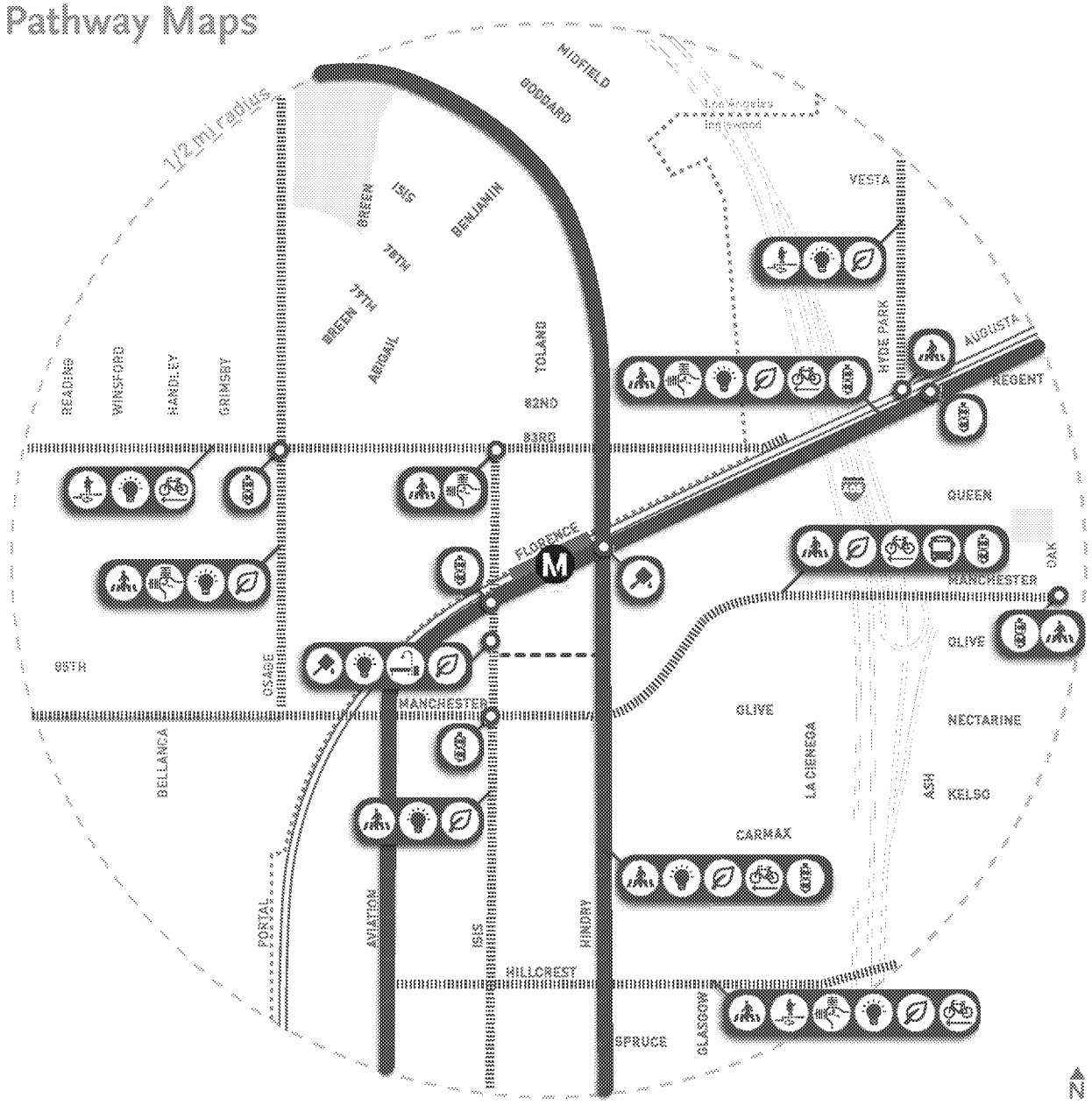


Proposed - Typical Street Configuration & Precedent Photos

Westchester/Veterans Station Pathway

The Westchester/Veterans Station sits on the border of the City of Inglewood and the City of Los Angeles and includes portions of the I-405 and long blocks, which make navigating the area on foot or on bike challenging. Recommended projects that fall within the city focus on enhancing the industrial and commercial areas to the south of the station.

Pathway Maps



Proposed FLM Arterials
Proposed FLM Collectors
Proposed FLM Cut Throughs
Location-Specific Idea
Corridor-Wide Idea
Existing Class II Bike Lane

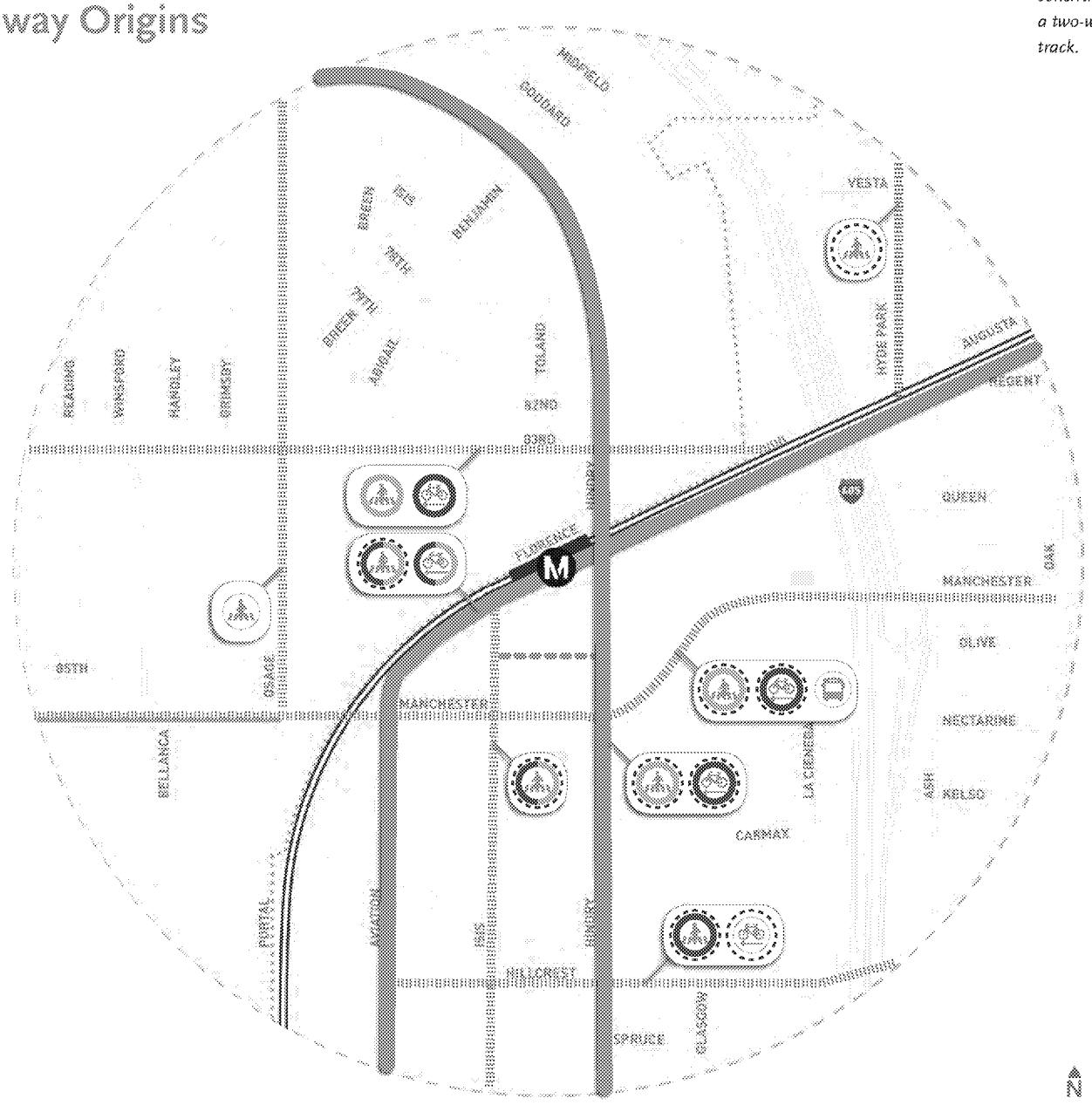
New or Improved Crosswalks
New or Improved Sidewalks
Curb Improvements
Pedestrian & Bike Lighting
Street Furniture
Landscaping & Shade
Bike Facility or Amenity
Bus Stop Improvements
Wayfinding Signs
Visual Enhancements
Traffic Calming

Project Tiers

	Florence Ave.	Hindry Ave.	83rd St.	Hillcrest Blvd.	Hyde Park Blvd.	Isis Ave.	Manchester Blvd.	Osage Ave.	Cut Through Near Isis
Tier 1	✓[1]								
Tier 2	✓[1]	✓				✓	✓		
Tier 3			✓	✓	✓			✓	✓

1. *Florence Ave.: Tier 1 includes work planned as part of the Crenshaw/LAX construction. Tier 2 includes the construction of a two-way cycle track.*

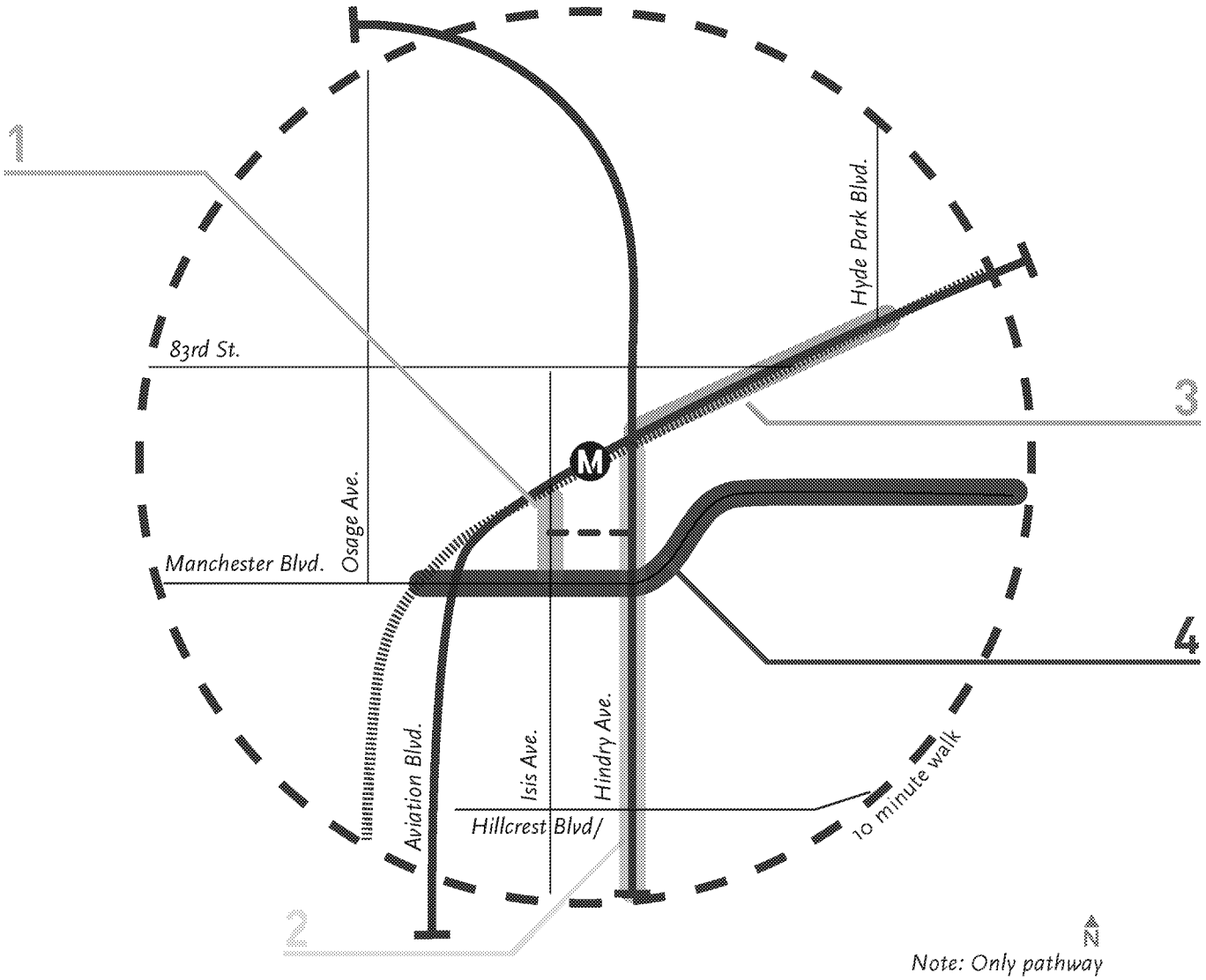
Pathway Origins



Pathway Origins

- Community Workshop
- Walk Audit
- Stakeholder Interview
- Community Based Organization
- Correlates with Existing City Plans
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Existing Bike Facility
- Pedestrian Improvements
- Bicycle Improvements
- Transit Improvements

Westchester/Veterans Station Tier 2 Projects

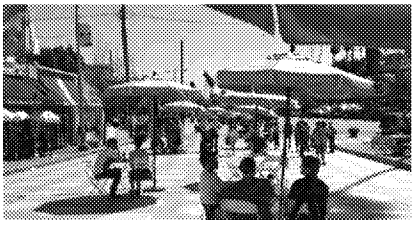


Note: Only pathway network streets are shown on this map.

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.

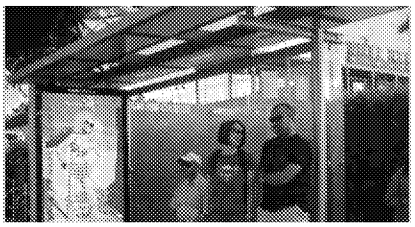
Hindry Ave. has the potential to become a bike facility because of its long, straight access to and from the Metro station. At the same time, the industrial nature of the street poses some challenges that need to be addressed from a first/last mile perspective. Improvements introduced include both pedestrian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



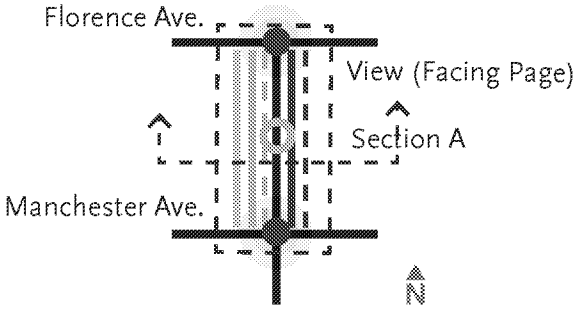
Other Streets

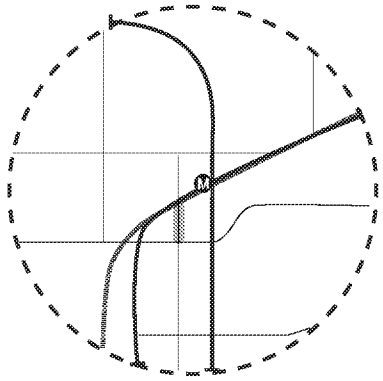
> 83rd St., Manchester Blvd. (west), Osage Ave., and Hyde Park Blvd. all fall outside of City of Inglewood jurisdiction, and were not selected as Tier 2 projects.

1. Isis Ave.

Florence Ave. to Manchester Blvd.

The TOD Plan for this area envisions a fun and walkable Transit-Oriented Arts Cluster & Mixed-Use District. Isis Ave. between Florence Ave. and Manchester Ave. can be transformed into a 'people space' with a temporary street closure. This block is envisioned as a special open space that would be programmed with movable furniture, special events, and integrated art (e.g. special pavement designs or interactive sculptures). If the temporary street closures are well received, the City may consider permanent closure. Planning-level cost estimate: $6,118,000. See Appendix D for detailed cost estimates.





New / Enhanced Crosswalks

Wayfinding

Visual Enhancement

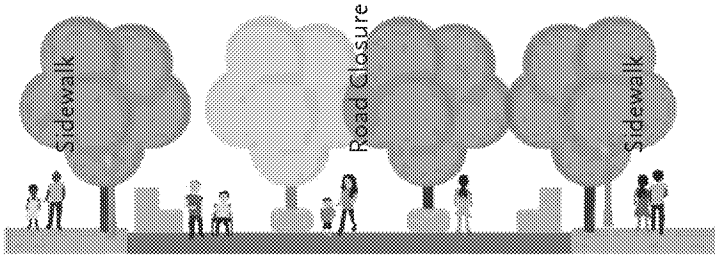
Ped Lighting (Incl Special Lighting for Street Plaza)

Street Trees

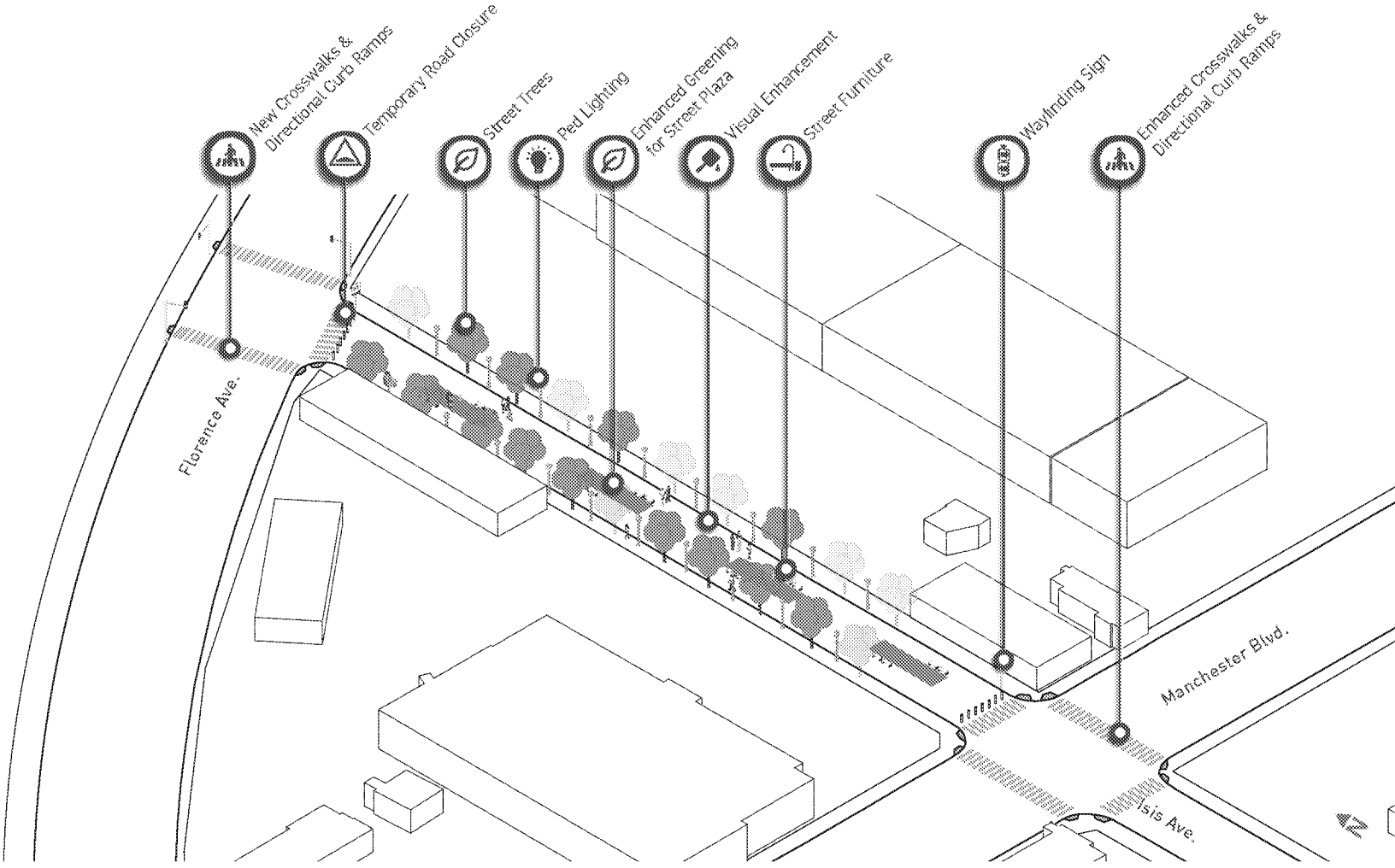
Enhanced Greening for Street Plaza

Road Closure

Street Furniture and Plaza Enhancements (e.g. movable furniture, kiosks, games, etc.)



Proposed - Typical Street Section (Section A) Re-Striping / Re-Design Proposed

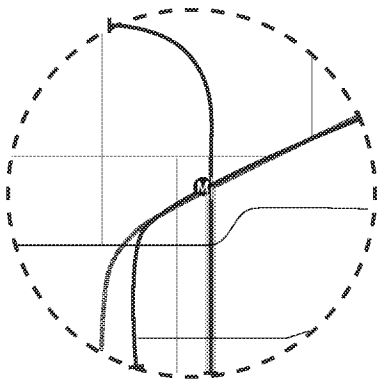


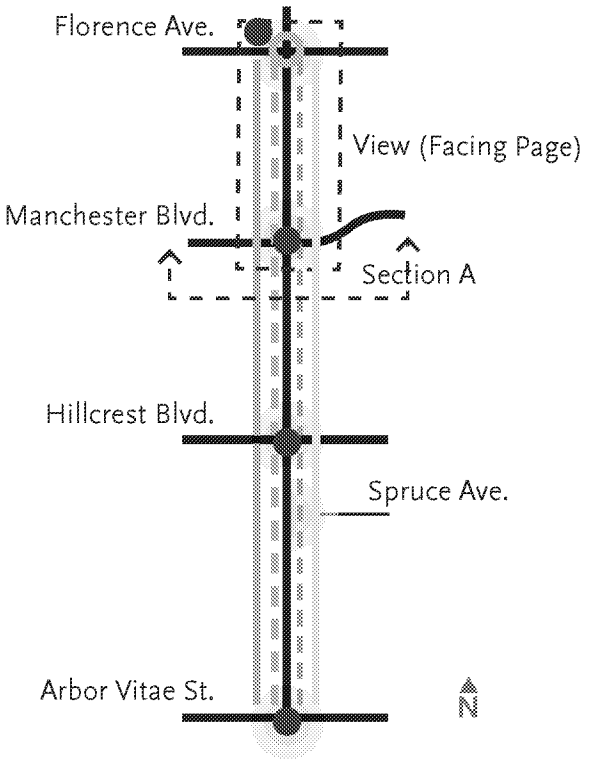
Proposed - Typical Street Configuration & Precedent Photos

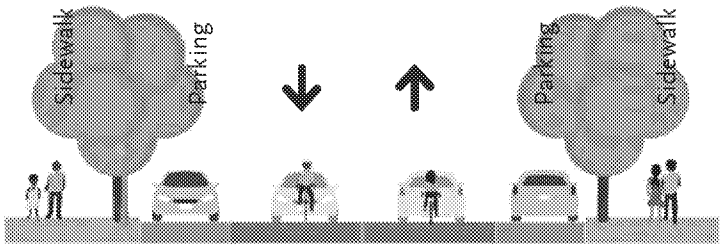
2. Hindry Ave.

Florence Ave. to Arbor Vitae St.

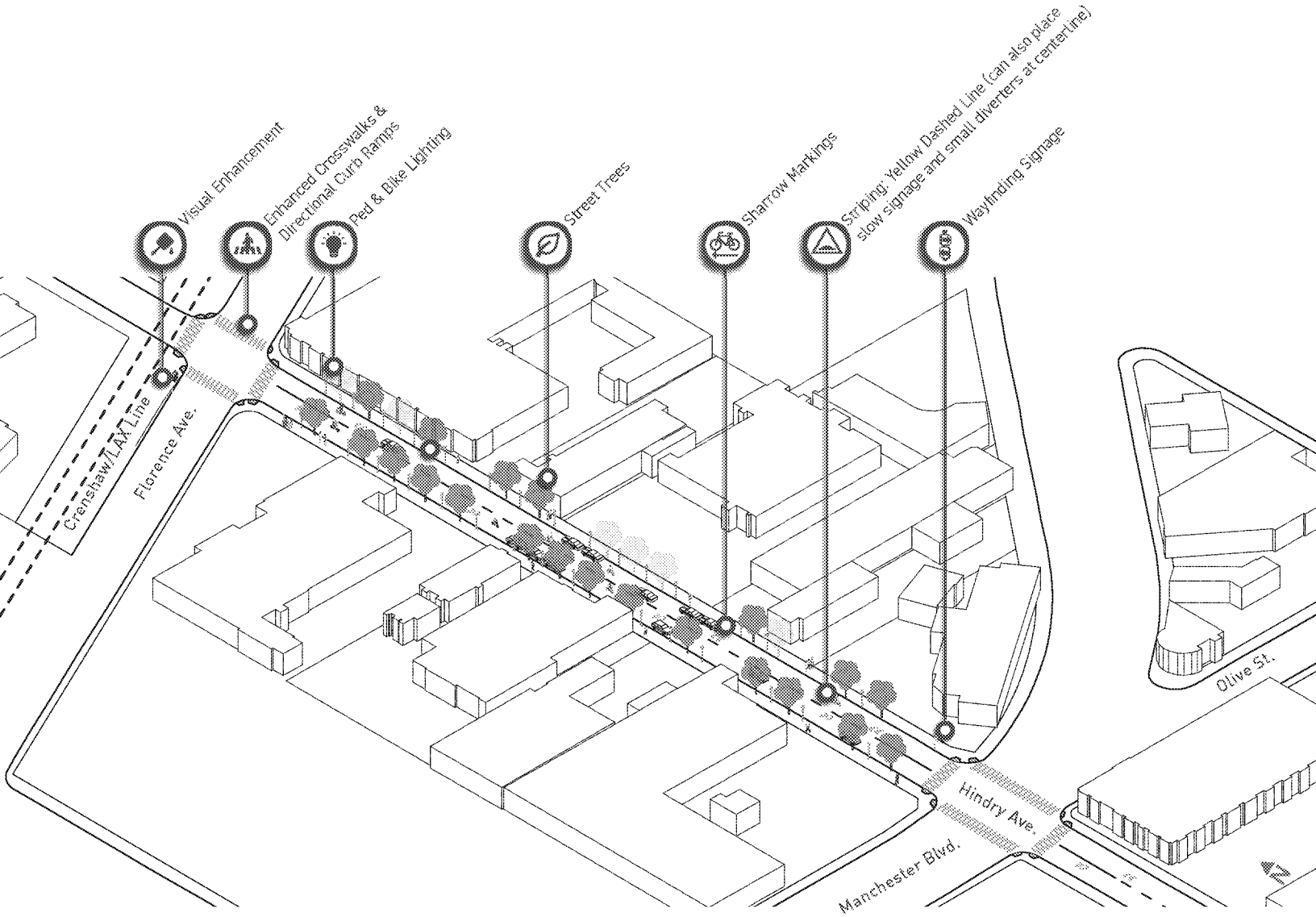
Hindry Ave. is a long, straight street that is one of the area's main north/south connectors and travels across the rail tracks. For these reasons, the street has potential to become a bike facility. At the same time, the industrial nature of the street poses some challenges that need to be addressed from a first/last mile perspective. Bike sharrow markings are added. Street trees are needed as well, given the long and hot blocks. Visual enhancements may be added along the retaining wall of the Metro Crenshaw/LAX light-rail alignment at Florence Ave. Planning-level cost estimate: $2,585,000. See Appendix D for detailed cost estimates.







Proposed - Typical Street Section (Section A) Striping Proposed

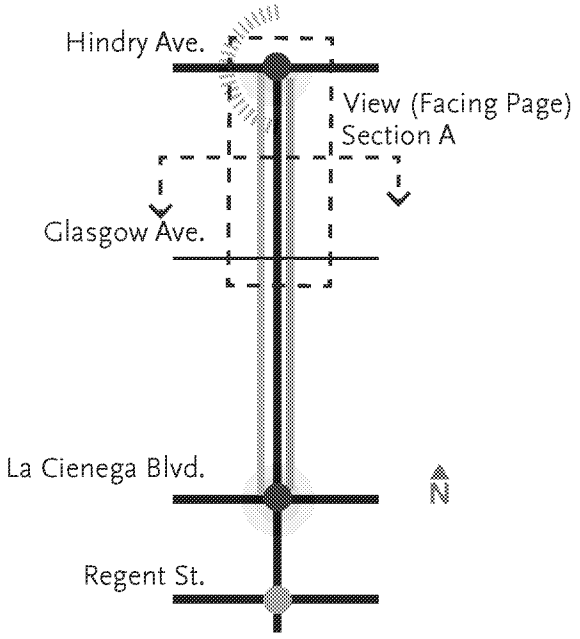


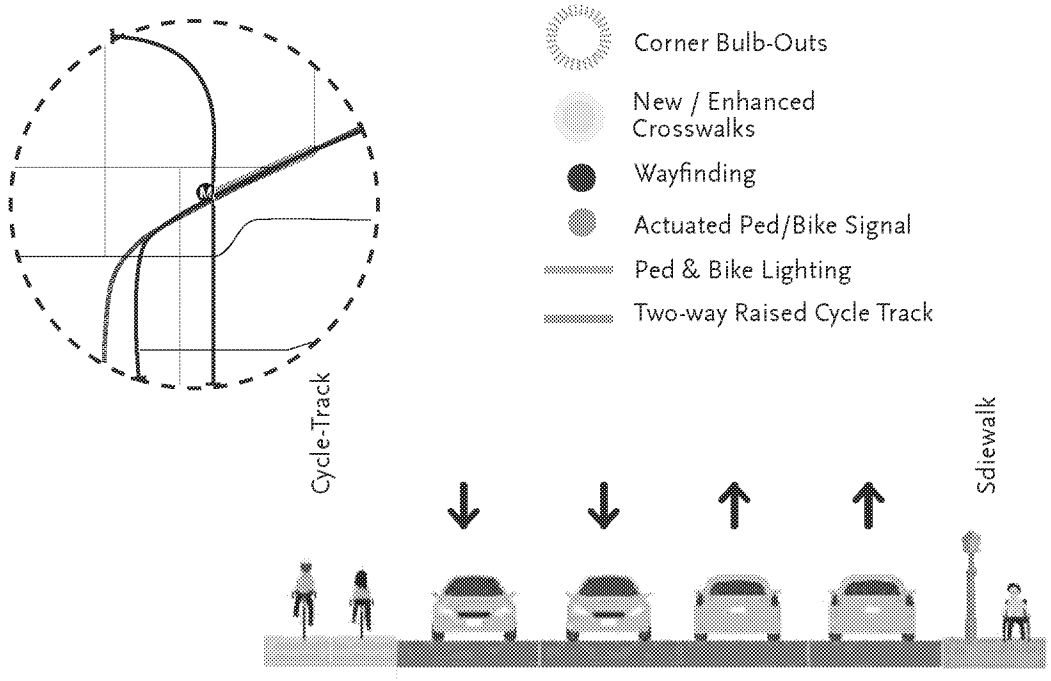
Proposed - Typical Street Configuration & Precedent Photos

3. Florence Ave.

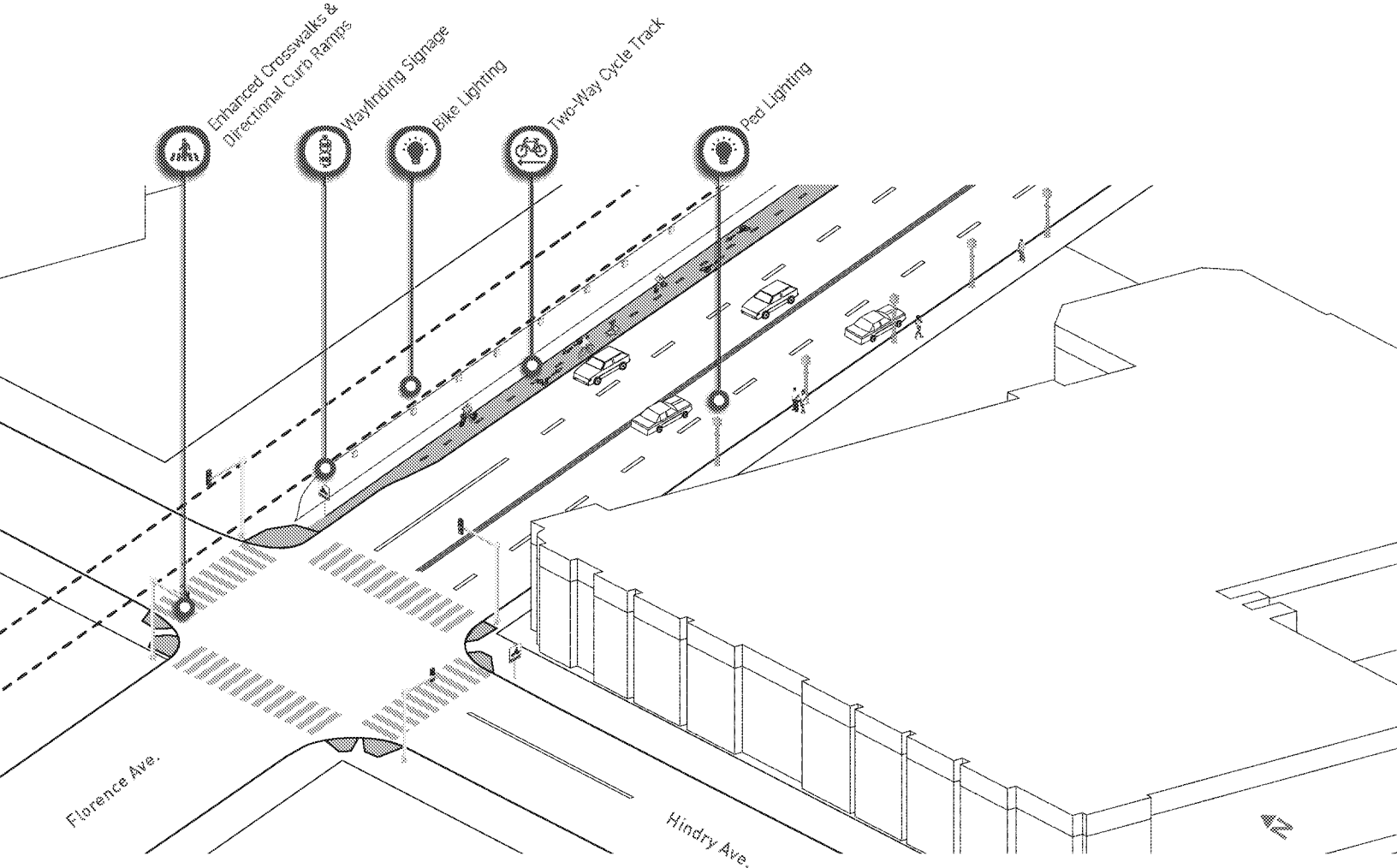
Hindry Ave. to Regent St.

Florence Ave. is an important bicycling connector between Hindry Ave. and the Regent St. bikeway through Downtown Inglewood. Given this, enhancing these two blocks can have a compounded positive impact on bikability through Inglewood to and from the Metro stations. Using the space between the retaining wall of the Metro Crenshaw/LAX light-rail alignment and the curb edge on the north side of the street, a two-way cycle track can be accommodated. Just east of La Cienega Blvd., the two-way facility will continue its way along the proposed Florence pedestrian/ bicycle bridge. A new signal at the convergence of Florence Ave. and Regent St. will create a seamless east/ west connection. Planning-level cost estimate: $7,250,000. See Appendix D for detailed cost estimates.





Proposed - Typical Street Section (Section A) No Re-Striping Proposed (Sharrow Markings)

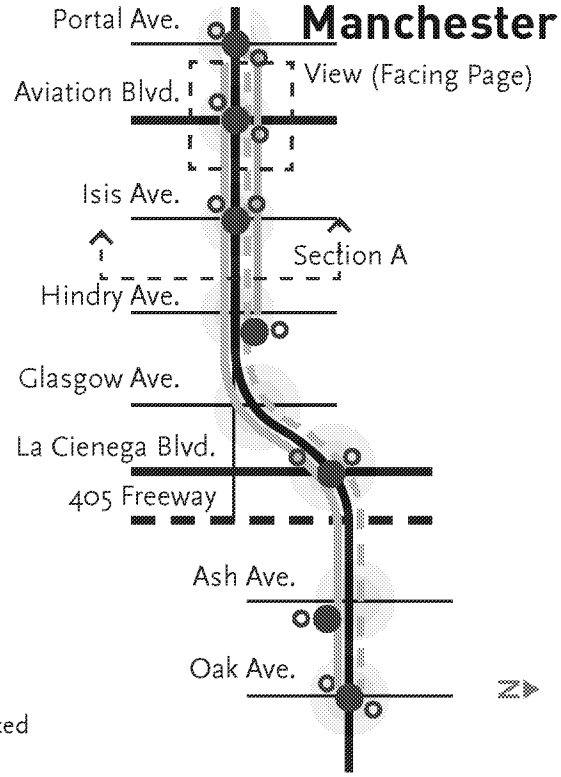


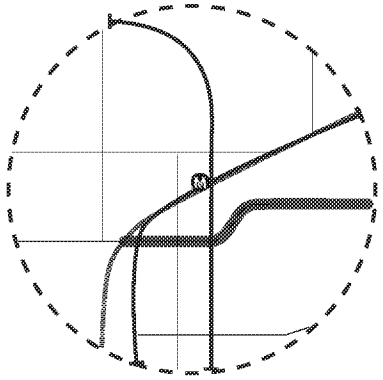
Proposed - Typical Street Configuration & Precedent Photos

4. Manchester Blvd.

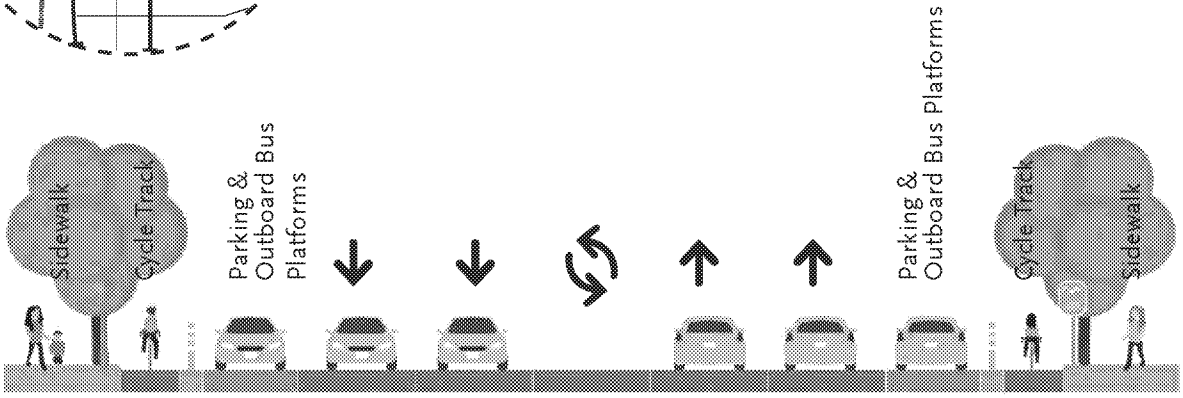
Portal Ave. to Oak St.

Manchester Blvd. is an important east/west connector through Inglewood. 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 between Portal Ave. and Hindry Ave. No removal of travel lanes is necessary. Bicyclists may then travel north on Hindry Ave., and east on Florence Ave, to access the Regent St. bikeway. Planning-level cost estimate: $5,760,000. See Appendix D for detailed cost estimates.

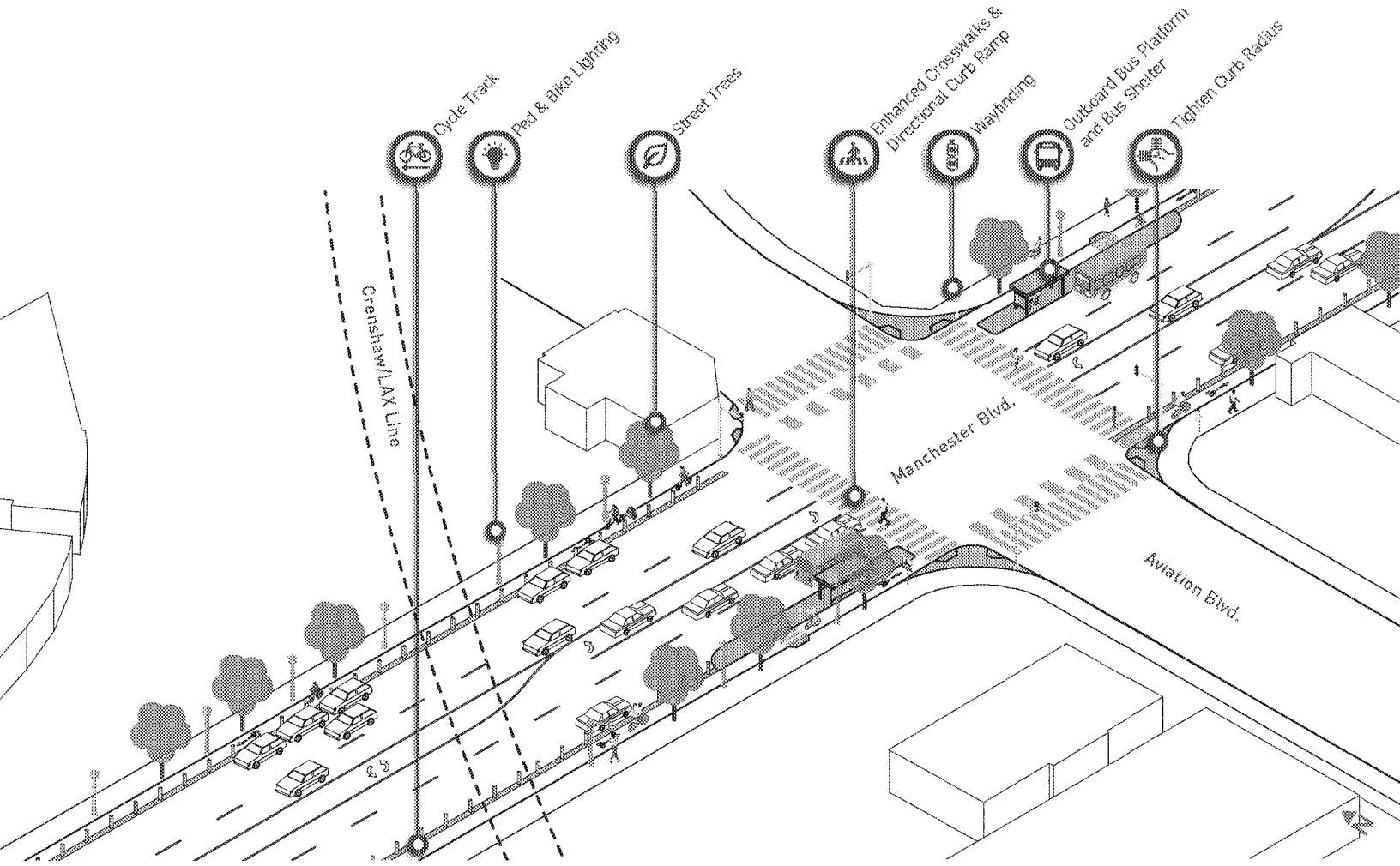




New / Enhanced Crosswalks
Wayfinding
Bus Shelter
Ped & Bike Lighting
Street Trees
Cycle Track



Proposed - Typical Street Section (Section A) Re-Striping Proposed

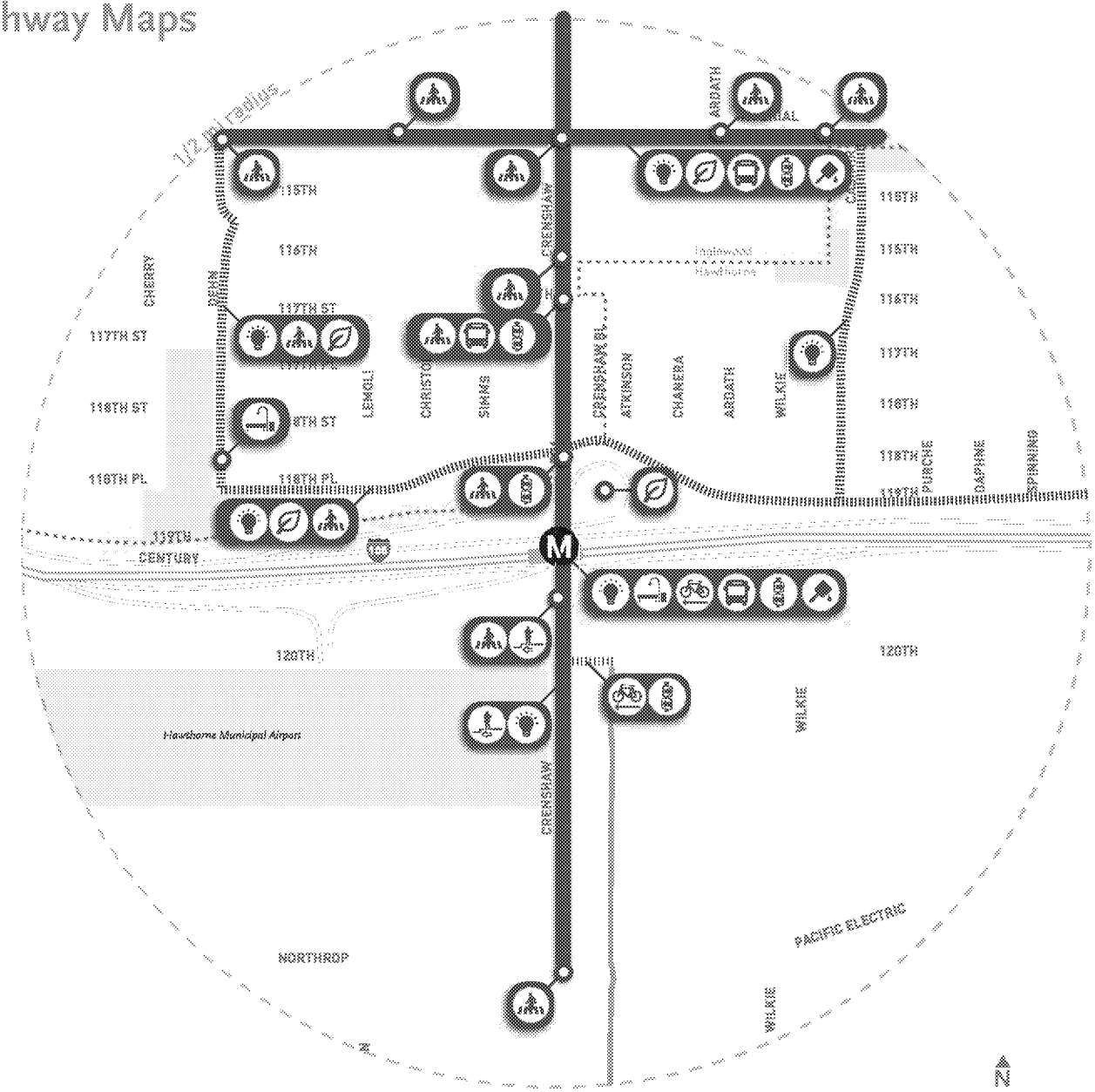


Proposed - Typical Street Configuration & Precedent Photos

Crenshaw Green Line Station Pathway

The Crenshaw Green Line Station's difficult pedestrian environment that stems from the wide, swiftly-moving roadways and the location of the Green Line station in the center of the I-105, make first/last mile improvements especially critical. Improvements across the I-105 (to the north and south) are key to a transit riders' walking or biking experience.

Pathway Maps



- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Location-Specific Idea
- Corridor-Wide Idea
- Existing Class I Bike Path

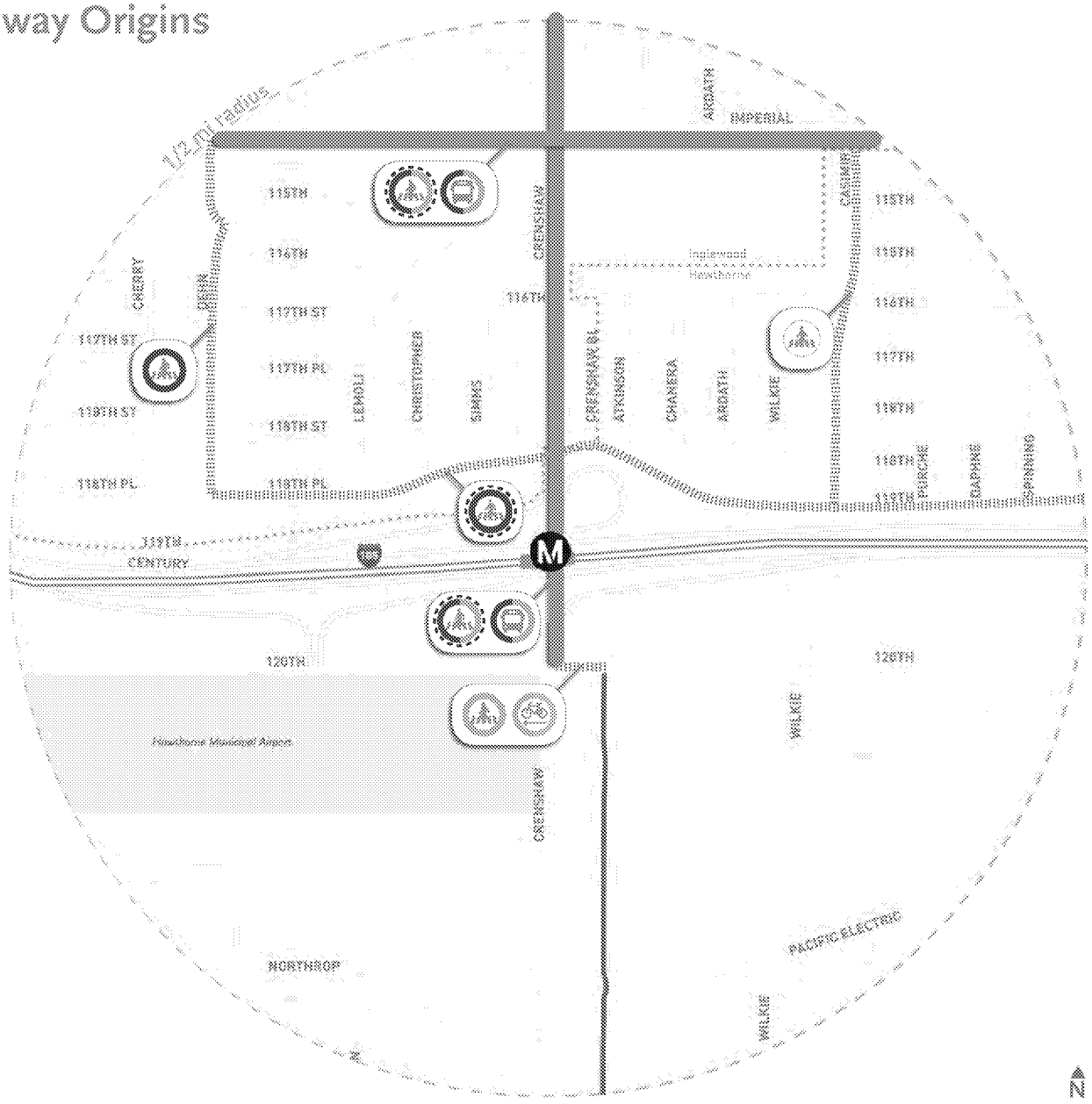
New or Improved Crosswalks · New or Improved Sidewalks · Curb Improvements · Pedestrian & Bike Lighting · Street Furniture · Landscaping & Shade

Bike Facility or Amenity · Bus Stop Improvements · Wayfinding Signs · Visual Enhancements · Traffic Calming

Project Tiers

	Crenshaw Blvd.	Imperial Hwy.	118th Pl. /119th St.	120th St.	Casimir Ave.	Dehn Ave.
Tier 1						
Tier 2	✓	✓	✓			✓
Tier 3				✓	✓	

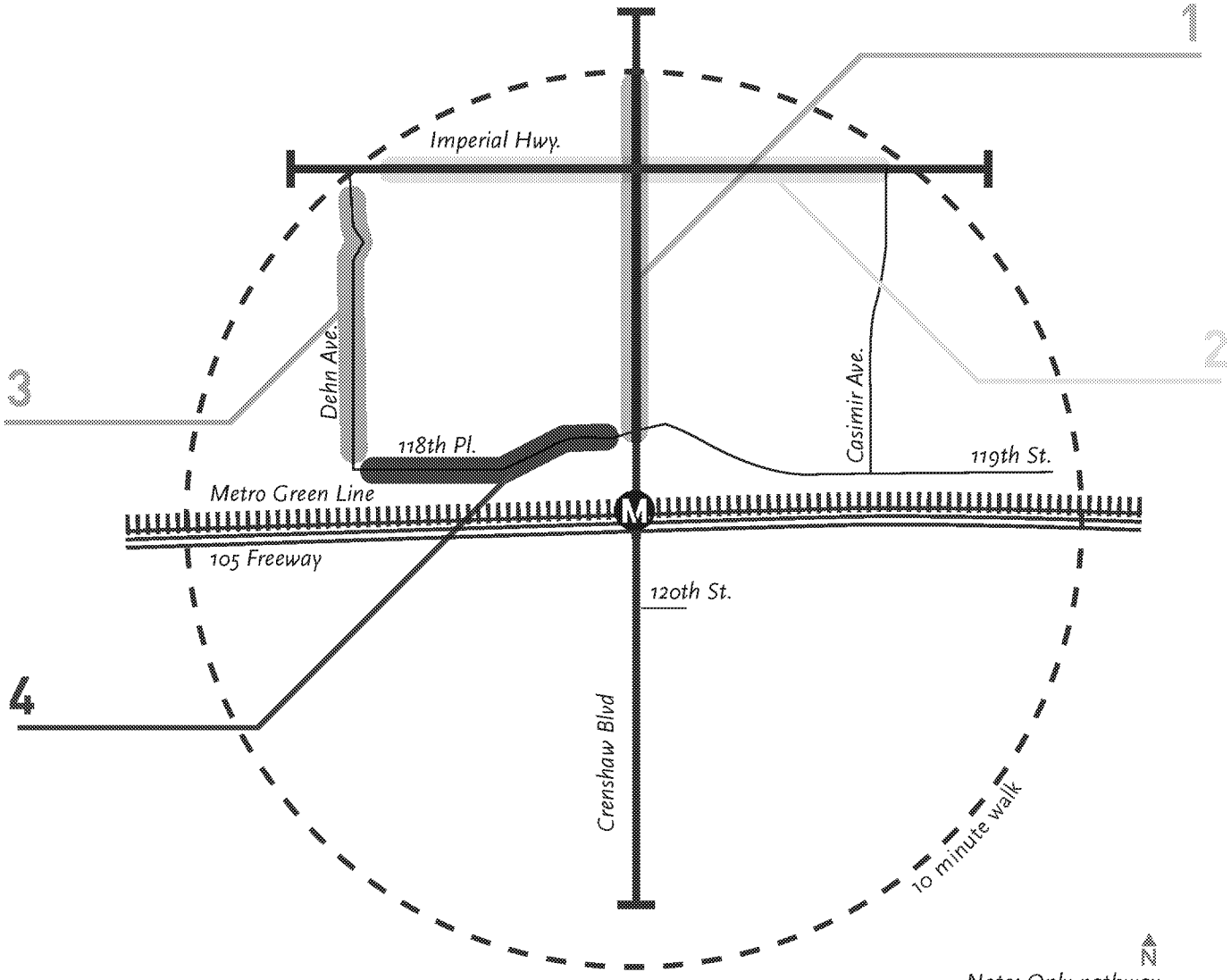
Pathway Origins



Pathway Origins

- Community Workshop
- Walk Audit
- Stakeholder Interview
- Community Based Organization
- Correlates with Existing City Plans
- Proposed FLM Arterials
- Proposed FLM Collectors
- Proposed FLM Cut Throughs
- Existing Bike Facility
- Pedestrian Improvements
- Bicycle Improvements
- Transit Improvements

Crenshaw Green Line Station Tier 2 Projects



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

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.

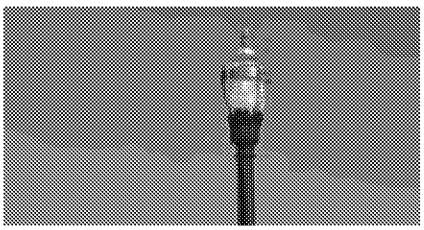
This street is extremely wide and auto-oriented and its character changes east and west of Ardath Ave., where it widens out even further. A key goal is to integrate improvements for pedestrians, such as enhanced and new crosswalks, lighting, trees, and art on utility boxes.

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.



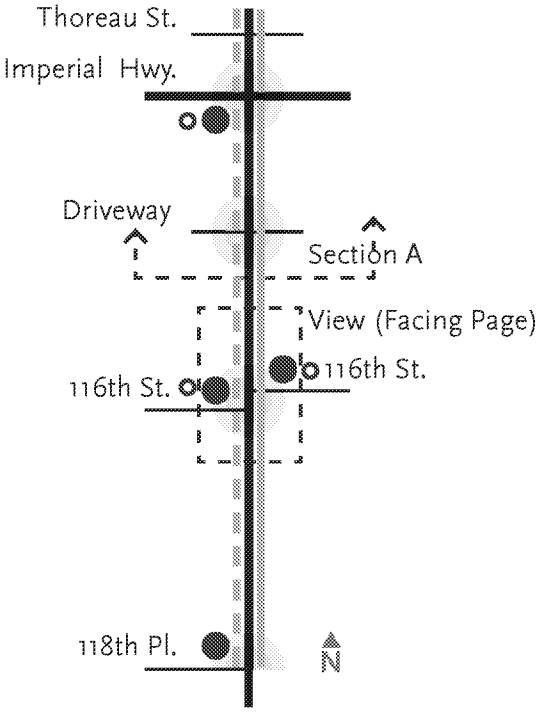
Other Streets

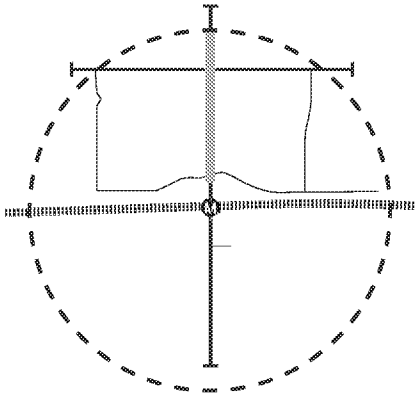
> All other projects not chosen as Priorities fall outside of the City of Inglewood jurisdiction.

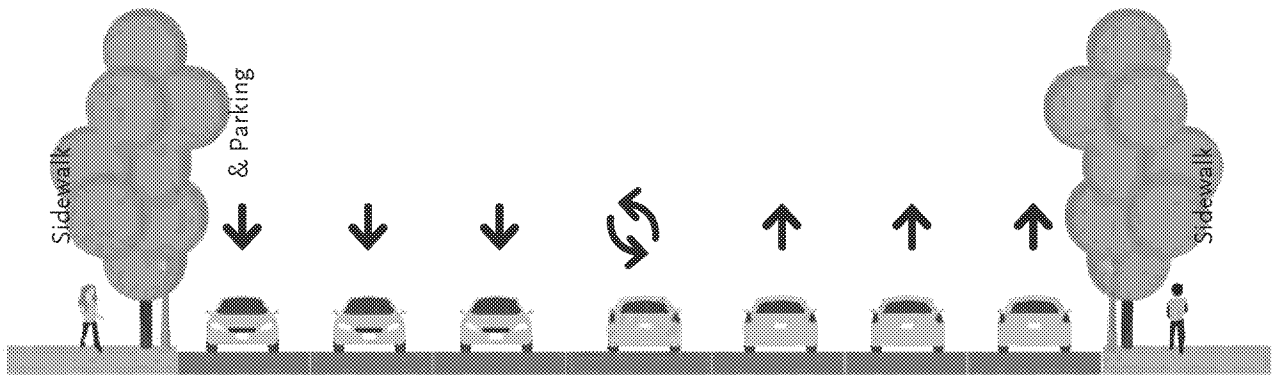
1. Crenshaw Blvd.

Thoreau St. to 118th Pl.

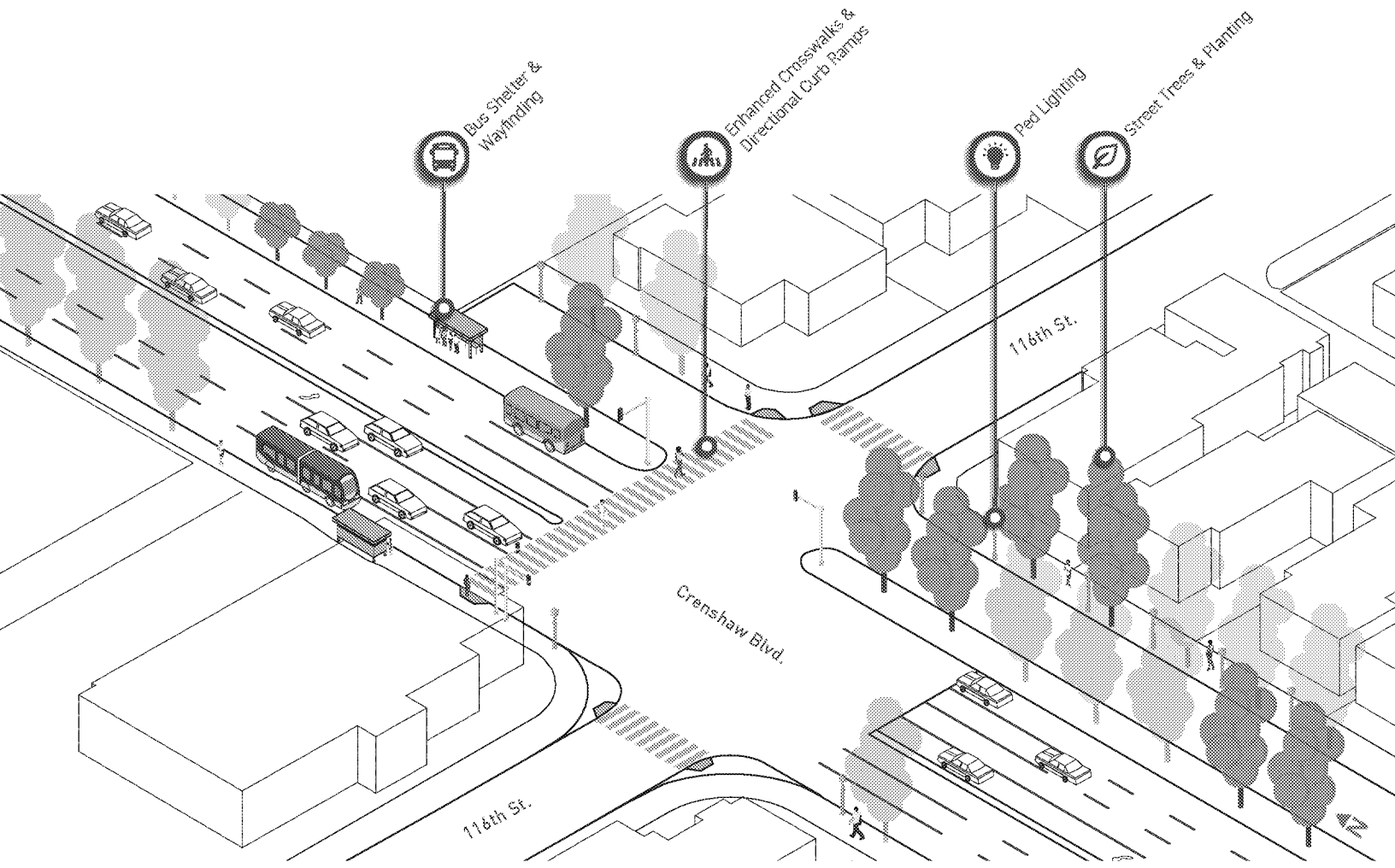
As the key north south connection to the existing Green Line station, Crenshaw can be made more pedestrian friendly through the infilling of sidewalk lights and regularly-spaced trees. In addition, high-visibility crosswalks at Imperial Hwy., 116th St. and 118th Pl. can make pedestrians feel more comfortable crossing the street. Also critical for this section is the enhancement of bus stops with bus shelters, benches, real-time signage, and wayfinding for a more seamless and pleasant transit transfer experience. Planning-level cost estimate: $2,011,000. See Appendix D for detailed cost estimates.







Proposed - Typical Street Section (Section A) No Re-Striping Proposed

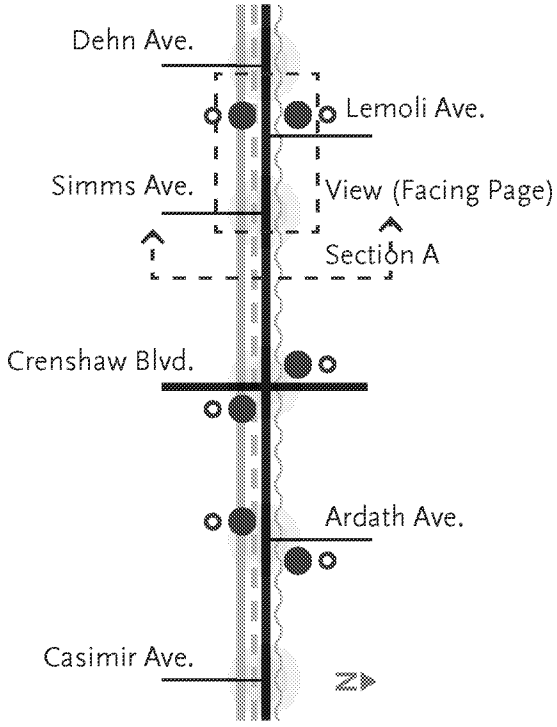


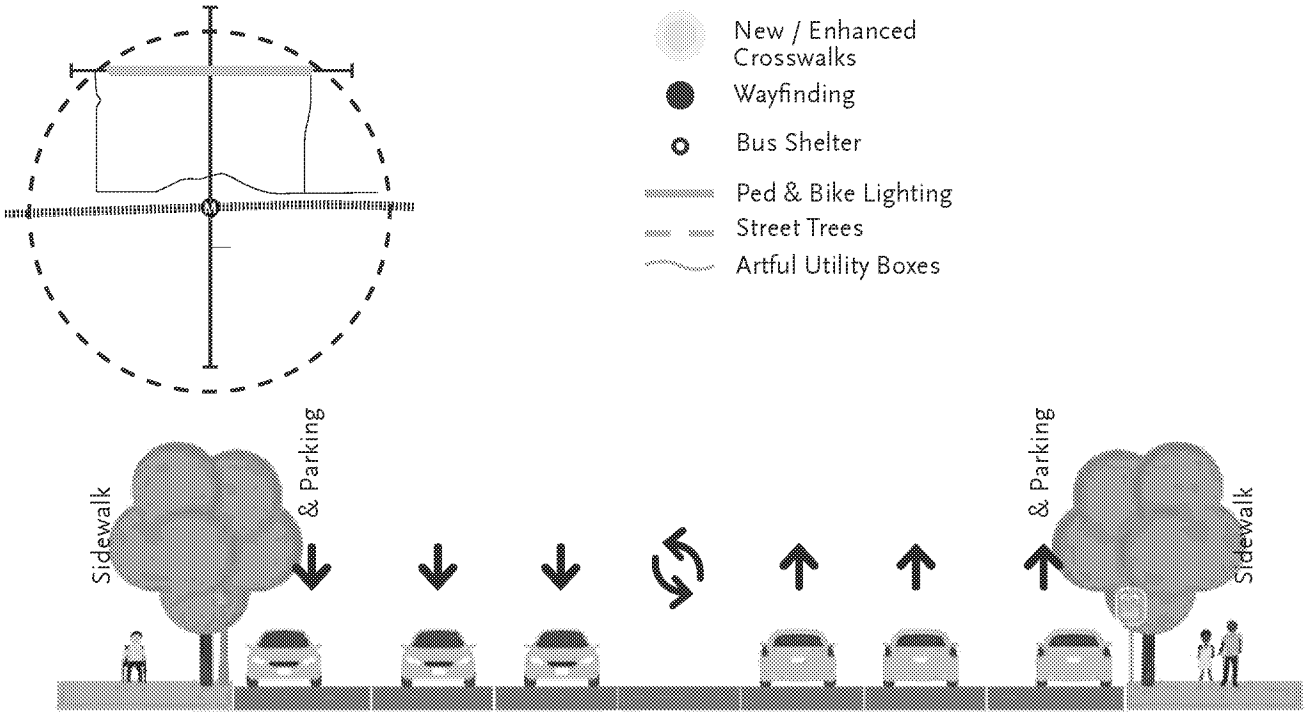
Proposed - Typical Street Configuration & Intersection of Crenshaw Blvd. / 116th St. &Precedent Photos

2. Imperial Hwy.

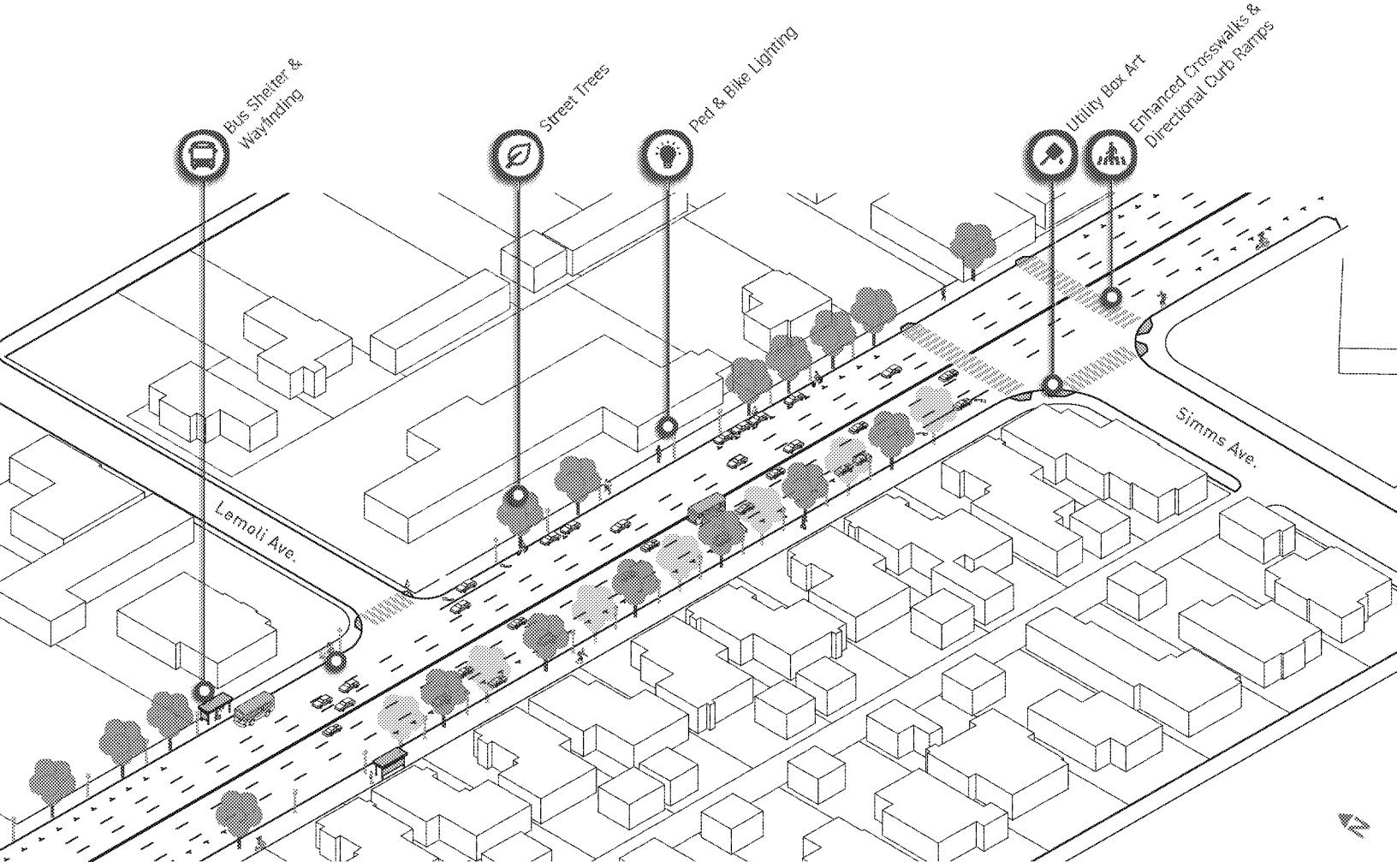
Dehn Ave. to Casimir Blvd.

Imperial Hwy. is extremely wide and auto-oriented. Streetscape enhancements for pedestrians are shown along the corridor. These improvements include pedestrian lighting, infill of street trees, and incorporation of art on existing utility boxes. New crosswalks are added at Dehn Ave., Simms Ave., and Casimir Ave. along with the enhancement of existing crosswalks at Crenshaw Blvd. and Ardath Ave. Planning-level cost estimate: $3,360,000. See Appendix D for detailed cost estimates.





Proposed - Typical Street Section (Section A) No Re-Striping Proposed

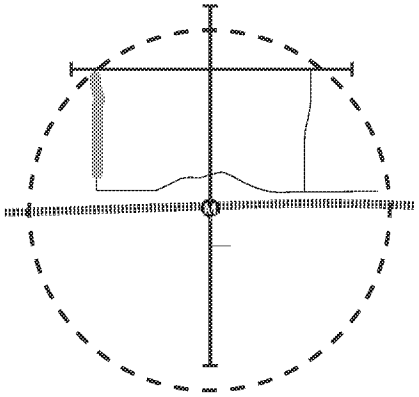


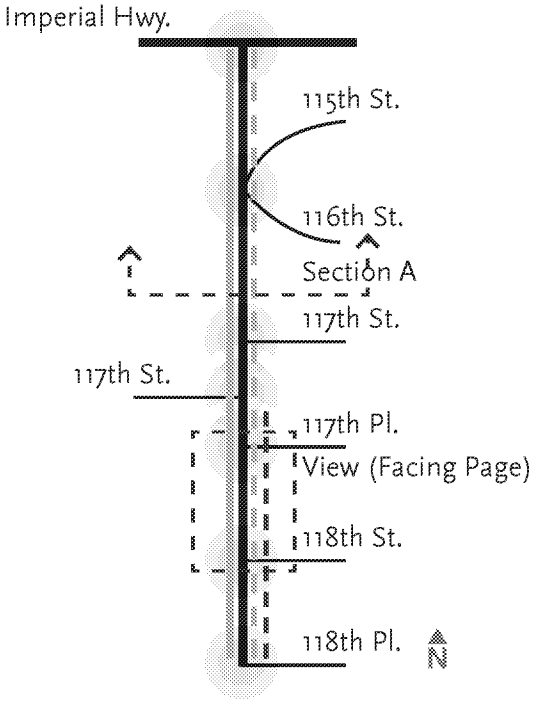
Proposed - Typical Street Configuration (Dehn Ave. to Ardath Ave) & Precedent Photos

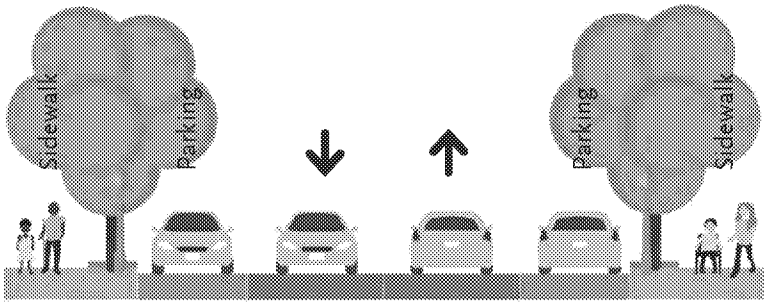
3. Dehn Ave.

Imperial Hwy. to 118th Pl.

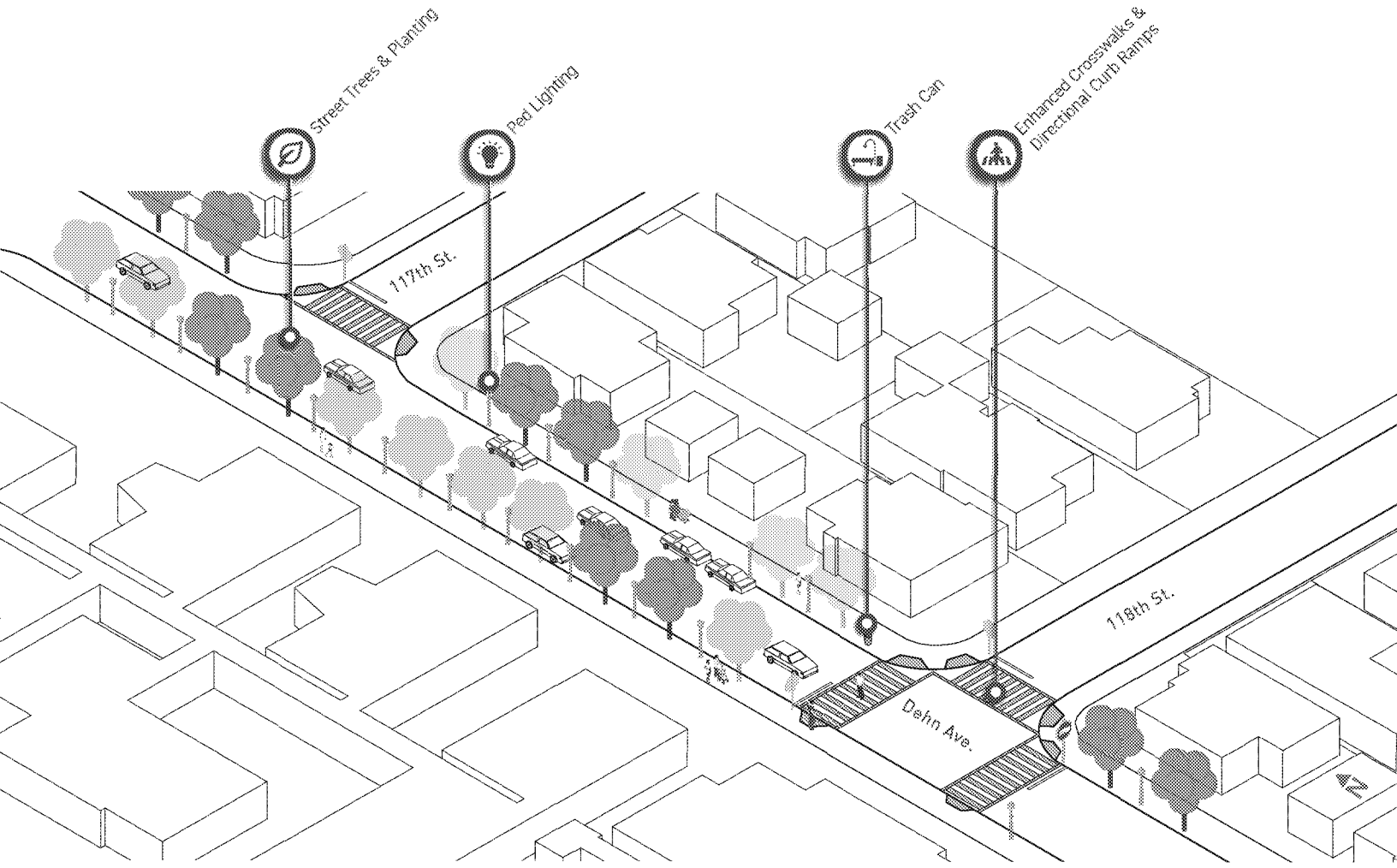
Residential and neighborhood-oriented in character, improvements to Dehn Ave. include regularly-placed sidewalk lighting, trees, and trash cans along the full length of the street. In addition, curb ramps and enhanced crosswalks are added at intersections. Because of the adjacency to the elementary school, many of the enhanced crosswalks would be yellow to indicate school crossings. Planning-level cost estimate: $1,455,000. See Appendix D for detailed cost estimates.







Proposed - Typical Street Section (Section A) No Re-Striping Proposed

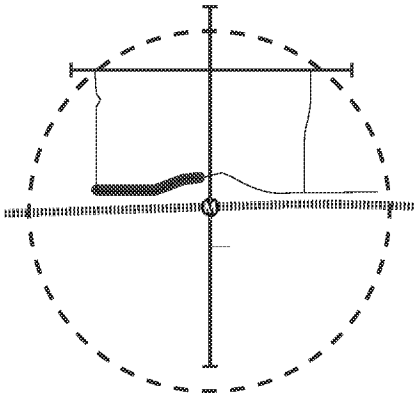


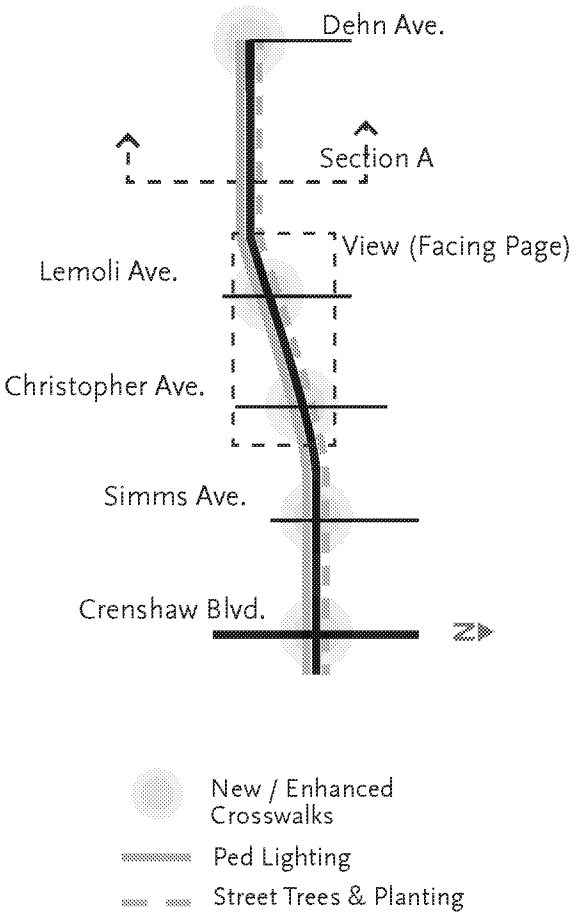
Proposed - Typical Street Configuration & Precedent Photos

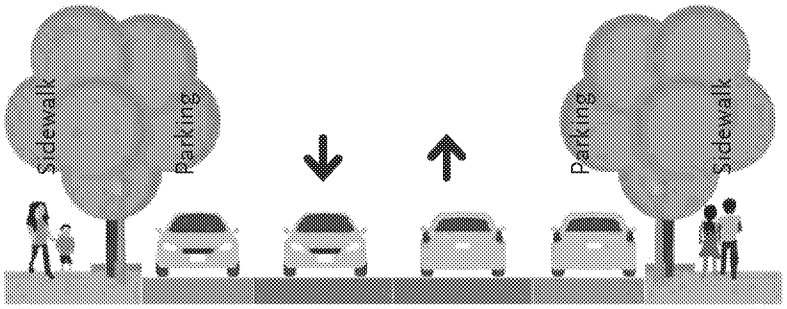
4. 118th Pl.

Dehn Ave. to Crenshaw Blvd

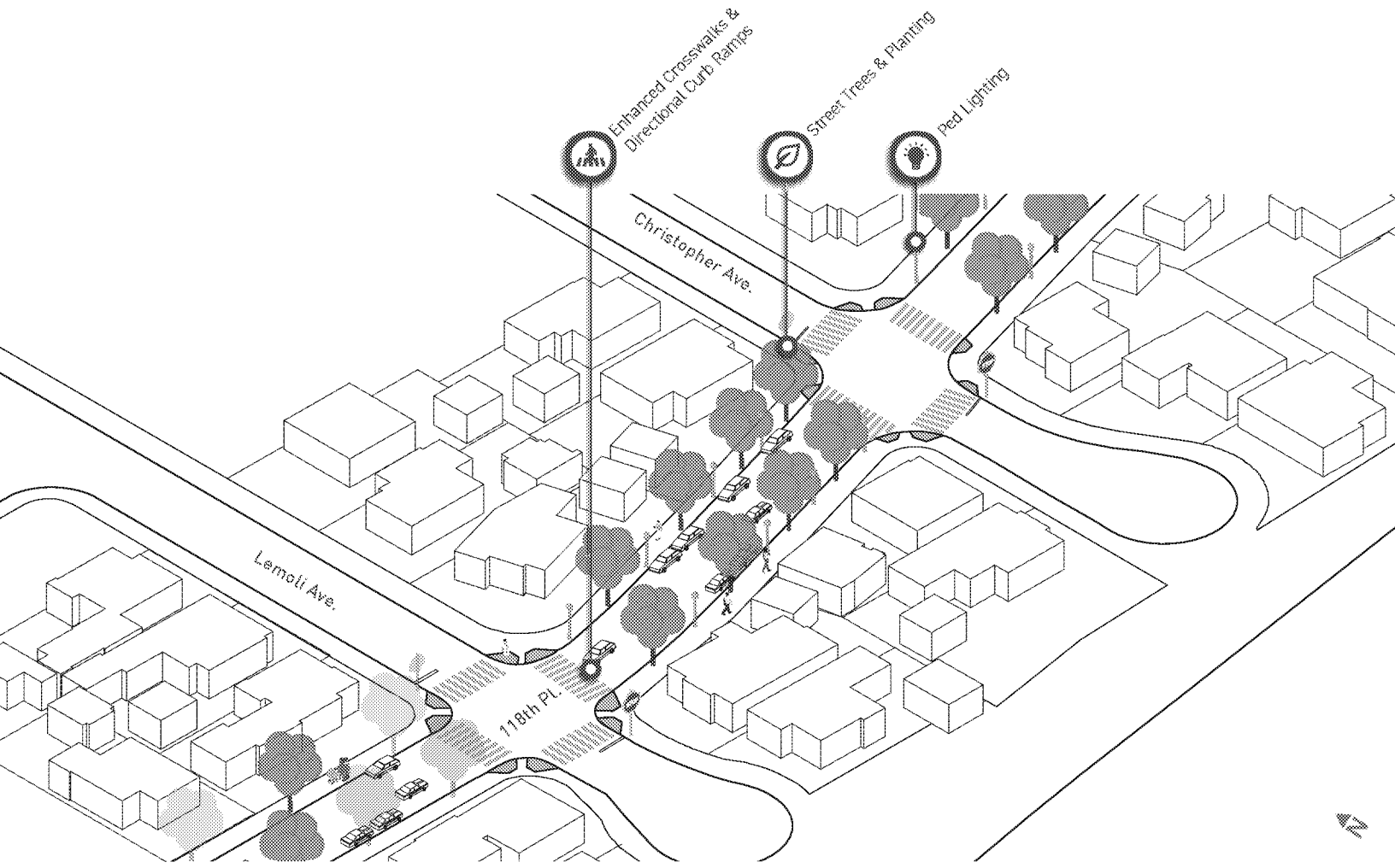
Dehn Ave. dead ends into 118th Pl., so together these streets act as a continuous pathway to and from the Metro station. 118th Pl. is almost identical in scale and character as Dehn Ave., with one lane in each direction, parking on either side, and continuous sidewalks and parkways. Improvements recommended for 118th Pl. are similar to those proposed for Dehn Ave. Planning-level cost estimate: $1,673,000. See Appendix D for detailed cost estimates.



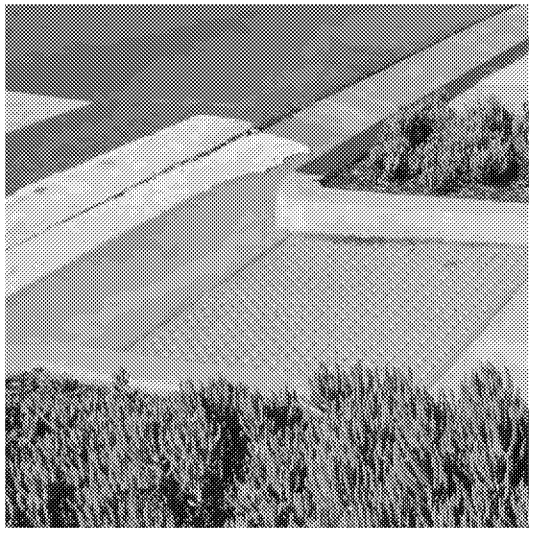




Proposed - Typical Street Section (Section A) No Re-Striping Proposed



Proposed - Typical Street Configuration & Precedent Photos



NEXT STEPS

This chapter outlines the next steps for implementation of the pathway network and project recommendations. The steps listed in this chapter were generated and agreed upon by the City of Inglewood and Metro to ensure accountability and build-out of projects included in this Plan.

Implementation

The Inglewood First/Last Mile Plan will be finalized through the proposed adoption of the plan by the Metro Board of Directors and the City of Inglewood City Council.

The City of Inglewood has committed to constructing first/last mile improvements as a part of their 3% local contribution financial agreement ($6M). The funding commitment may be applied first to Tier 2 projects in the previous chapter, as these have been highlighted as key connectors to planning work already underway. This plan will serve as the basis for future design work and feasibility studies to be carried out by the City. In addition, the City will incorporate first/last mile improvements into their annual project programming and can work towards constructing safe, comfortable, and intuitive access to transit stations. In doing so, the City can periodically re-evaluate the suitability and feasibility of proposed first/last mile projects.

Metro will remain as a partner and advisor to support implementation of first/last mile improvements that emerge from this plan.

LESSONS LEARNED

This chapter describes the process taken and any lessons learned throughout the development of this Plan. Lessons listed here will be especially important as Metro continues to execute additional first/last mile studies and begins to develop station area plans for the rest of the County network.

Looking Forward

Lessons Learned

The following section includes lessons learned from the Inglewood First/Last Mile Plan process. These lessons learned can be used in future first/last mile studies to improve project flow, processes, and outcomes.

Involve the public. Involving local stakeholders in the walk audits adds a level of specificity and local insight into walk audit findings. Future walk audits would benefit from a continued community-focus approach.

Make sure pathway ideas are traceable. As there are many iterations of the pathway network and related projects, keeping track of the evolving pathway concepts proved to be a helpful step. A dashboard was created to serve as a central repository for all pathway comments/edits of this plan (https://www.metro.net/projets/inglewood_flm).

Embedding community events in well established traditions. Workshops as pop-ups at well attended local events best served the data collection process. These events were driven by local community participants and ensured a range of voices and perspectives.

A final wrap-up pop-up to showcase final design to the public could better inform the community on the results of their input.

Take first/last mile planning to the next level. Develop strategies for projects that are already in the planning process. For example, as more first/last mile plans are conducted, there will be active transportation projects that are in the works. Encourage first/last mile plans to go beyond conceptual design.

Next stop: our healthy future

INGLEWOOD FIRST/LAST MILE PLAN APPENDIX

Metro

INGLEWOOD FIRST/LAST MILE PLAN APPENDIX

Appendix A

Walk Audit Summary

Metro

Inglewood First/Last Mile

Walk Audit Summary

4/11/18

Here LA

INGLEWOOD FIRST/LAST MILE

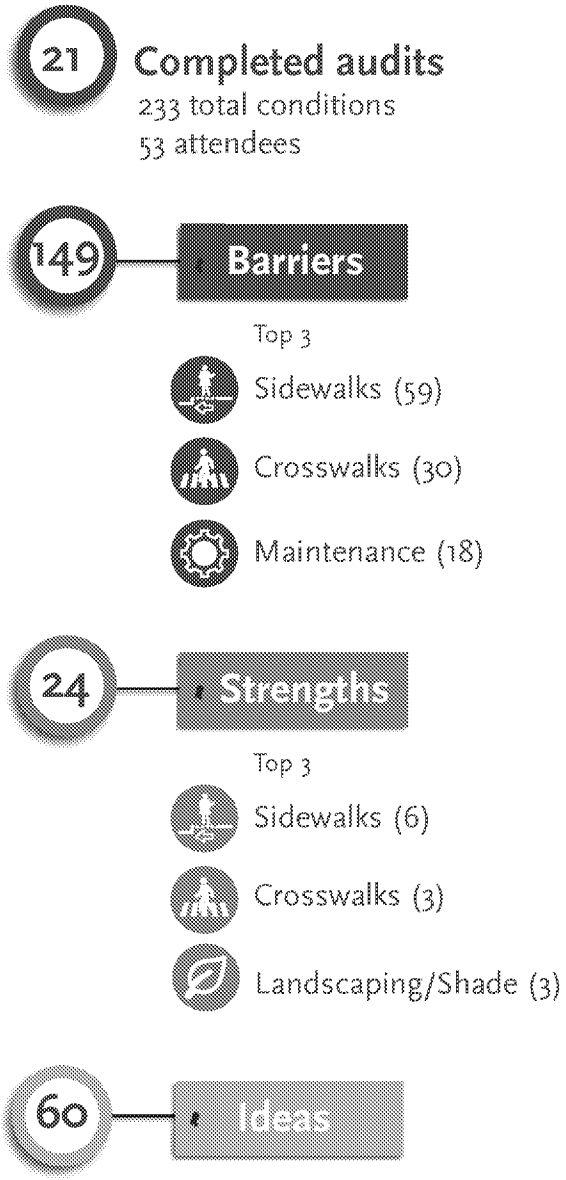
Walk Audit Summary

The Inglewood First/Last Mile walk audits covered four future Crenshaw/LAX Line stations and the existing Crenshaw Green Line station in the City of Inglewood over the course of three days. The walk audits began at Inglewood City Hall and included a presentation on the First/Last Mile open-source audit process, a tutorial on how to use the Inglewood First/Last Mile App (App), and approximately 1 hour and 15 minutes for attendees to conduct the walk audit. Light refreshments and incentives (for non-city/non-Metro staff) were given to participants.

Following the presentation, 8" tablets were distributed to pre-assigned groups to conduct the walk audits using the App. Groups were assigned based on carpool availability, age-appropriate pairing, and attendee preference. The App allowed users to input strengths, barriers, ideas, and photos onto a digital map while in the field. This process greatly streamlined the walk audit data collection process. Through the App, data is automatically summarized and digitally mapped onto a single interface, bypassing the analog-to-digital conversion that has been required with previous First/Last Mile audits.

The first round of walk audits were held on Saturday March 10, 2018 with community members and stakeholders. The 24 attendees included members of a local non-profit organization group (One For All), Inglewood Police, Inglewood One-Stop Business & Career Center, and Inglewood residents. The majority of attendees were members of One For All and were predominately high school students who were familiar with public transit and the Inglewood area. During the audit, weather was about 61°F, with a light rain.

The second round of audits were held on Monday March 12, 2018, and consisted of 26 attendees from City of Inglewood, Inglewood Community Emergency Response Team, LA Stadium, and LA Metro. During the audit on Monday, weather was approximately 69°F and was overcast.



An additional audit was held separately for the Aviation/96th St Station on Monday March 26, 2018. This audit included 3 attendees representing GatewayLA Business Improvement District, Los Angeles World Airports Landside Access Modernization Program, and an Inglewood resident. During the audit, weather was 68°F and sunny.

Walk Audit Summary

Overall, the walk audits consisted a total of 53 participants and 21 audits of the five stations. The three walk audit sessions had participants with unique affiliations with Inglewood including: community (1st round), government (2nd round), and airport (additional round). Observations and comments were consistent through all three walk audit sessions. Barriers were the most common conditions (149), followed by ideas (60) and strengths (24). The most common barriers were sidewalks(59), crosswalks (30), and maintenance (18). Auditors often noted uneven, narrow, and obstructed sidewalks, crosswalks that needed repair or improvements,areas that needed new crosswalks, and cited locations in need of maintenance. The most commonly noted strengths were wide and clean sidewalks, effective crosswalks, and landscaping/ shade. The following pages present detailed descriptions of all conditions entered.

Lessons Learned

At the end of each walk audit, auditors verbally expressed that the App was easy to use and that they generally enjoyed the overall experience. There were 2 incidents where the App failed. However, the auditors still conducted a walk audit and took valuable photos with notes that were geo-located, which are included in this summary. Lessons learned related to the logistics of the walk audit including presentation, the App, and outreach approach include:

- Shorten the presentation by removing tutorial slides and using video instead
- Should the App fail, instruct participants to take photos (which will be automatically geotagged)
- Emphasize that participants need to hit "allow GPS to track" on tablet
- Explain why we are asking people to identify in "pairs" as they sign in
- Extend actual walk audit time to 1.5 hours to account for travel time and time spent inputing conditions
- Discourage participants from opening multiple tabs with the App active to avoid issues with GPS route tracking
- Set tablets to delete previous sign-ins

Opportunities

Building off the lessons learned with the app and walk audits, opportunities have been identified to consider for an App Version 2.

- Streamline assignment of quadrants
- Allow participants to draw a line for corridors
- Allow participants to draw a line for areas
- Develop a 'test audit' page for volunteers to sandbox before conducting the actual audit
- Streamline sign-in (perhaps have them sign in on a tablet?) so that participants do not need to enter information twice.
- Remove the "next" button
- Emphasize that participants can choose "other" when unsure of what category to select

Next Steps

Taking into account all of the findings reflected in this memo, the next step will be to develop and propose draft pathway network maps for each of the stations. These pathway network maps will include high-level project ideas and will take into account in-the-field observations, as well as plans and projects in the pipeline in the City.

Fairview Heights

Station Area Summary

2.4 Overall Station Area Score
(Out of 5)

Safety 2.13

Aesthetics 1.83

Accessibility 1.83

Key Takeaways

- New station area needs improved sidewalks, crosswalks, and curb ramps
- Overall aesthetics and accessibility around the station should be improved.

3 Completed audits
51 total conditions

33 Barriers

Top 3

- Sidewalks (16)
- Crosswalks (6)
- Safety (3)

12 Strengths

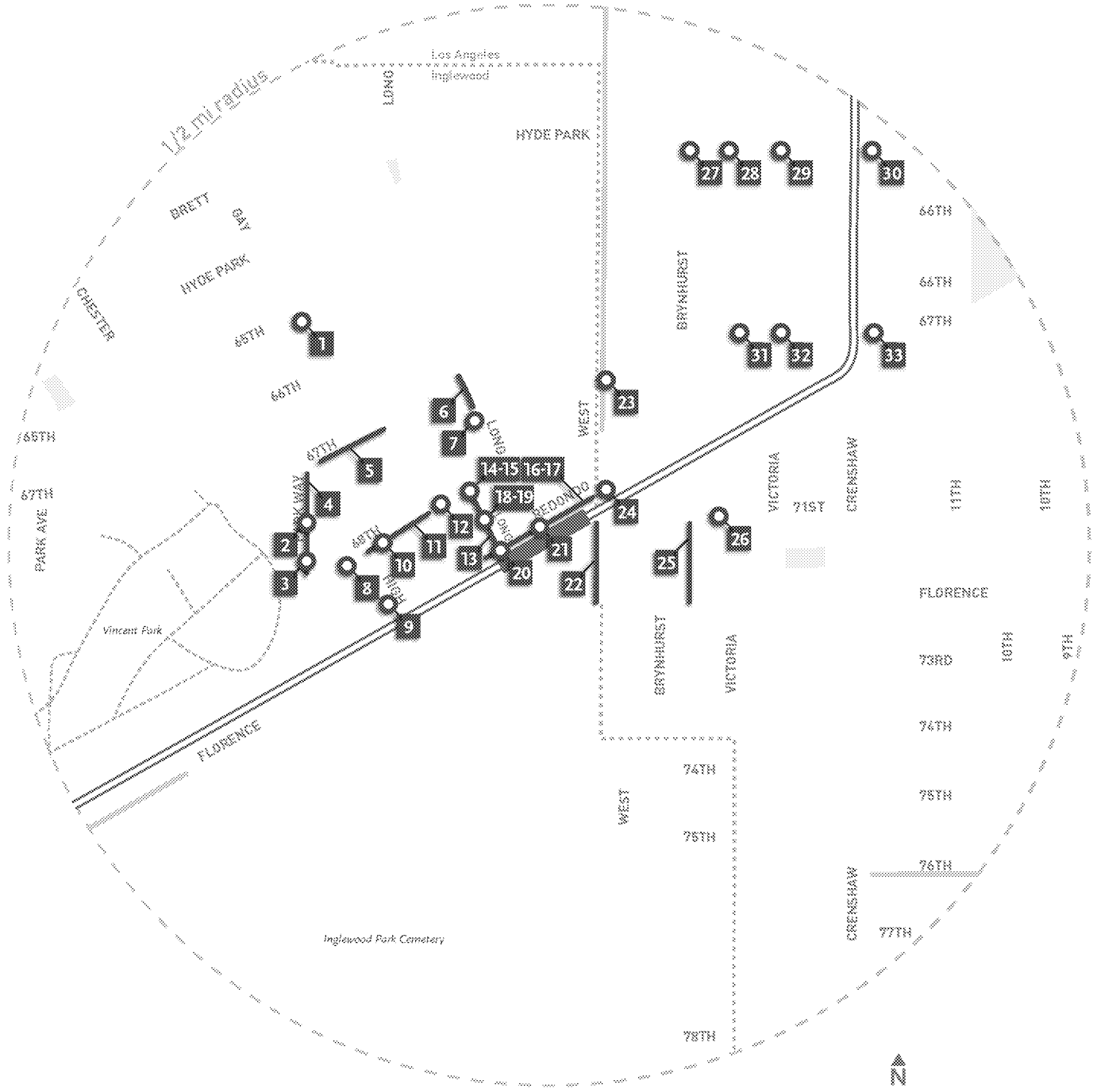
Top 2

- Sidewalks (3)
- Safety (2)

11 Ideas

Fairview Heights

Barriers



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class II Bike Lane

Fairview Heights

Barriers

#	Condition	Location Type	Description
1	Crosswalks	Intersection	No crosswalks
2	Sidewalks	Point	Not ADA compliant
3	Safety	Point	Safety hazard
4	Sidewalks	Corridor	Narrow sidewalks
5	Sidewalks	Corridor	Too narrow
6	Sidewalks	Corridor	Sidewalk too high; greater than 6 inches
7	Crosswalks	Intersection	No curb ramps
8	Sidewalks	Point	Broken sidewalk
9	Sidewalks	Point	This is a road to nowhere, at least that's the way it looks
10	Landscaping/Shade	Point	Encroaching shrubbery
11	Sidewalks	Corridor	68th too narrow of sidewalk
12	Other	Point	Blockage
13	Sidewalks	Corridor	Too narrow
14	Crosswalks	Intersection	Missing crosswalk
15	Other	Point	Parking lot next to residence is neighborhood disturbance
16	Sidewalks	Corridor	Sidewalk is only on one side of the street
17	Sidewalks	Corridor	The sidewalks are buckled all along the walk way
18	Sidewalks	Point	Dumpster blocking sidewalk
19	Sidewalks	Point	Cars blocking sidewalk
20	Crosswalks	Intersection	Faded crosswalks; poor ADA ramp
21	Crosswalks	Intersection	There's really no way to get to the station safely right now
22	Safety	Corridor	This corridor is not pedestrian-friendly at all
23	Maintenance	Point	Trash
24	Crosswalks	Intersection	No crosswalk
25	Sidewalks	Corridor	No sidewalk
26	Maintenance	Point	Trash
27	Crosswalks	Intersection	Many people crossing but no crosswalk or signal
28	Maintenance	Point	Trash
29	Maintenance	Intersection	Stop sign bent stop bars faded
30	Crosswalks	Intersection	Need improvement
31	Safety	Point	Tree roots damage sidewalk
32	Maintenance	Intersection	Good 4 way control but terrible maintenance; needs curb upgrade
33	Crosswalks	Intersection	Poor crosswalks

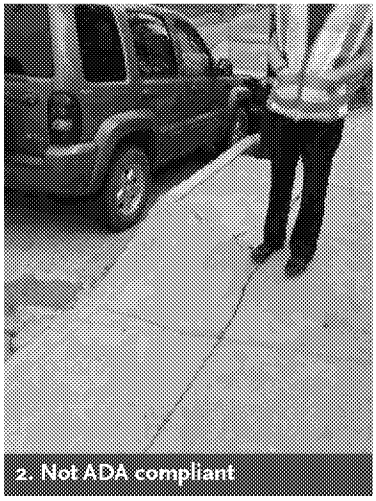
Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Fairview Heights

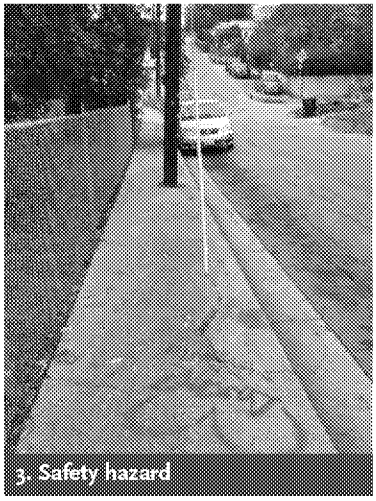
Barriers

Note: Not all conditions have accompanying photos

1. No crosswalks

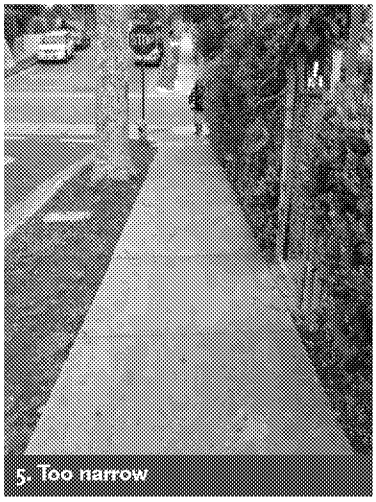


2. Not ADA compliant

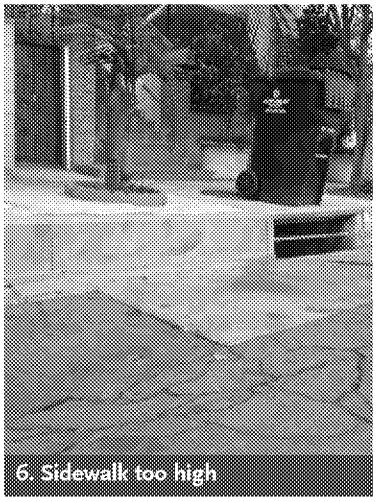


3. Safety hazard

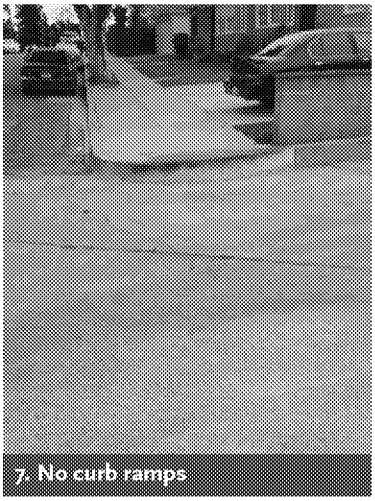
4. Narrow sidewalks



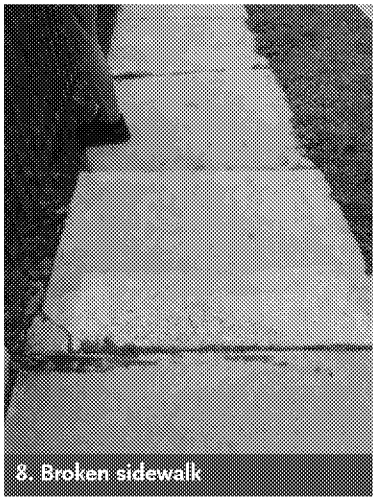
5. Too narrow



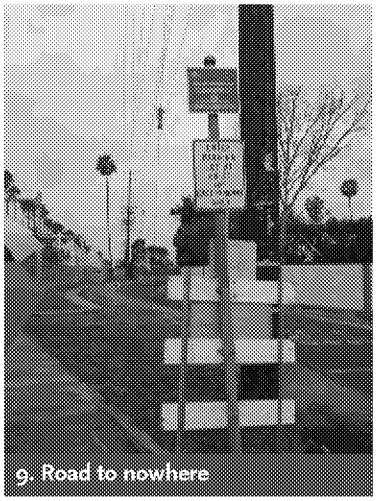
6. Sidewalk too high



7. No curb ramps



8. Broken sidewalk

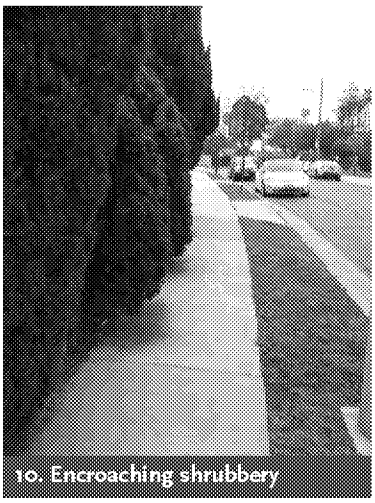


9. Road to nowhere

Fairview Heights

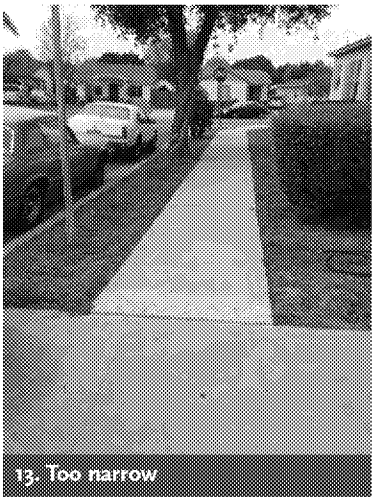
Barriers

Note: Not all conditions have accompanying photos

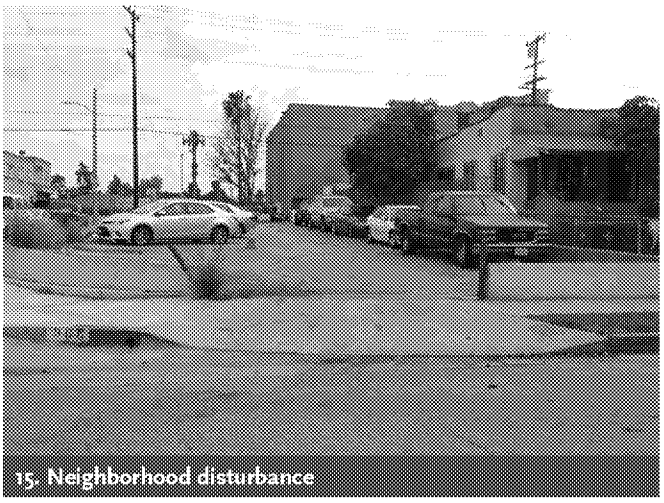

10. Encroaching shrubbery

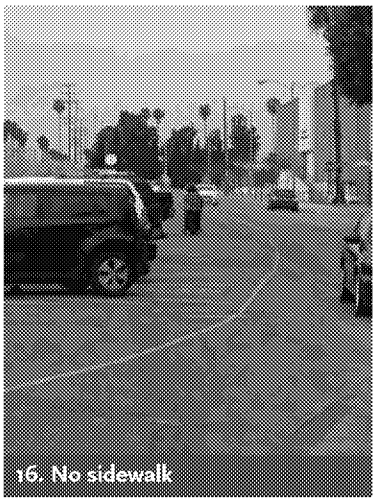

11. Narrow sidewalk


12. Blockage


13. Too narrow


14. Missing crosswalk


15. Neighborhood disturbance


16. No sidewalk

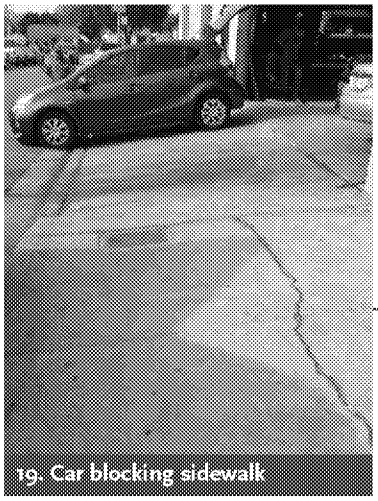

17. Uneven sidewalks

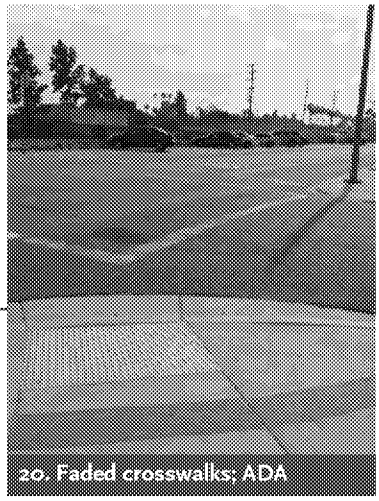
Fairview Heights

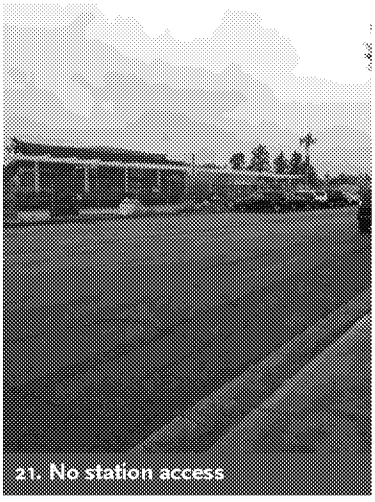
Barriers

Note: Not all conditions have accompanying photos

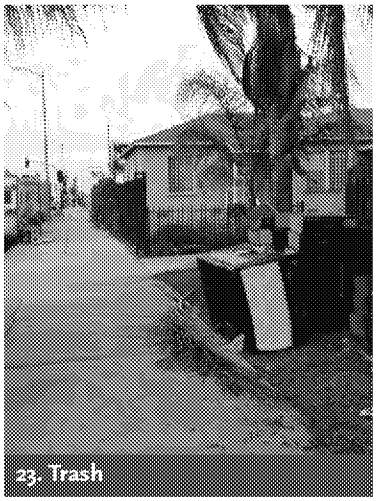

18. Dumpster blocking sidewalk


19. Car blocking sidewalk


20. Faded crosswalks; ADA


21. No station access


22. Not pedestrian friendly


23. Trash

24. No crosswalk


25. No sidewalk


26. Trash

Fairview Heights

Barriers

Note: Not all conditions have accompanying photos

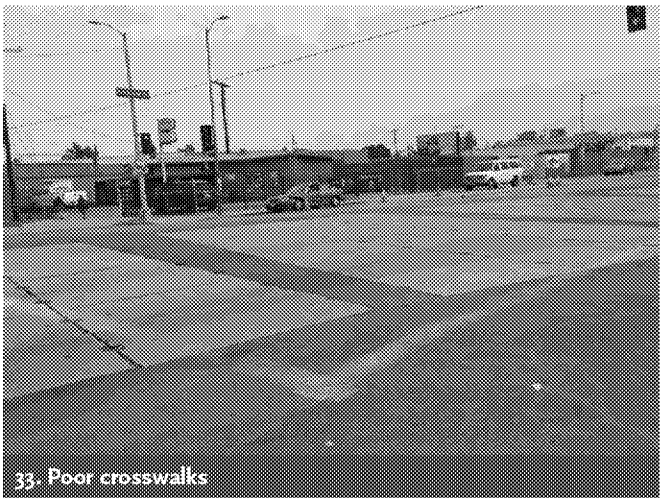
28. Trash

29. Stop sign bent; stop bars faded

30. Intersection needs improvement

31. Tree roots damage sidewalk

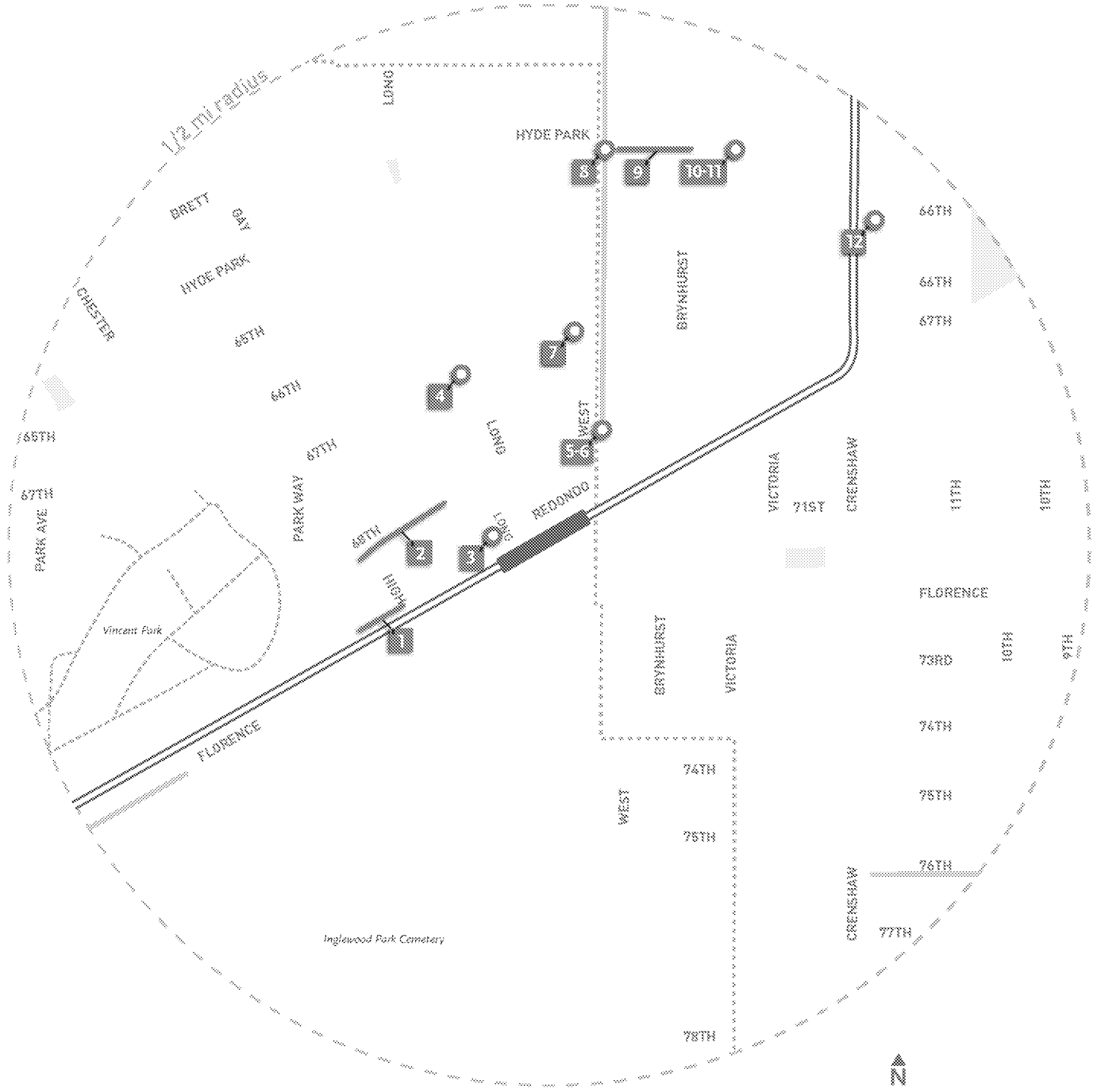
32. Needs curb upgrade



33. Poor crosswalks

Fairview Heights

Strengths



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class II Bike Lane

Fairview Heights

Strengths

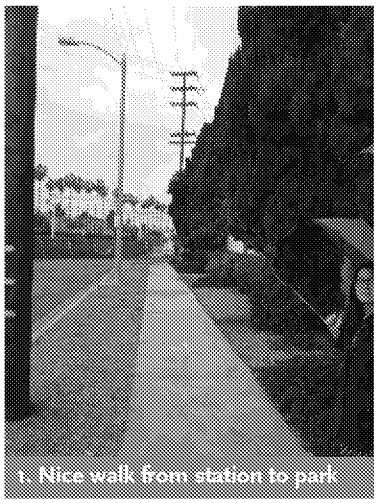
#	Condition	Location Type	Description
1	Sidewalks	Corridor	This is a nice walk from the stop to the park with good amount of green
2	Landscaping/Shade	Corridor	Lots of trees
3	Crosswalks	Point	The ramps are really helpful for families and children riding bikes or skateboards
4	Street Furniture	Point	Seats on traffic calming barrier
5	Sidewalks	Point	Wide sidewalk
6	Bike	Point	Bike lane
7	Crosswalks	Intersection	-
8	Crosswalks	Intersection	4 striped crosswalks
9	Lighting	Corridor	Ped scale lighting!
10	Safety	Point	Speed hump
11	Landscaping/Shade	Point	Parkway
12	Sidewalks	Point	Good sidewalks and trees

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

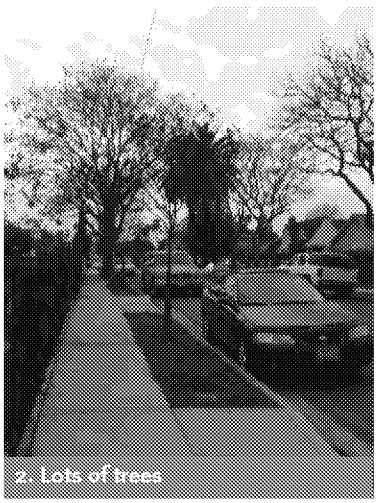
Fairview Heights

Strengths

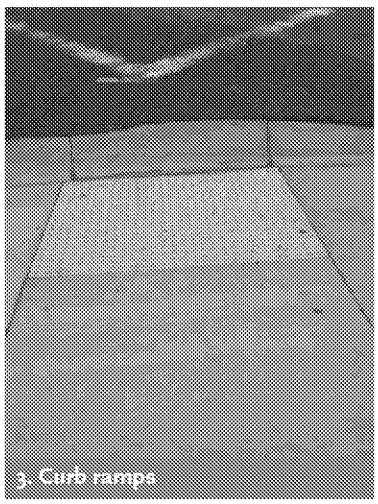
Note: Not all conditions have accompanying photos



1. Nice walk from station to park

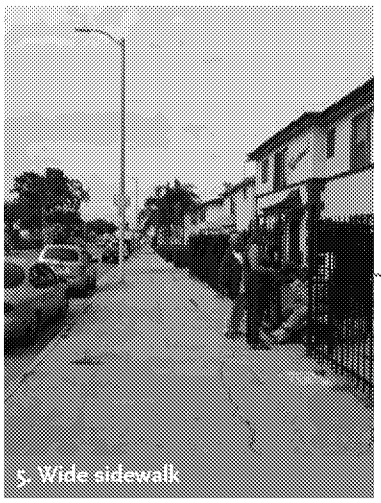


2. Lots of trees

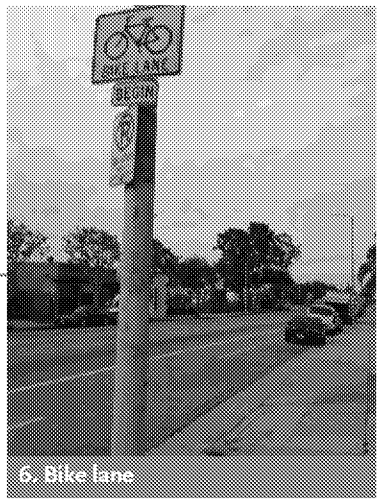


3. Curb ramps

4. Seats on traffic calming barrier

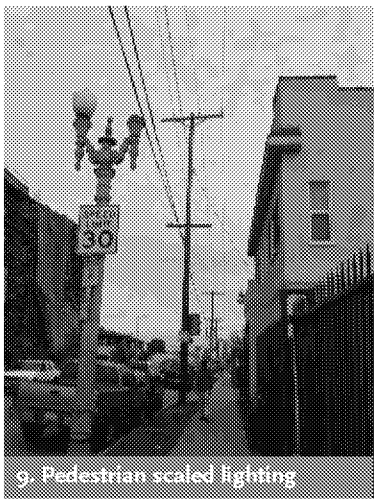


5. Wide sidewalk

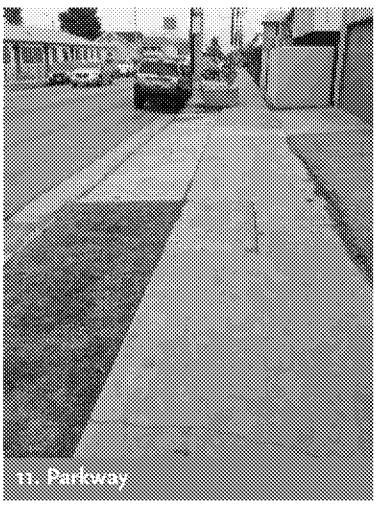


6. Bike lane

7. Crosswalks



9. Pedestrian scaled lighting

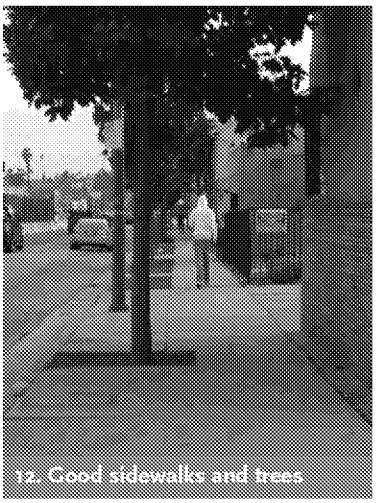


11. Parkway

Fairview Heights

Strengths

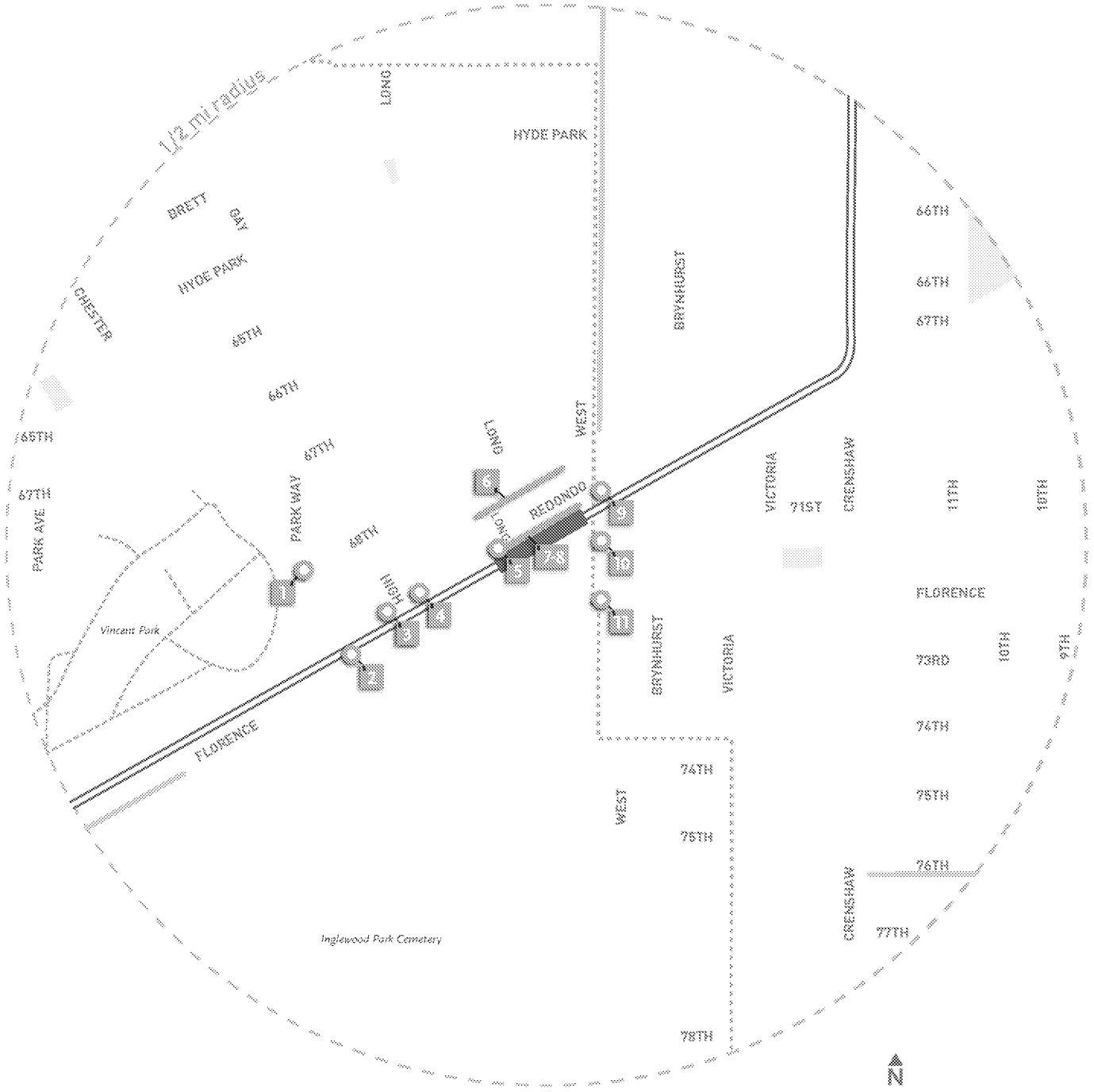
Note: Not all conditions have accompanying photos



12. Good sidewalks and trees

Fairview Heights

Ideas



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class II Bike Lane

Fairview Heights

Ideas

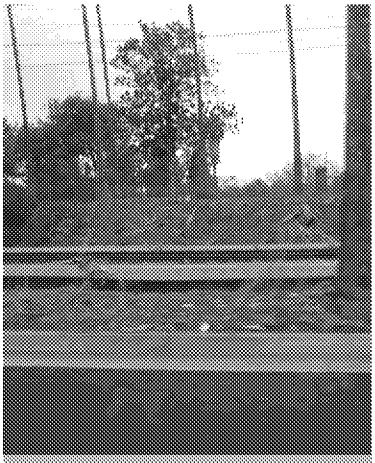
#	Location Type	Description
1	Point	Walkway that goes through park from station
2	Intersection	Redondo and Florence intersection needs to be opened back up to let residents get out
3	Point	Destination signs to let you know the park is near and the neighborhood your in
4	Point	Wall for a mural; something culturally connected
5	Intersection	Another entrance at Long Street make it easier for residents to get to train
6	Corridor	Blank alley can be improved and used
7	Corridor	Make this area like a plaza
8	Corridor	There needs to be more pedestrian lighting and make the West and Redondo area pedestrian friendly
9	Intersection	We need more ways to cross the street than just the one; another pedestrian walkway
10	Intersection	Needs to be a signalized crosswalk on the south side of the tracks on West Blvd
11	Intersection	Needs more crossing and striping; a pedestrian bridge since Florence is so busy

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Fairview Heights

Ideas

Note: Not all conditions have accompanying photos



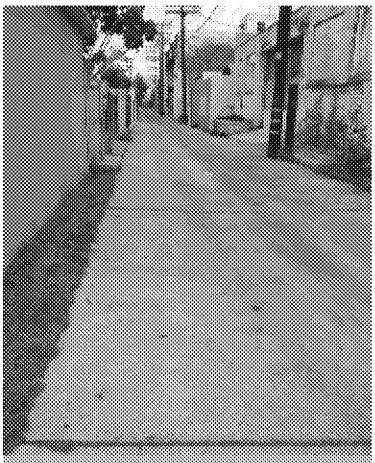
1. Walkway to station

2. Reopen intersection

3. Wayfinding signage

4. Cultural mural

5. Station entrance at Long Street



6. Improve blank alley

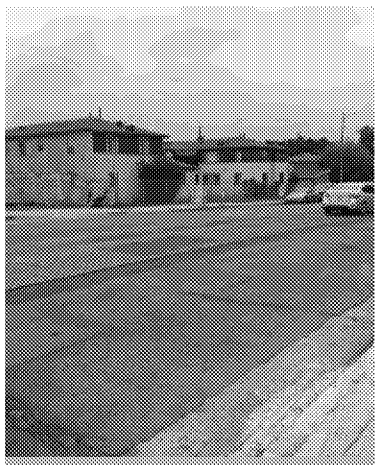
8. Pedestrian lighting; pedestrian friendly

Fairview Heights

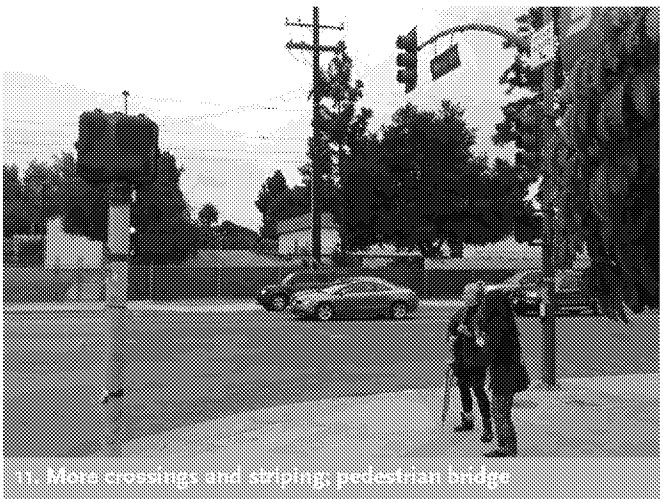
Ideas

Note: Not all conditions have accompanying photos

9. Pedestrian walkway



10. Signalized crosswalk



11. More crossings and striping; pedestrian bridge

Downtown Inglewood

Station Area Summary

2.5 Overall Station Area Score
(Out of 5)

Safety 2.71

Aesthetics 2.50

Accessibility 2.16

Key Takeaways

- Sidewalks need to be repaired, maintained, improved, or enhanced

6 Completed audits
53 total conditions

35 Barriers

Top 3

- Sidewalks (20)
- Crosswalks (6)
- Maintenance (3)

2 Strengths

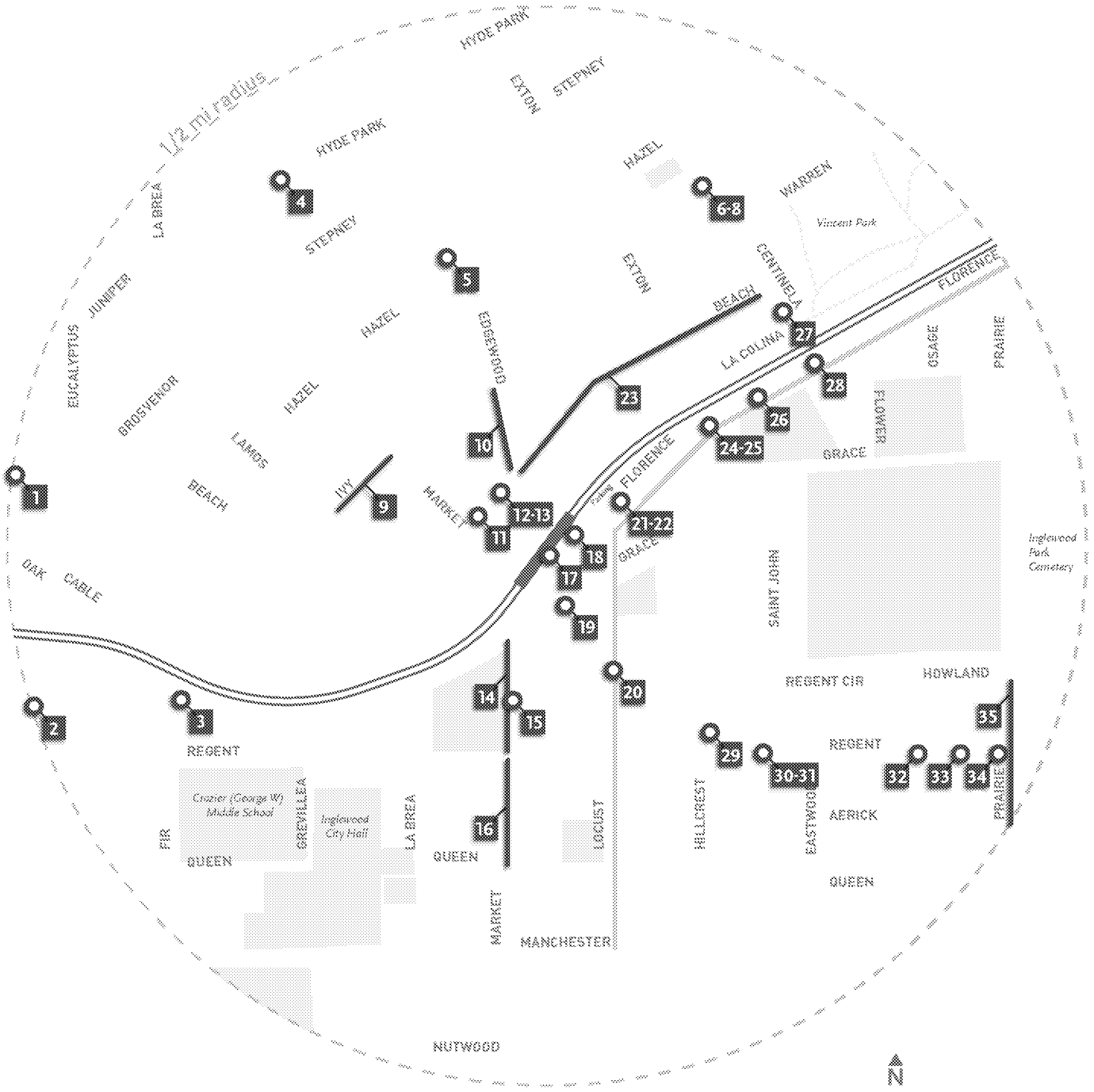
Top 2

- Landscaping/Shade (1)
- Parking (1)

16 Ideas

Downtown Inglewood

Barriers



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class II Bike Lane

Downtown Inglewood

Barriers

#	Condition	Location Type	Description
1	Signage	Point	Not intuitive to get to the park
2	Sidewalks	Intersection	Narrow sidewalk corner
3	Crosswalks	Intersection	High traffic crosswalk for pedestrian vs vehicle and train
4	Sidewalks	Point	Uprooting the sidewalks
5	Street Furniture	Point	Random garbage
11	Sidewalks	Point	Littering
12	Sidewalks	Point	Graffiti
13	Sidewalks	Point	Broken down roads
15	Crosswalks	Point	Lack of crosswalk
19	Crosswalks	Point	Long block access to local businesses and residential area
17	Crosswalks	Intersection	Need a pedestrian crosswalk from station to bus stop
18	Maintenance	Point	Overgrown plants
21	Crosswalks	Point	No stop light for safe cross
22	Traffic Speed	Point	Need for bike lane; cars too fast
20	Maintenance	Point	Not enough trash cans
24	Sidewalks	Point	Really narrow sidewalk
25	Other	Intersection	Faded street marks
26	Sidewalks	Point	Too small
28	Crosswalks	Point	There's no crosswalk on one side
27	Sidewalks	Point	Too slippery, easy to fall
6	Sidewalks	Point	Broken sidewalk
7	Sidewalks	Point	Too small
8	Sidewalks	Point	Street uneven, it's pulling up
29	Sidewalks	Point	Uneven sidewalk
30	Sidewalks	Point	Needs repairing
31	Sidewalks	Point	Needs wheelchair accessibility
32	Sidewalks	Point	Needs repair
33	Sidewalks	Point	Needs repairing - Regent Street
34	Maintenance	Point	Repair
9	Sidewalks	Corridor	Shoddy Sidewalks
10	Sidewalks	Corridor	Too short
23	Sidewalks	Corridor	Too short
14	Sidewalks	Corridor	Narrow sidewalk
16	Bike	Corridor	Bikes are not allowed in Market Street
35	Traffic Speed	Corridor	-

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Downtown Inglewood

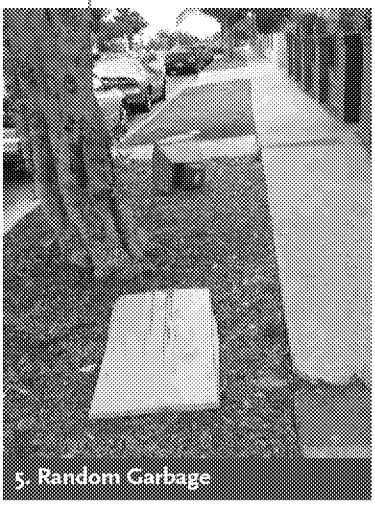
Barriers

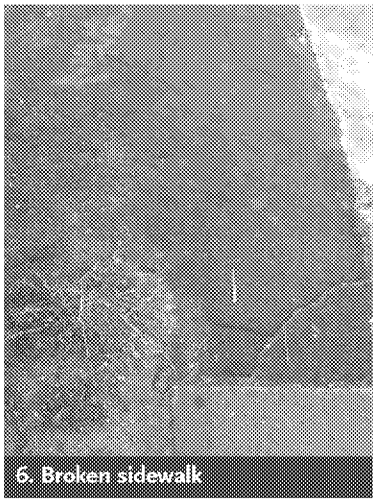
Note: Not all conditions have accompanying photos

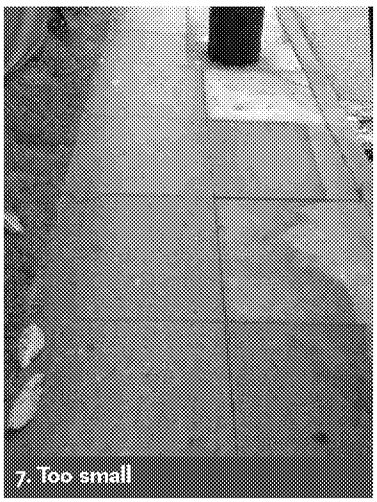

2. Narrow sidewalk corner


3. High traffic corridor

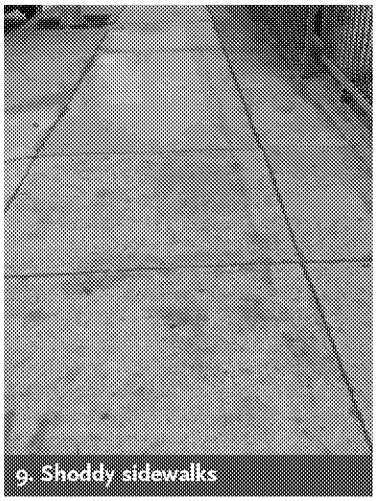

4. Uprooting sidewalks

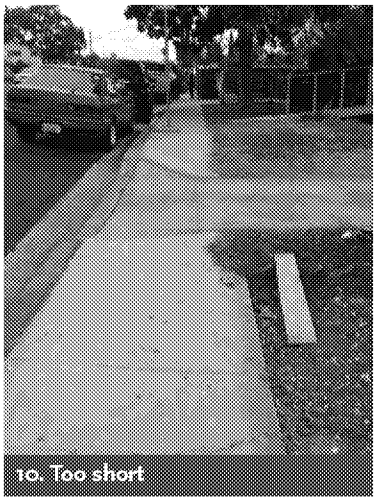

5. Random Garbage


6. Broken sidewalk


7. Too small


8. Street uneven

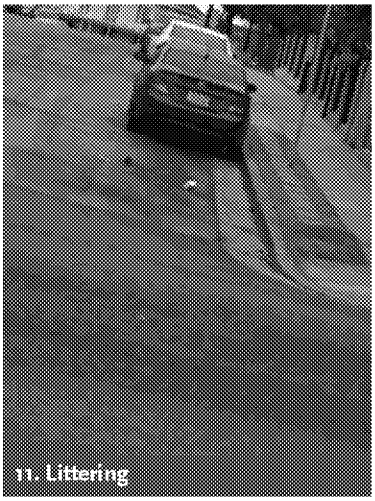

9. Shoddy sidewalks

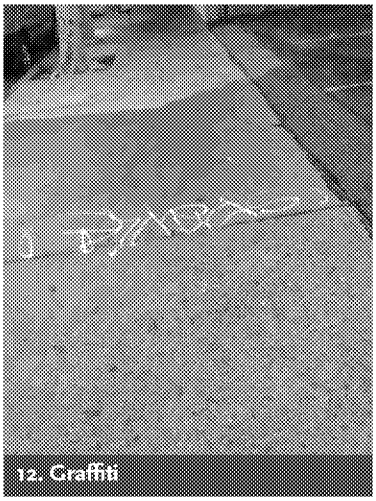

10. Too short

Downtown Inglewood

Barriers

Note: Not all conditions have accompanying photos


11. Littering


12. Graffiti

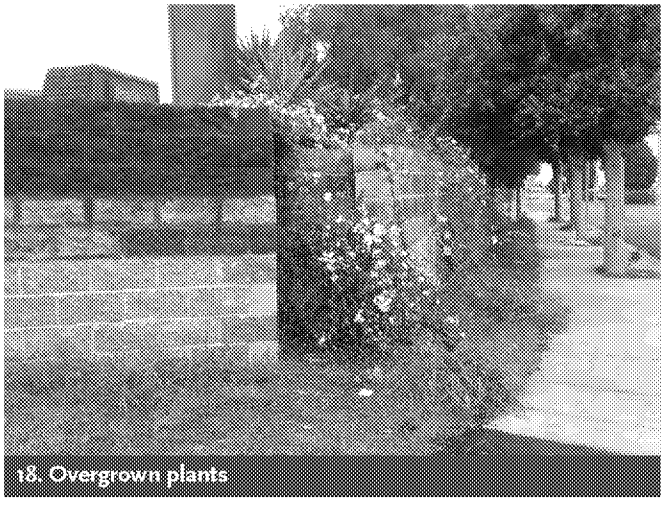

13. Broken down roads


14. Narrow sidewalk


15. Lack of crosswalks


16. No bikes on Market St.


17. Needs pedestrian crosswalk


18. Overgrown plants

Downtown Inglewood

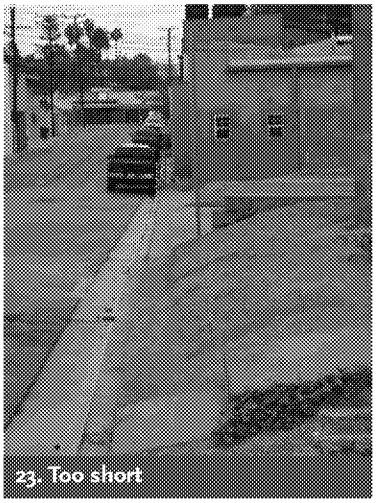
Barriers

Note: Not all conditions have accompanying photos


19. Long block

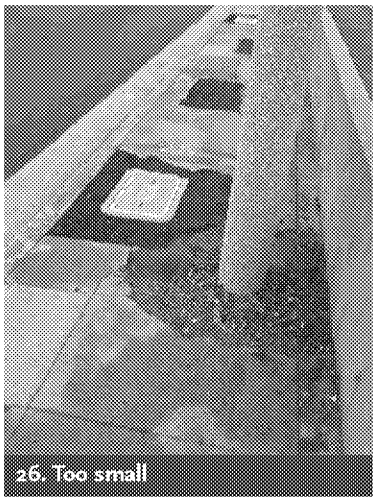

20. Not enough trash cans

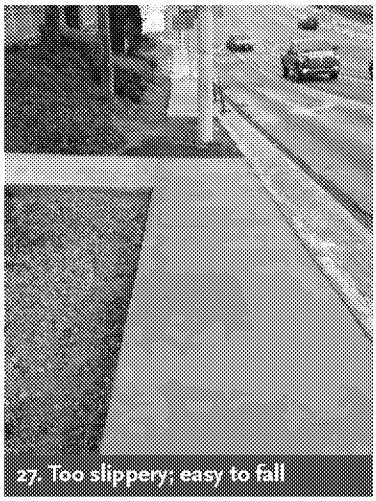

22. High speeds; needs bike lane


23. Too short


24. Narrow sidewalk


25. Faded street marks

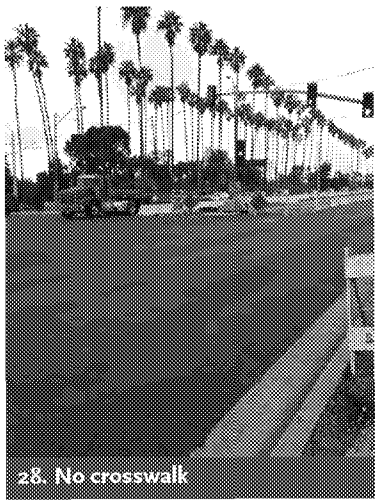

26. Too small


27. Too slippery; easy to fall

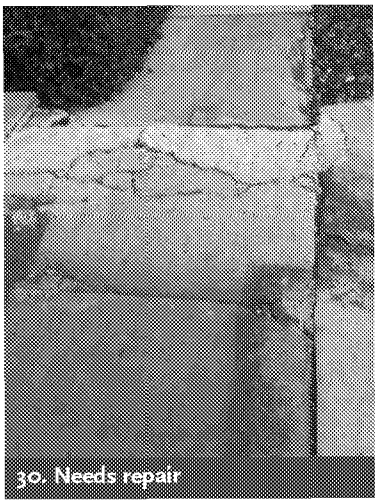
Downtown Inglewood

Barriers

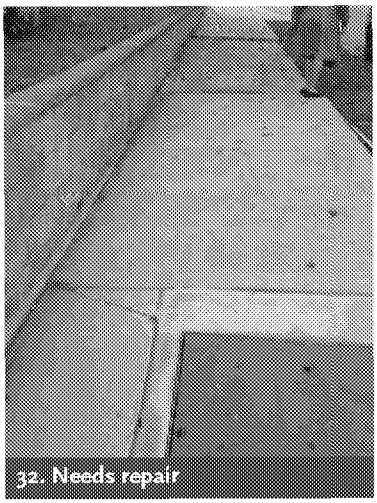
Note: Not all conditions have accompanying photos

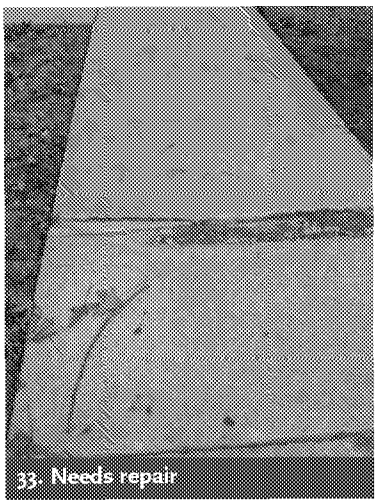

28. No crosswalk


29. Uneven sidewalk


30. Needs repair


31. Needs wheelchair access

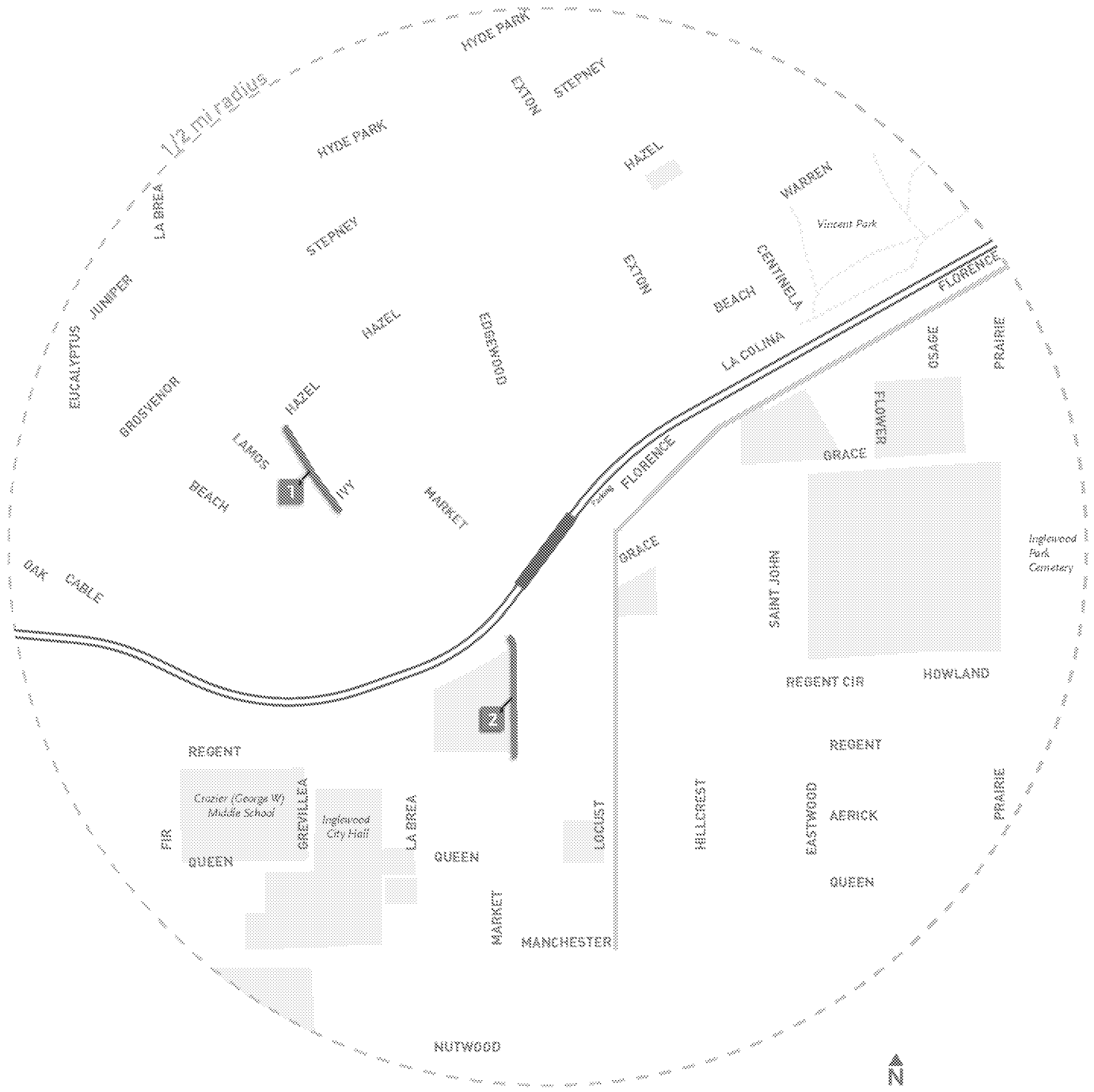

32. Needs repair


33. Needs repair


34. Needs repair

Downtown Inglewood

Strengths



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
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Class II Bike Lane

Downtown Inglewood

Strengths

#	Condition	Location Type	Description
1	Landscaping/Shade	Corridor	Lovely trees
2	Other	Corridor	Great parking and have 24 hour CVS

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Downtown Inglewood

Strengths

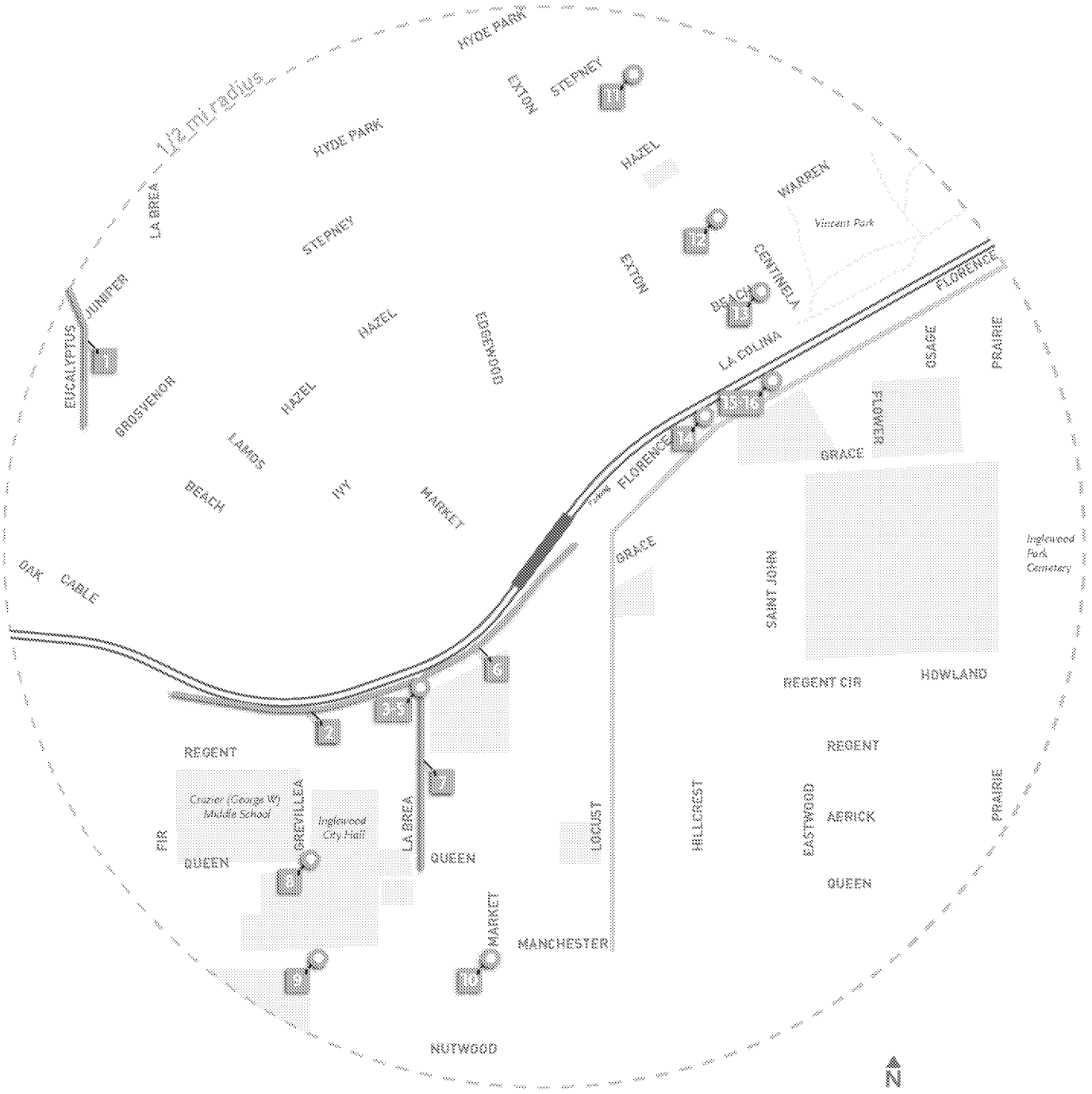
Note: Not all conditions have accompanying photos

1. Lovely trees

2. Great parking

Downtown Inglewood

Ideas



Crenshaw/LAX Line
Crenshaw/LAX Station
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Downtown Inglewood

Ideas

#	Location Type	Description
1	Corridor	Add lighting and sidewalk for pedestrians
2	Corridor	Bike lane on Florence
3	Intersection	Pedestrian crosswalk; Longer timing of signal needed
4	Intersection	Lead pedestrian interval
5	Intersection	Need pedestrians to be protected by right turn movements
6	Corridor	Trees
7	Corridor	Bike lane on La Brea
8	Point	We need data/wifi in area
9	Intersection	Scramble crosswalk; high foot traffic
10	Intersection	Scramble crosswalk
11	Point	Crosswalk
12	Point	A crosswalk because the street is too long to go all the way around
13	Point	Crosswalk easier to go to the park
14	Point	Shade
15	Point	Trash can needed
16	Point	Bike lane and ramp

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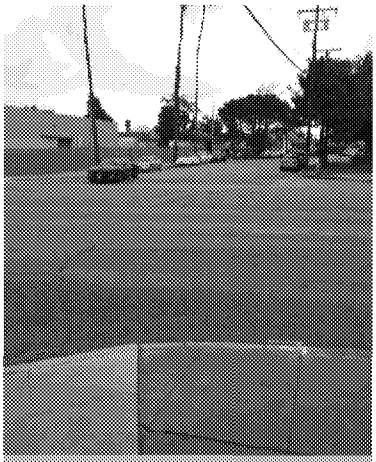
Downtown Inglewood

Ideas

Note: Not all conditions have accompanying photos

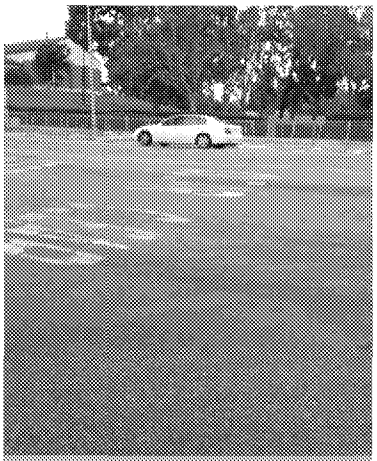
9. Scramble crosswalk

10. Scramble crosswalk



11. Crosswalk

12. Crosswalk



13. Crosswalk to park

14. Shade

15. Trash can needed

16. Bike lane and ramp

Westchester / Veterans

Station Area Summary

2.4 Overall Station Area Score
(Out of 5)

Safety 2.75

Aesthetics 2.30

Accessibility 2.18

Key Takeaways

- Station area needs improved sidewalks, crosswalks, and curb ramps

6 Completed audits
51 total conditions

28 Barriers

Top 3

- Sidewalks (16)
- Crosswalks (6)
- Safety (3)

9 Strengths

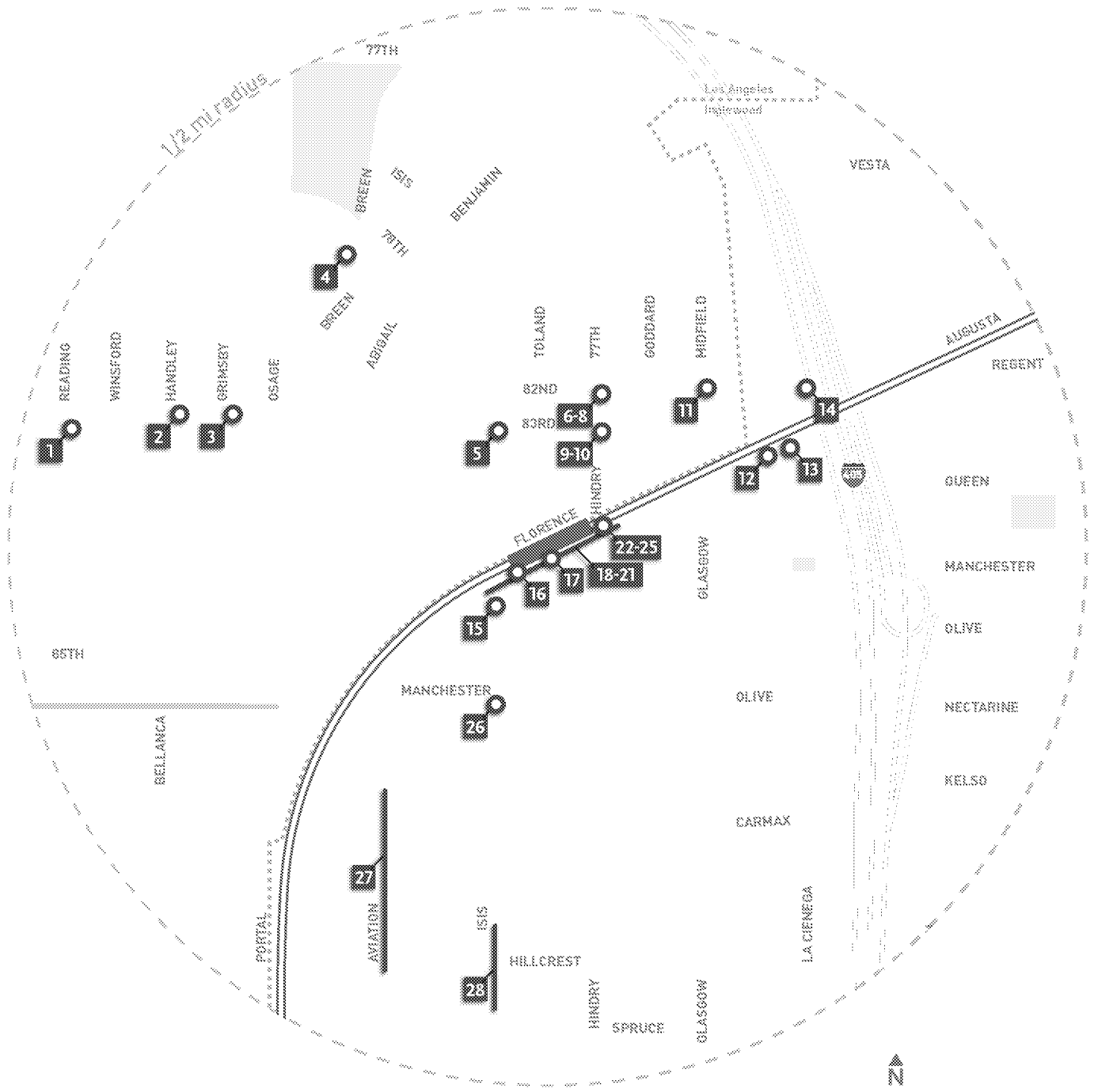
Top 2

- Sidewalks (3)
- Safety (2)

14 Ideas

Westchester / Veterans

Barriers



Crenshaw/LAX Line
Crenshaw/LAX Station
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Westchester / Veterans

Barriers

#	Condition	Location Type	Description
1	Safety	Point	Sidewalk lifting
2	Sidewalks	Point	The end of the sidewalk with no sidewalk ramps
3	Sidewalks	Point	No sidewalk ramps
4	Sidewalks	Point	Sidewalk lifting
5	Sidewalks	Point	No sidewalks
6	Crosswalk	Intersection	No crosswalk; Dire need to repair sidewalk; lighting
7	Sidewalks	Point	Tree obstructs sidewalk; ADA/stroller barrier
8	Sidewalks	Point	Sidewalk blocked by tree and sidewalk needs repair
9	Crosswalk	Intersection	No crosswalk; ADA access; lighting; street improvements
10	Sidewalks	Point	Major crosswalk repairs needed; tree removal, blocking sidewalk
11	Sidewalk	Point	Severely damaged sidewalk
12	Sidewalk	Point	Limited sidewalk on south side of street
13	Crosswalk	Intersection	Crosswalk should be re-striped and illuminated; limited sidewalk access; S/E side no ramp access to be ADA compliant
14	Safety	Point	Gate torn down blocking access from sidewalk to freeway
15	Crosswalk	Intersection	No crosswalk and no curb ramp
16	Sidewalk	Point	Not enough space for wheelchairs or carriages
17	Safety	Intersection	Narrow sidewalks; obstructions to pedestrians; vehicles traveling high speeds
18	Sidewalks	Corridor	Sidewalk width too small
19	Sidewalks	Corridor	Fire hydrant in the middle of sidewalks; street light poles; chain link fence in poor condition; lack of pedestrian lightning; heavy traffic noise
20	Sidewalks	Corridor	Trash and unfinished
21	Sidewalks	Corridor	Too narrow
22	Sidewalks	Point	No sidewalk; poor lighting
23	Sidewalks	Point	Sidewalk improvements; LED lights; ramp access
24	Sidewalks	Point	Broken areas in sidewalk; damaged sidewalk
25	Crosswalk	Intersection	Widen crosswalk
27	Sidewalks	Corridor	Very narrow/no sidewalk in some sections; Long block; No pedestrian scaled lighting
26	Other	Intersection	Jaywalking at mid-block
28	Crosswalk	Corridor	Hard for cars and people to know where the crosswalk is at night; add more lights

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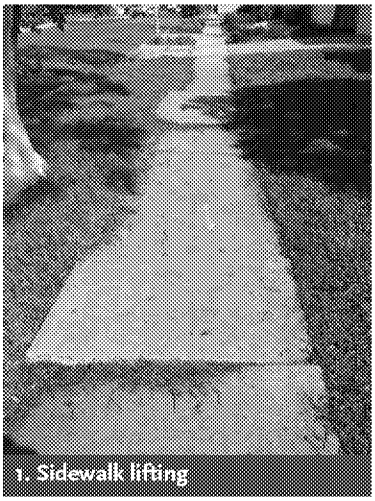
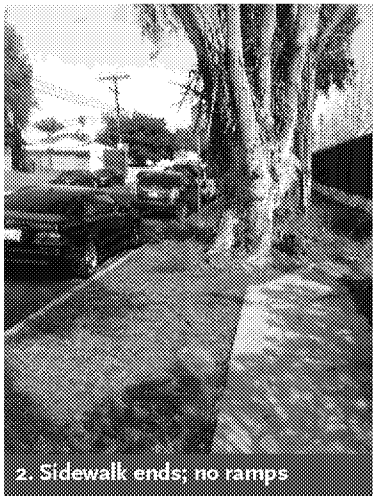
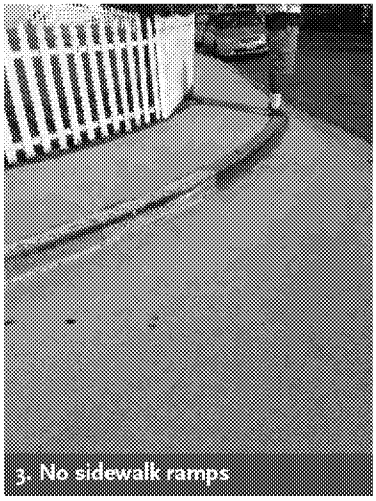
Westchester / Veterans

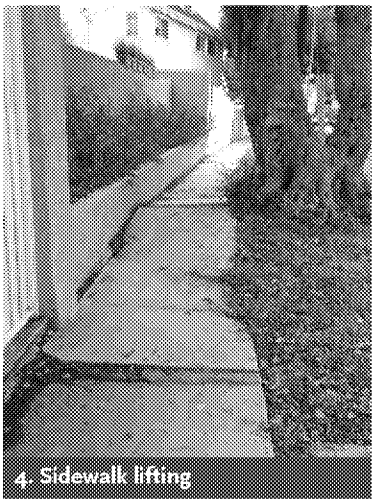
Barriers

Note: Not all conditions have accompanying photos

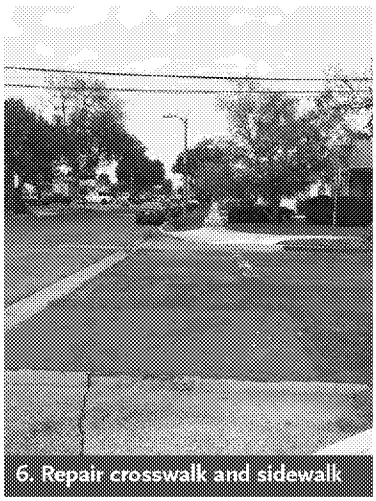

1. Sidewalk lifting


2. Sidewalk ends; no ramps


3. No sidewalk ramps


4. Sidewalk lifting


5. No sidewalks


6. Repair crosswalk and sidewalk


7. Obstructed sidewalk


8. Obstructed sidewalk


9. No crosswalk; ADA access

Westchester / Veterans

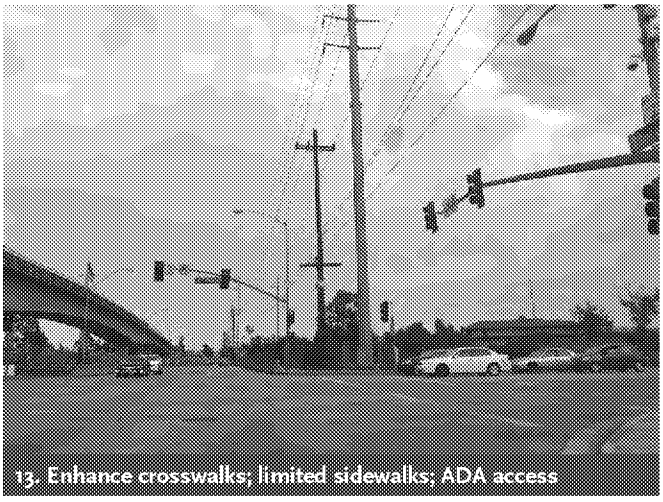
Barriers

Note: Not all conditions have accompanying photos

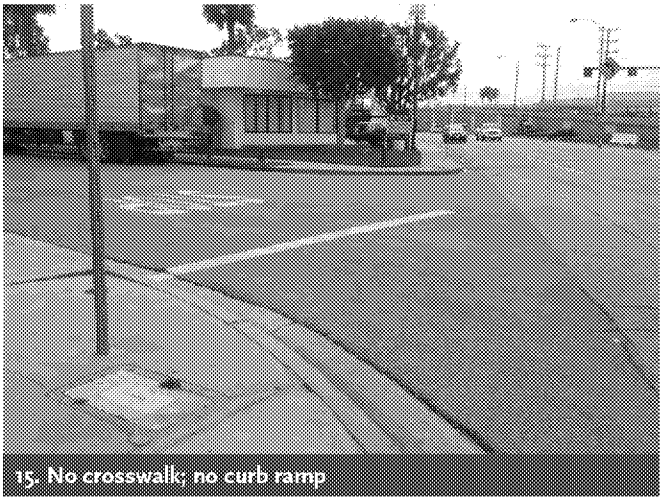
10. Sidewalk obstruction


11. Damaged sidewalk


12. Limited sidewalk


13. Enhance crosswalks; limited sidewalks; ADA access


14. Broken gate


15. No crosswalk; no curb ramp


16. Obstructed sidewalk

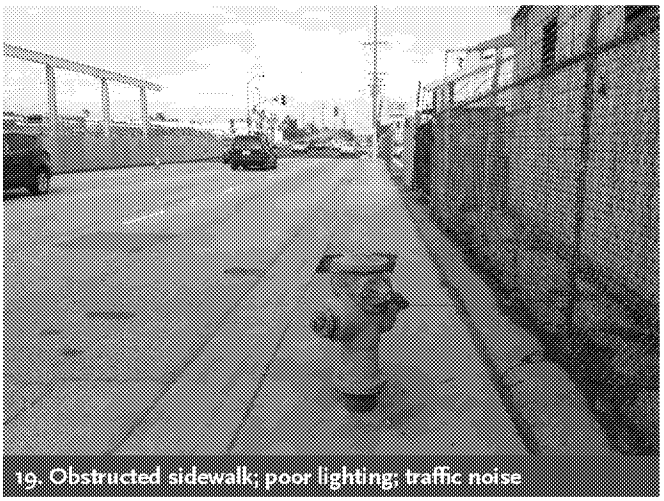
Westchester / Veterans

Barriers

Note: Not all conditions have accompanying photos

17. Obstructed sidewalk; high traffic speeds

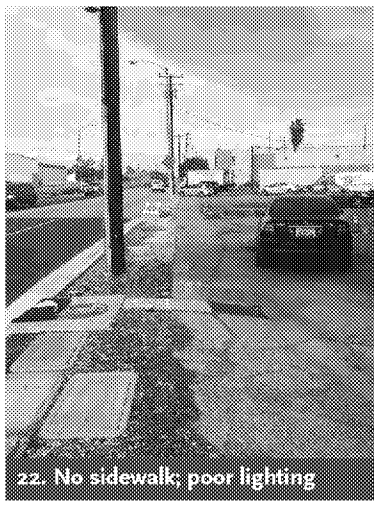
18. Narrow sidewalk



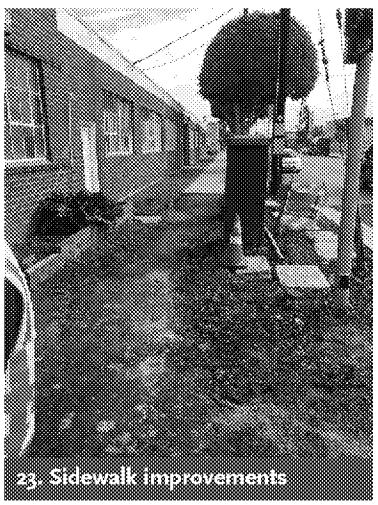
19. Obstructed sidewalk; poor lighting; traffic noise

20. Trash and unfinished

21. Too narrow



22. No sidewalk; poor lighting

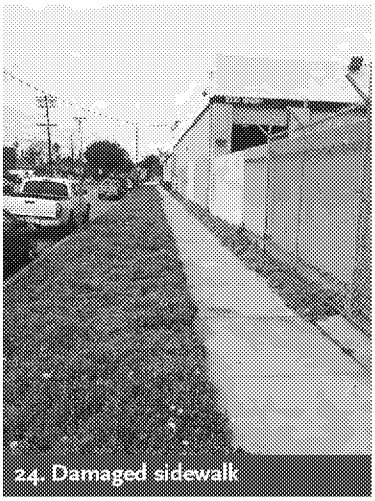


23. Sidewalk improvements

Westchester / Veterans

Barriers

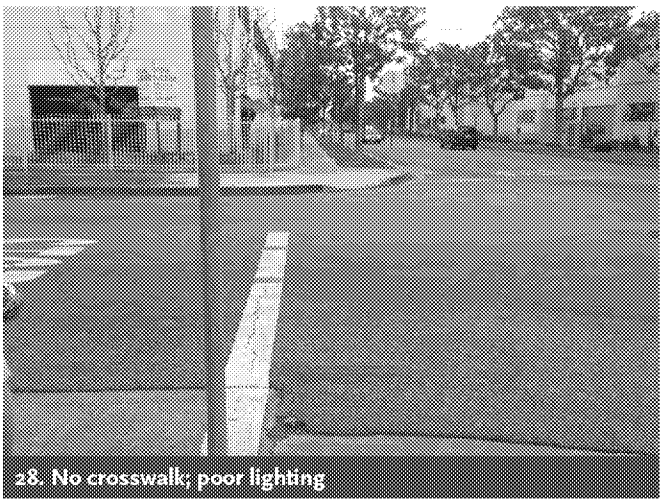
Note: Not all conditions have accompanying photos


24. Damaged sidewalk


25. Widen crosswalk

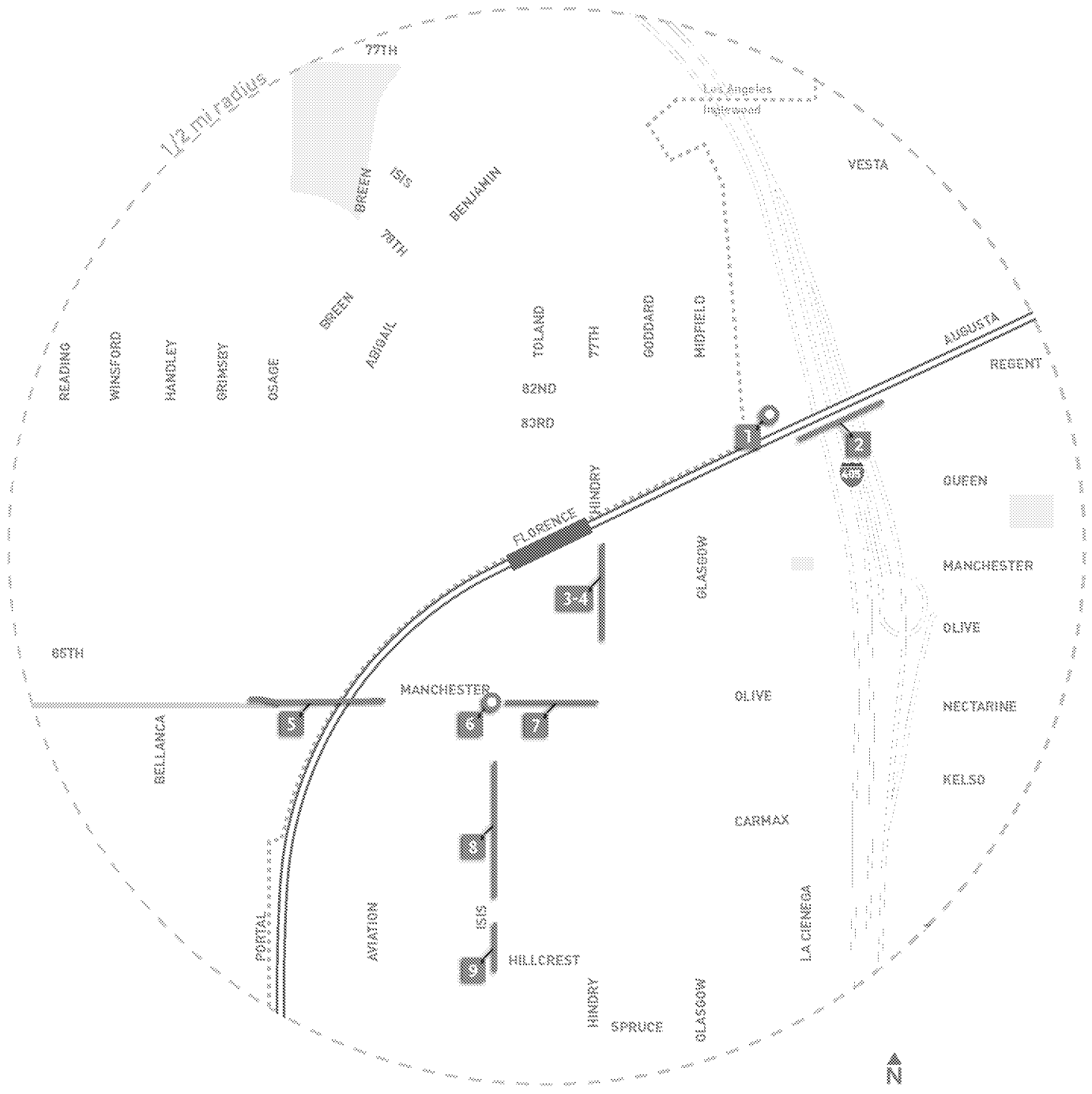

26. Jaywalking at mid-block


27. Narrow sidewalk; long block; no lighting


28. No crosswalk; poor lighting

Westchester / Veterans

Strengths



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
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Westchester / Veterans

Strengths

#	Condition	Location Type	Description
1	Safety	Point	Platform to walk near freeway exit
2	Safety	Corridor	Barrier blocking traffic a plus
3	Maintenance	Corridor	Very clean and wide space
4	Sidewalks	Corridor	Clean and wide sidewalks; nice landscaping
5	Activity	Corridor	Pedestrians, cars, bikers, and destinations like commercial/restaurants on Manchester & Florence
6	Bus Stop	Intersection	Street furniture; area active during day but maybe not at night
7	Sidewalks	Corridor	Wide sidewalks; good condition
8	Traffic Speed	Corridor	Low traffic speed; ample sidewalks
9	Sidewalks	Corridor	Wide sidewalks; minimal cracks; nice street trees and landscaping

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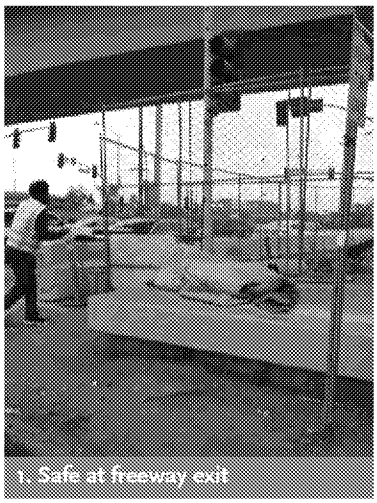
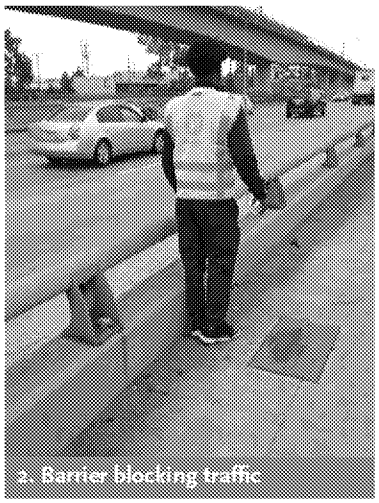
Westchester / Veterans

Note: Not all conditions have accompanying photos

Strengths

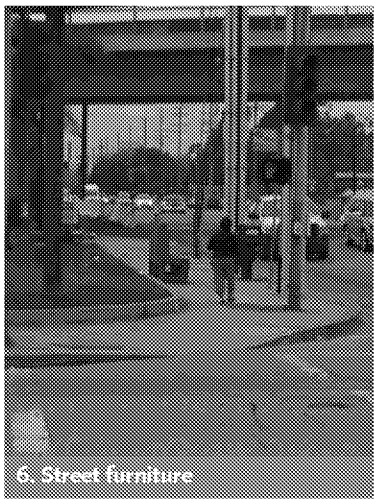

1. Safe at freeway exit


2. Barrier blocking traffic


3. Clean and wide space


4. Clean and wide sidewalks; nice landscaping


5. Active street with destinations


6. Street furniture


7. Wide sidewalks; good condition


8. Low traffic speed; sidewalks

Westchester / Veterans

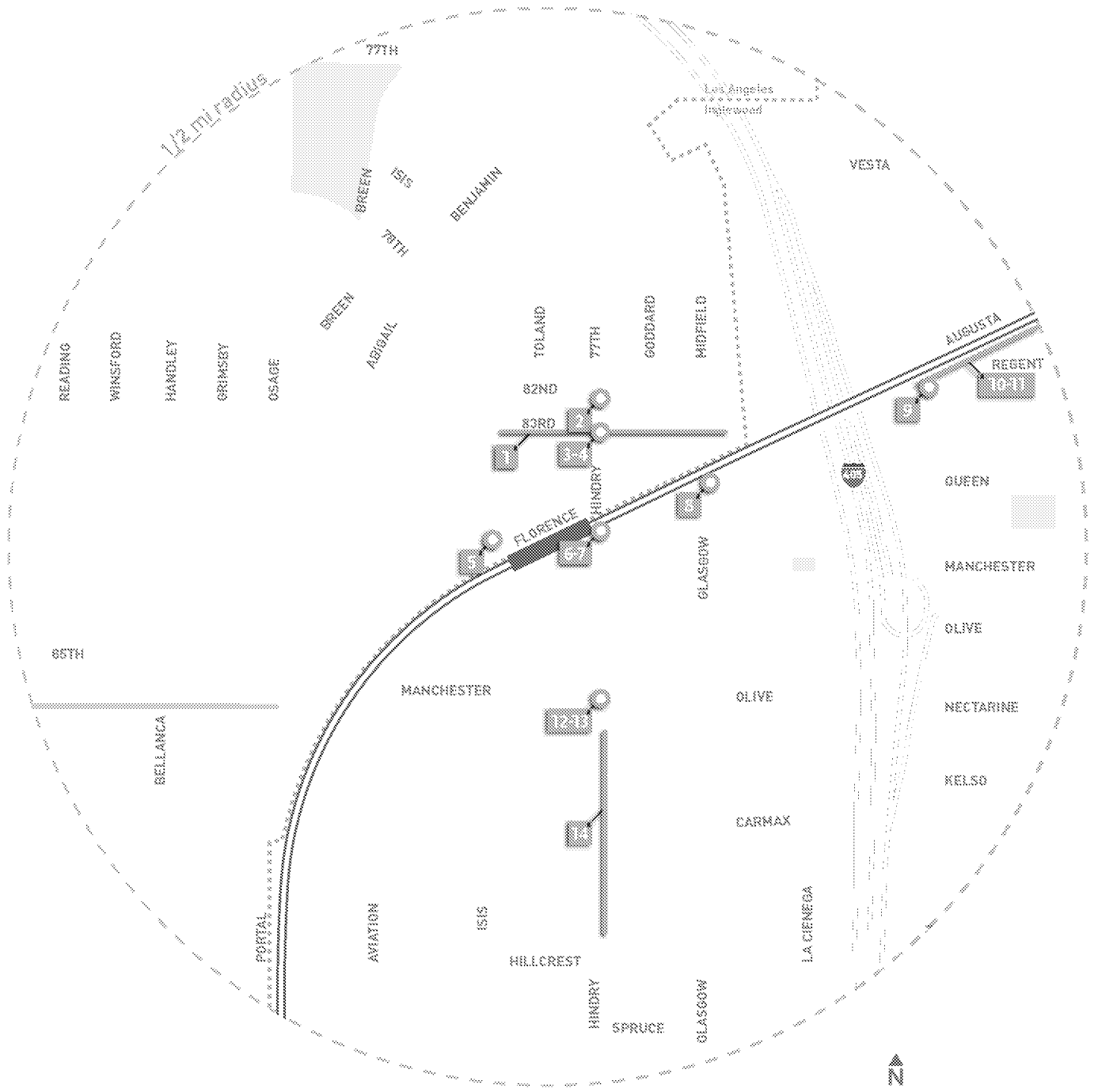
Strengths

Note: Not all conditions have accompanying photos

9. Wide sidewalks, landscaping

Westchester / Veterans

Ideas



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
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Westchester / Veterans

Ideas

#	Location Type	Description
1	Corridor	No walking lanes on both sides
2	Intersection	Add lane descriptions
3	Point	Add lighting
4	Intersection	ADA access; curb ramp
5	Point	Restaurants, pedestrian friendly, trees at Plaza Vasile
6	Intersection	High visibility crosswalk for visually impaired
7	Intersection	Signage; illuminated crosswalk; lighting; ADA access; sidewalks
8	Intersection	Add crosswalks
9	Point	Needs pedestrian walkway
10	Corridor	Add bike lane
11	Corridor	Shorten shrubs or extend sidewalk
12	Intersection	Construct dual curb ramps; zebra crosswalks
13	Intersection	Add more seconds to walking period; paint job
14	Corridor	Add trash cans, mid-block crossings, and shade

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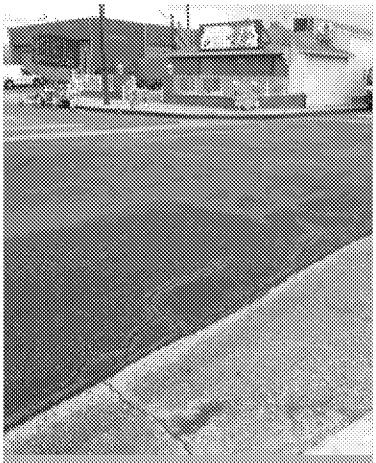
Westchester / Veterans

Ideas

Note: Not all conditions have accompanying photos

1. No walking lanes



2. Add lane descriptions

3. Add lighting

4. ADA access curb ramp

5. Restaurants: pedestrian friendly, trees

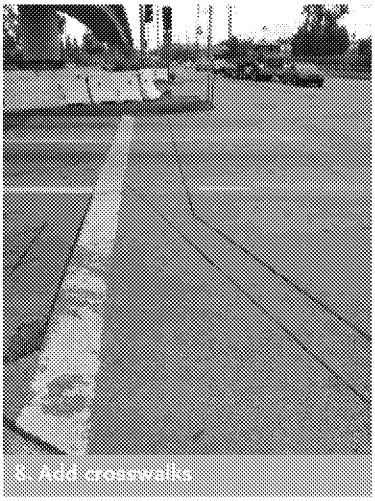
7. Signage; crosswalks; lighting; ADA access; sidewalks

7. Signage; crosswalks; lighting; ADA access; sidewalks

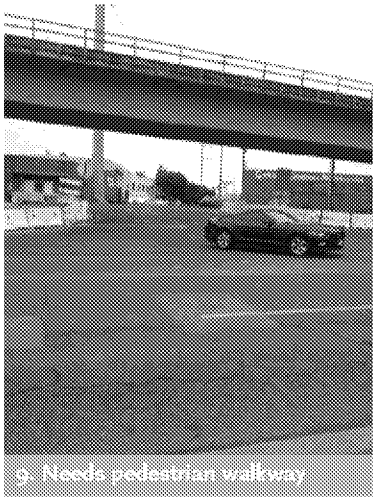
Westchester / Veterans

Ideas

Note: Not all conditions have accompanying photos



8. Add crosswalks



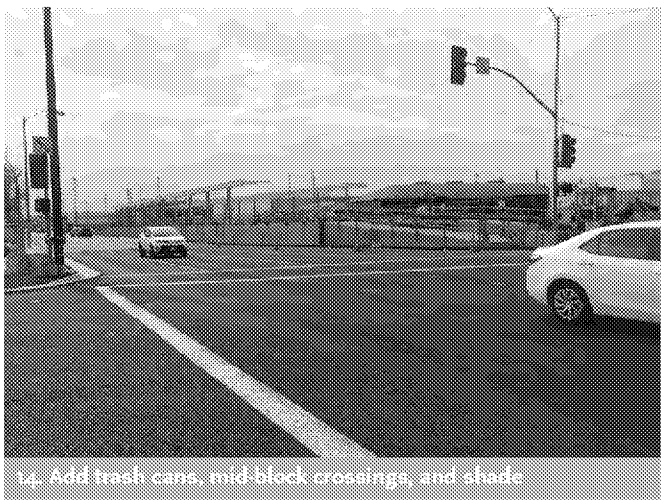
9. Needle pedestrian walkway

10. Add bike lane

11. Sidewalk enhancements

12. Construct dual curb ramps; zebra crosswalks

13. Add more seconds to walking period; paint job



14. Add trash cans, mid-block crossings, and shade

Crenshaw Station - Green Line

Station Area Summary

2.3 Overall Station Area Score
(Out of 5)

Safety 2.08

Aesthetics 2.22

Accessibility 2.5

5 Completed audits
62 total conditions

47 Barriers

Top 3

- Sidewalks (11)
- Crosswalks (9)
- Maintenance (9)

1 Strengths

Top 1

- Safety (1)

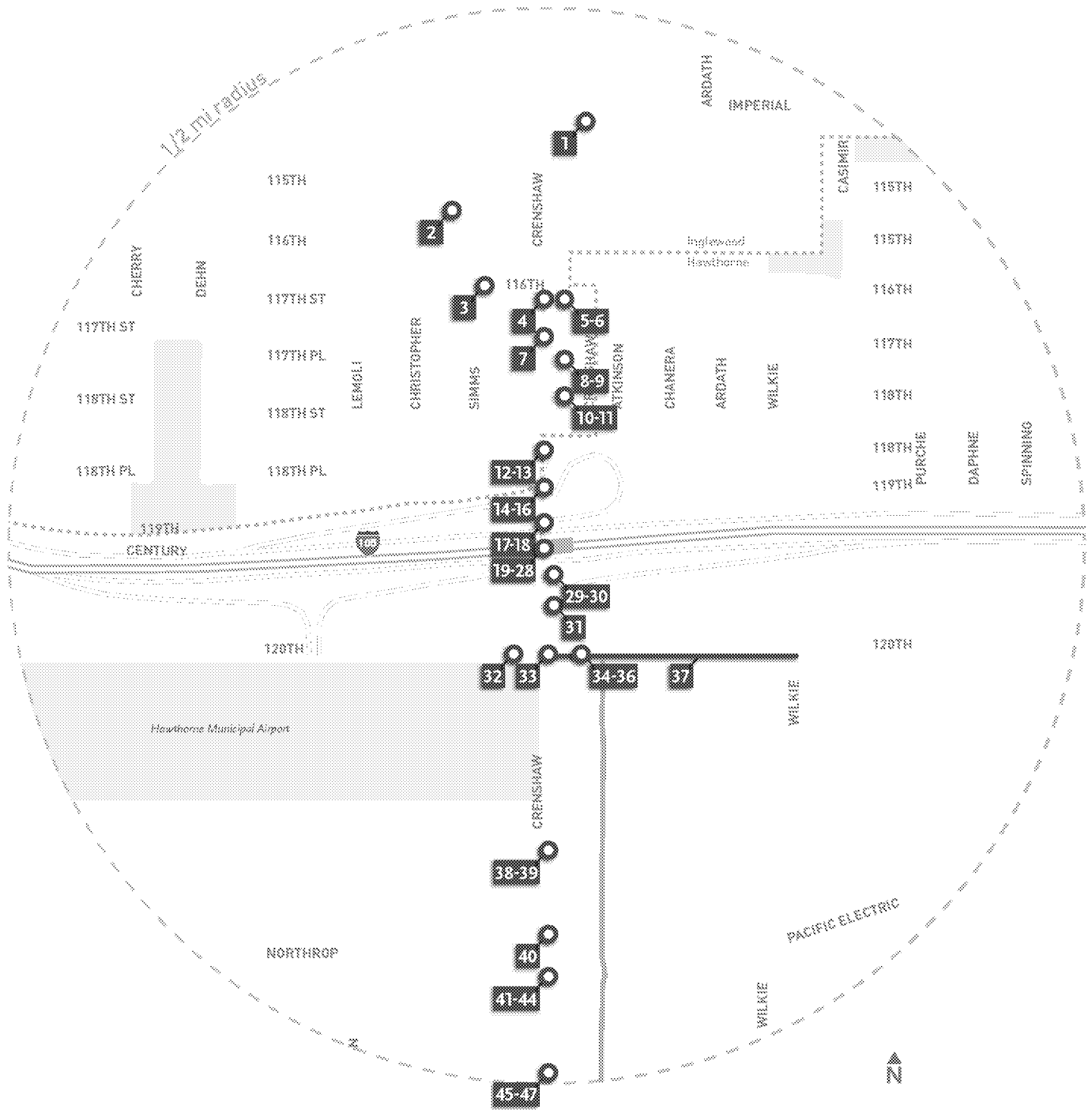
14 Ideas

Key Takeaways

- Station access area at 105 freeway underpass is a key area for improvement
- Homeless population is a key issue
- Crenshaw Blvd and 120th are key arterials that could benefit from bike lanes and traffic calming

Crenshaw Station - Green Line

Barriers



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class I Bike Path

Crenshaw Station - Green Line

Barriers

#	Condition	Location Type	Description
1	Crosswalks	Point	Redo
2	Crosswalks	Point	Drainage groove is a hazard for wheelchairs
3	Sidewalks	Point	Uneven sidewalk, dangerous driveway
4	Bus Stop	Point	Clean up graffiti
5	Crosswalks	Point	Needs repainting
6	Maintenance	Point	Trash collects in planter
7	Landscaping/Shade	Point	Tree leans into street and may obstruct vehicle parking
8	Sidewalks	Point	Tree roots cause uneven sidewalks
9	Sidewalks	Point	Redo sidewalks
10	Sidewalks	Point	Uneven sidewalks, littering
11	Sidewalks	Point	Re-pave sidewalks
12	Crosswalks	Intersection	Crosswalk does not align with ADA ramp
13	Sidewalks	Point	Obstructed sidewalk
14	Sidewalks	Point	Sidewalk ends abruptly
15	Traffic Speed	Intersection	Vehicles have poor visibility of crosswalk at curved freeway entrance
16	Crosswalks	Intersection	Repaint crosswalks, no crosswalk signage
17	Landscaping/Shade	Point	Close up area
18	Sidewalks	Point	Needs to be wider
19	Maintenance	Point	Power wash structure
20	Safety	Point	Wide open plaza with no designated use
21	Safety	Point	Homeless encampments present at station
22	Street Furniture	Point	Get rid of phone booth if not functioning
23	Maintenance	Point	Trash collects under benches
24	Bus Stops	Point	Bigger and better signs, more lighting under the path
25	Lighting	Point	Lighting is poor under freeway overpass
26	Maintenance	Point	Lots of trash underneath overpass
27	Bus Stop	Point	Too dark during daytime and very dirty under 105 underpass
28	Lighting	Point	4 lights are out on southeast portion of station
29	Maintenance	Point	Needs maintenance and encampments prevention
30	Maintenance	Point	Trash
31	Maintenance	Point	Stairway needs to be upgraded. Lighting at sidewalk level. No ADA access sidewalk next to freeway on ramp
32	Sidewalks	Point	Small sidewalk, bushes take most of the sidewalk, sign is difficult to see
33	Crosswalks	Intersection	Light takes too long, can delay people trying to get to station
34	Landscaping/Shade	Point	Cut landscaping to 3 ft. Potential area for encampments
35	Sidewalks	Point	Walkway to retail leads nowhere

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Crenshaw Station - Green Line

Barriers

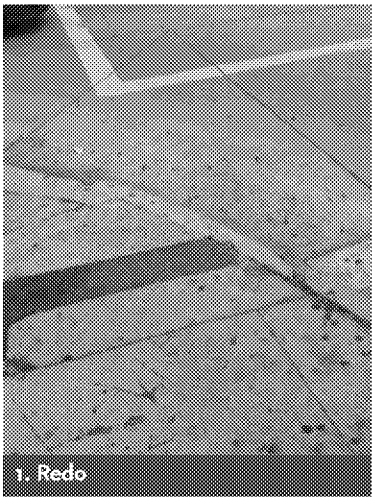
36	Safety	Point	Car speeds are high on 120th; suggest a car speed sign; Lack of crosswalk - east of Crenshaw Blvd
37	Bike	Corridor	No bike lanes along 120th in either direction. Sidewalk narrow for bike travel
38	Maintenance	Point	Debris on main island of traffic
39	Sidewalks	Point	Outside of SpaceX drain grid above ground level affects wheel chair access
40	Street Furniture	Point	Need another bench and shade for sun or rain
41	Safety	Point	Broken rail and someone can fall in hole
42	Signage	Intersection	Railway intersection across from SpaceX signage is too small; east side sign too small
43	Lighting	Point	Need lighting going down Crenshaw
44	Street Furniture	Point	Need covering over bus bench
45	Maintenance	Point	So much trash walking by
46	Crosswalks	Point	Need crosswalk in middle because it's a long black - 12601 Crenshaw
47	Sidewalks	Point	Uneven pavement and debris

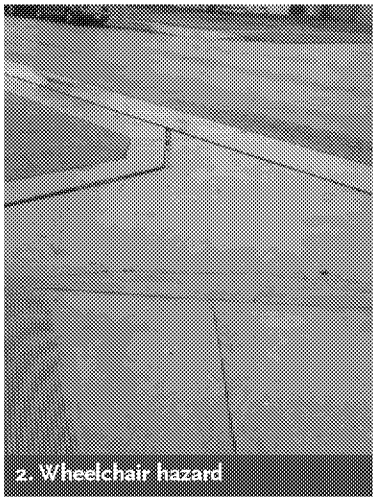
Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Crenshaw Station - Green Line

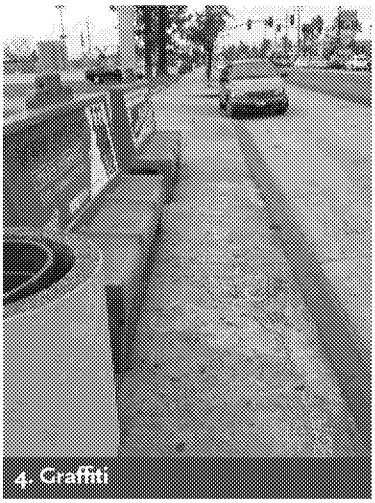
Barriers

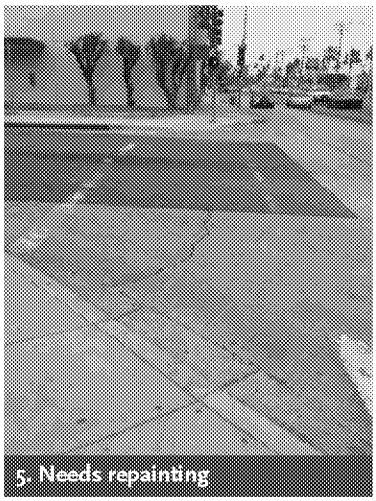
Note: Not all conditions have accompanying photos


1. Redo


2. Wheelchair hazard

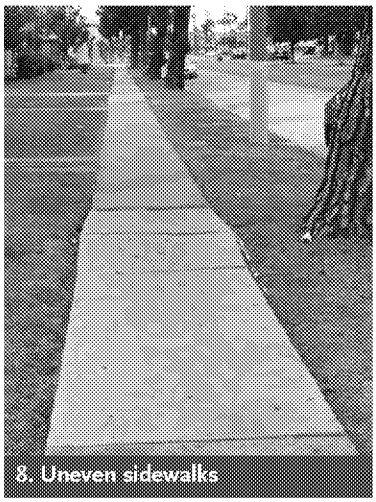

3. Uneven sidewalk


4. Graffiti


5. Needs repainting


6. Trash


7. Tree angle hazard

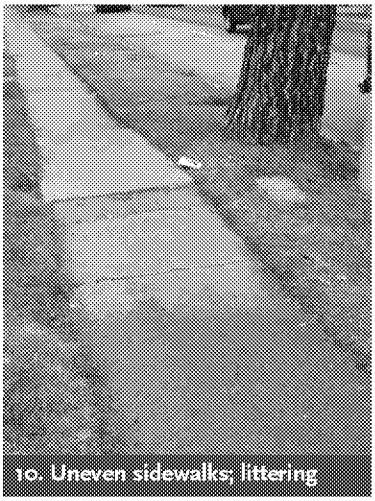

8. Uneven sidewalks

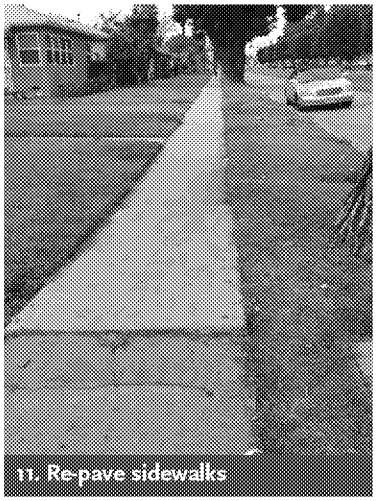

9. Redo sidewalks

Crenshaw Station - Green Line

Barriers

Note: Not all conditions have accompanying photos

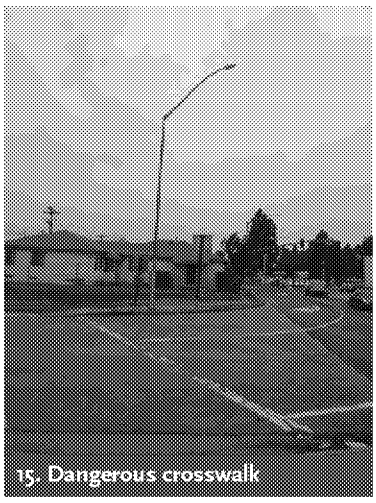

10. Uneven sidewalks; littering


11. Re-pave sidewalks


12. Crosswalk - ramp alignment

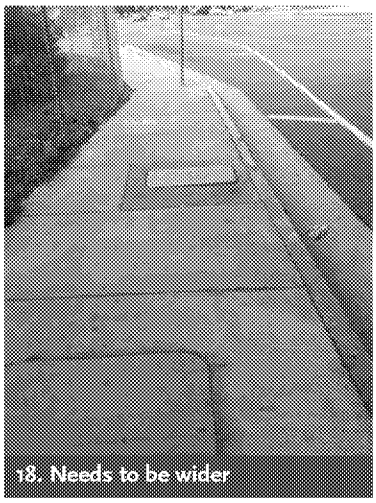

13. Obstructed sidewalk


14. Sidewalk ends abruptly


15. Dangerous crosswalk


16. Repaint; No crosswalk signage


17. Close up area


18. Needs to be wider

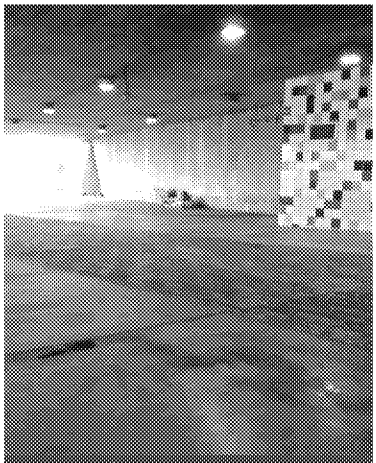
Crenshaw Station - Green Line

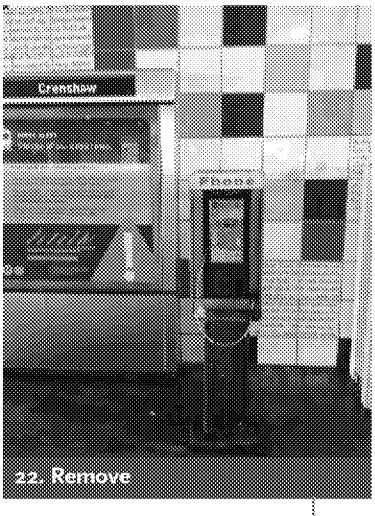
Barriers

Note: Not all conditions have accompanying photos

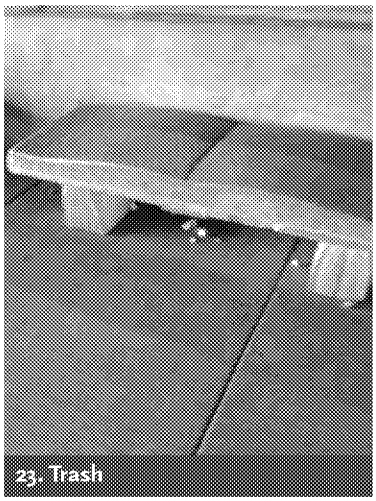

19. Power wash structure


20. Unused plaza

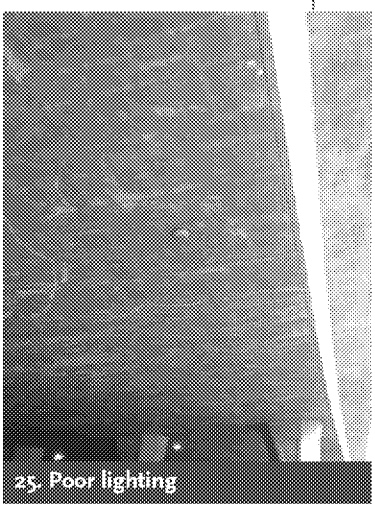

21. Homeless encampment

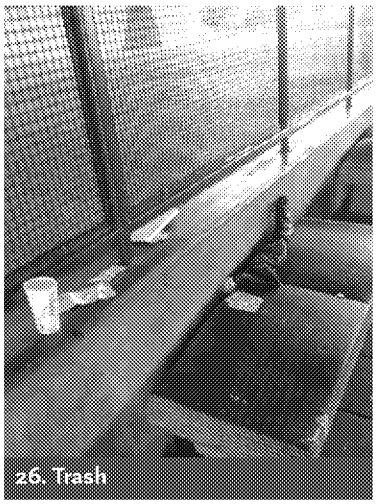


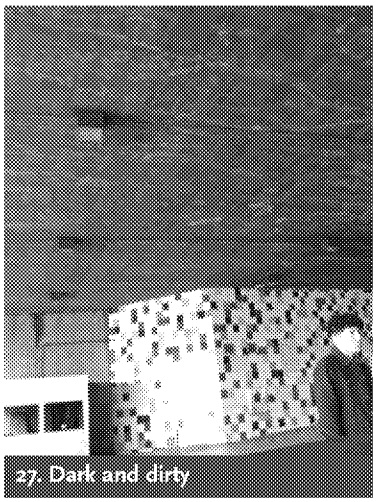
22. Remove


23. Trash


24. Better signage; lighting


25. Poor lighting

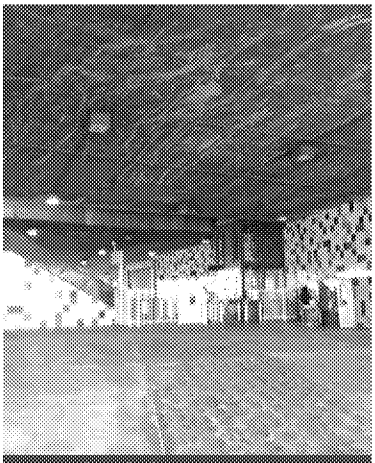

26. Trash


27. Dark and dirty

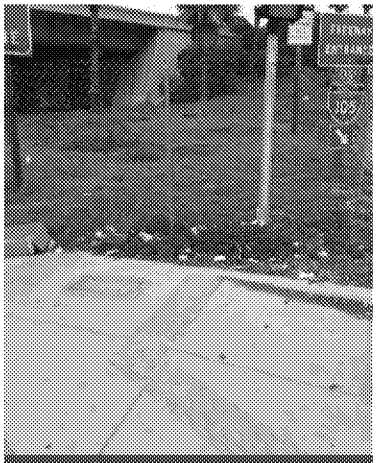
Crenshaw Station - Green Line

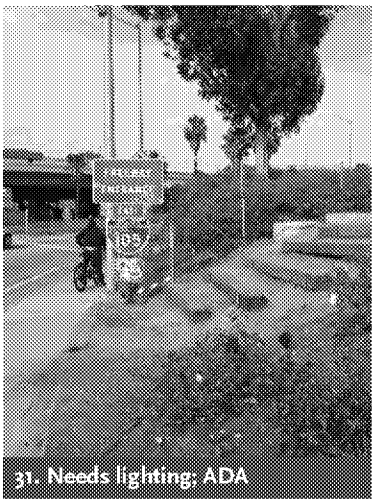
Barriers

Note: Not all conditions have accompanying photos


28. Broken lights


29. Maintenance; homeless

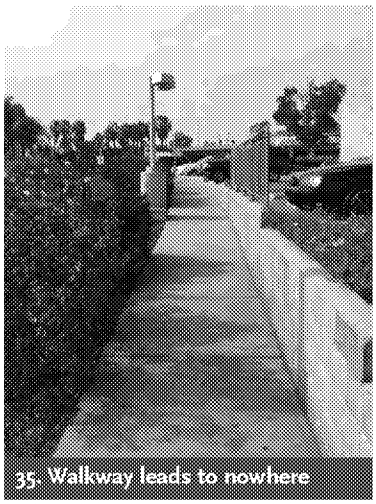

30. Trash

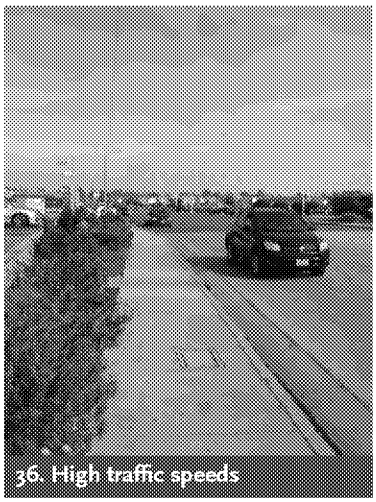

31. Needs lighting; ADA


32. Obstructed sidewalk and sign


33. Long signal timing


34. Landscaping


35. Walkway leads to nowhere

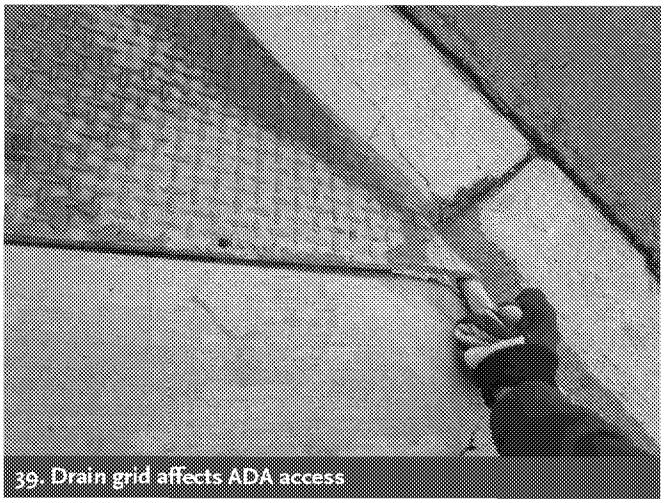

36. High traffic speeds

Crenshaw Station - Green Line

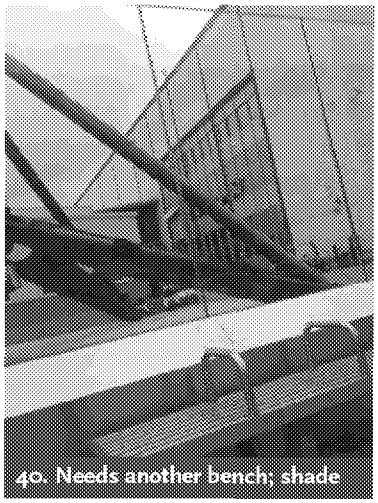
Barriers

Note: Not all conditions have accompanying photos

38. Debris on median island

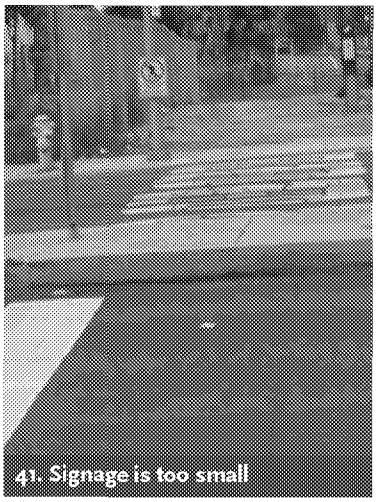


39. Drain grid affects ADA access



40. Needs another bench; shade

41. Broken rail



41. Signage is too small

43. Needs lighting

44. Needs bus shelter

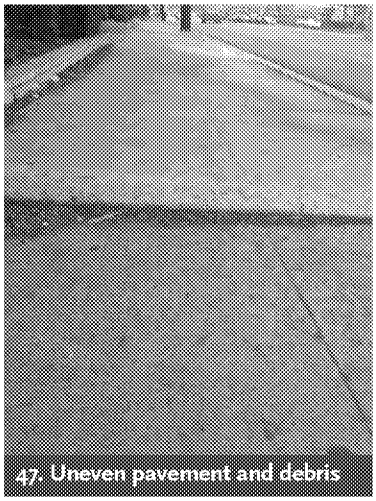
45. Trash

Crenshaw Station - Green Line

Barriers

Note: Not all conditions have accompanying photos

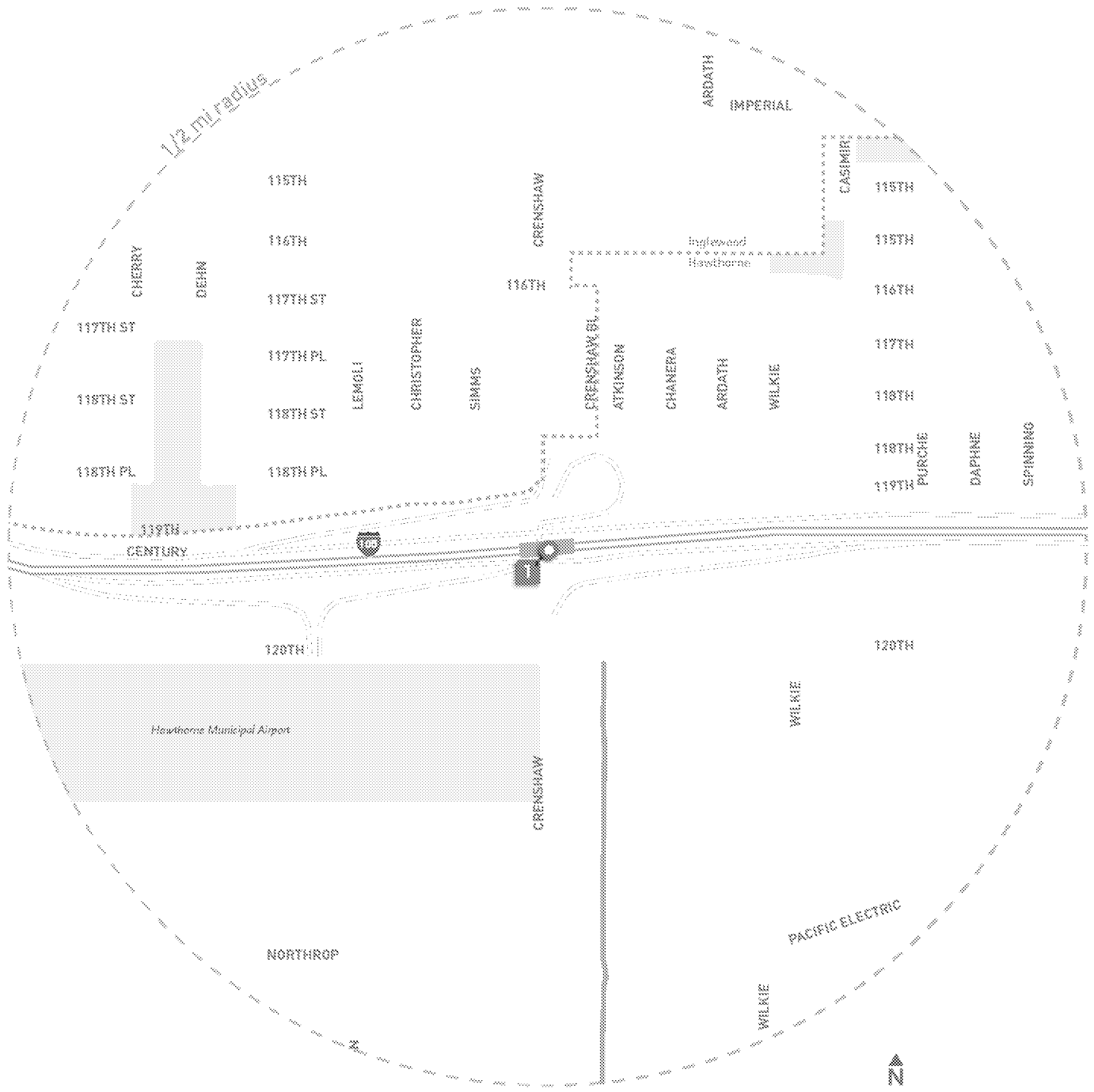
46. Long block; needs crosswalk



47. Uneven pavement and debris

Crenshaw Station - Green Line

Strengths



- Crenshaw/LAX Line
- Crenshaw/LAX Station
- Point/Intersection Condition
- Corridor Condition
- Parks
- Schools
- Destinations
- Class I Bike Path

Crenshaw Station - Green Line

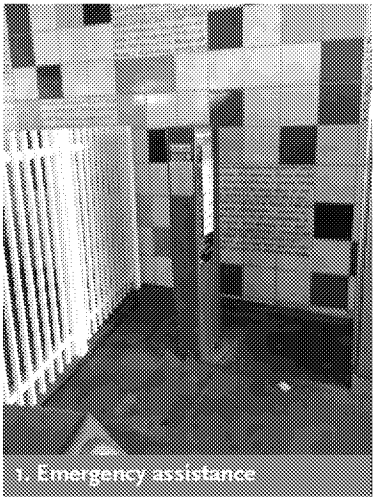
Strengths

#	Condition	Location Type	Description
1	Safety	Point	Emergency assistance button functioning; could be more visible

Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

Crenshaw Station - Green Line

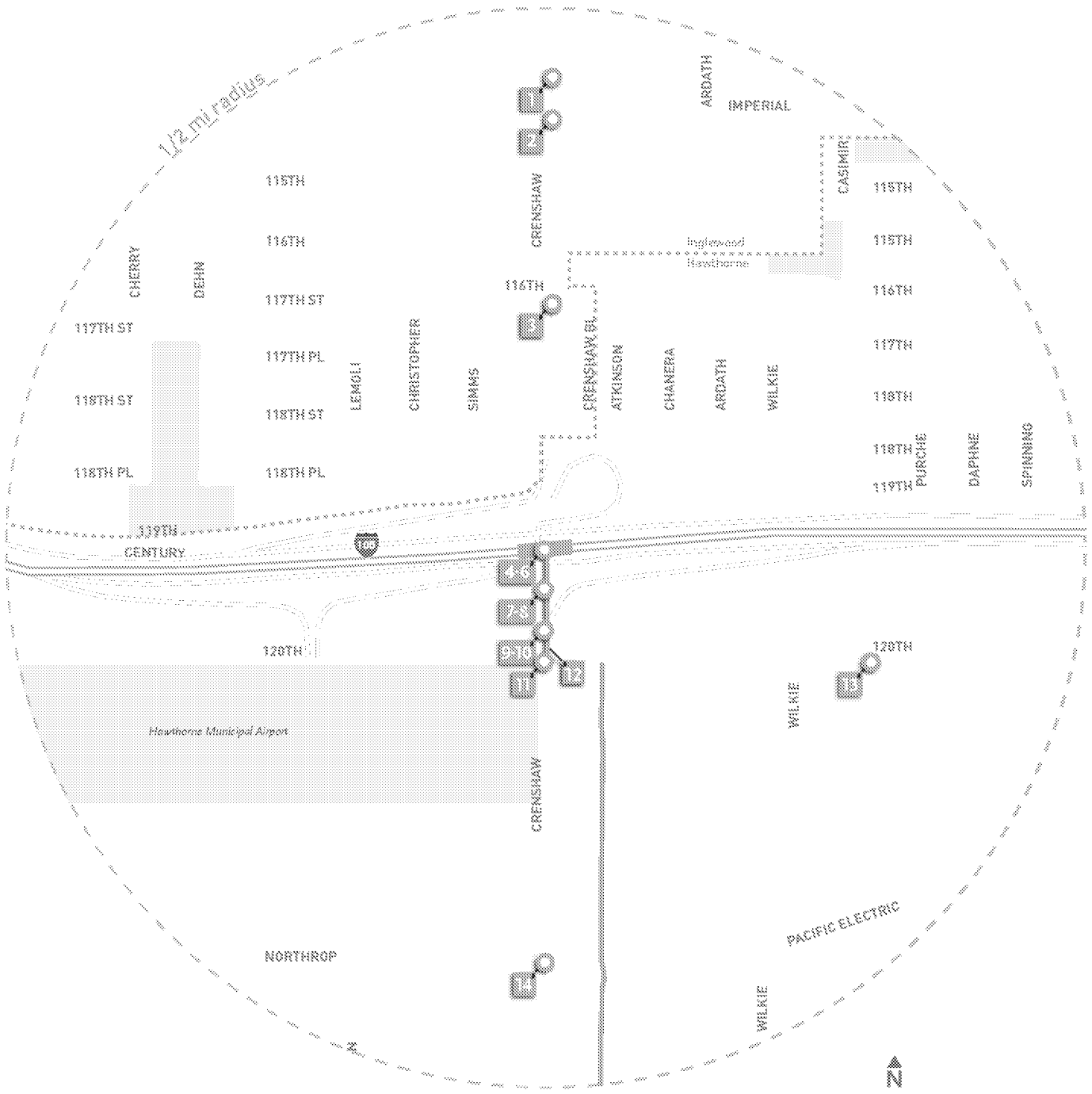
Strengths



1. Emergency assistance

Crenshaw Station - Green Line

Ideas



Crenshaw/LAX Line
Crenshaw/LAX Station
Point/Intersection Condition
Corridor Condition
Parks
Schools
Destinations
Class I Bike Path

Crenshaw Station - Green Line

Ideas

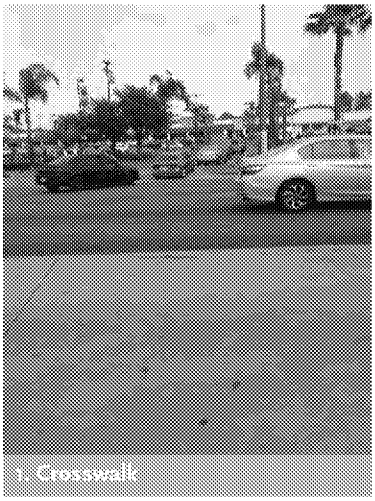
#	Location Type	Description
1	Intersection	Make a crosswalk
2	Intersection	Make a four way crossing like downtown
3	Point	Make a cover or overhead so they won't get wet in the rain
4	Point	Real time bus and train signage
5	Point	Car drop off / pick up zones at station
6	Point	Replace with bench or bike rack; Make this space usable
7	Point	Widen sidewalk
8	Point	Enhance bus station; extend sidewalk past gate
9	Point	Trash bins and dog walking dispensers
10	Point	Mid block crosswalk or pedestrian bridge from station parking lot to east side of station
11	Intersection	Debris at the corner of 120th and Crenshaw; needs to be cleaned up around the shrubs
12	Corridor	Widen sidewalk due to heavy traffic with large trucks
13	Point	This area needs more street lights
14	Point	Need a sign that says Jack Northrop

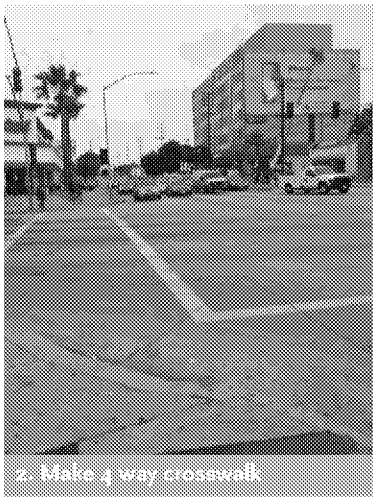
Note: Descriptions are mostly transcribed verbatim from walk audit participants, with minor edits made by the project team for clarity.

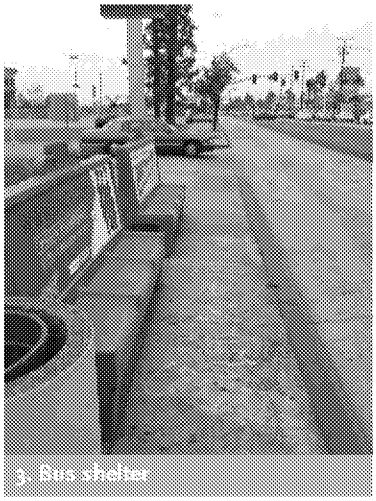
Crenshaw Station - Green Line

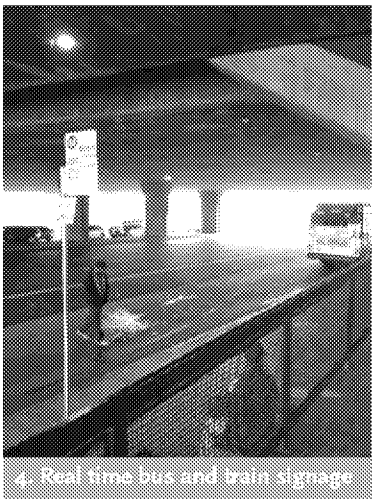
Ideas

Note: Not all conditions have accompanying photos

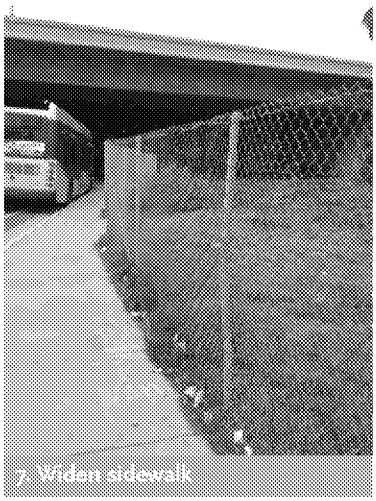

1. Crosswalk

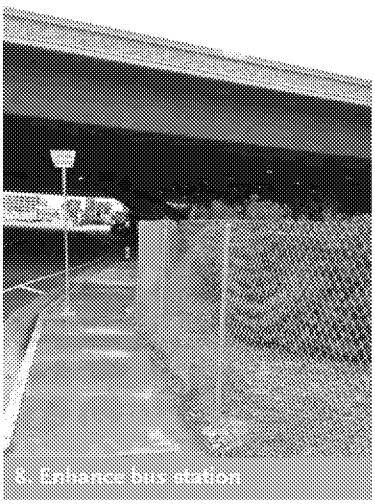

2. Make 4 way crosswalk


3. Bus shelter


4. Real time bus and train signage


6. Replace with bench or bike rack


7. Widen sidewalk


8. Enhance bus station

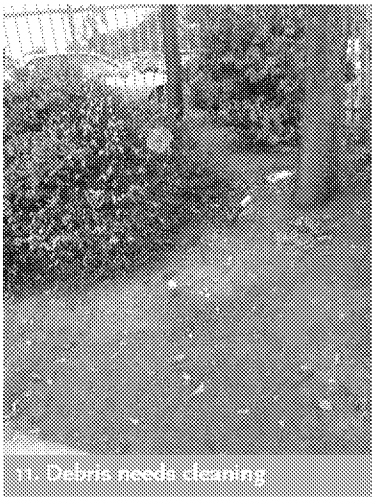

9. Trash bins and doggy bags


10. Mid-block crossing

Crenshaw Station - Green Line

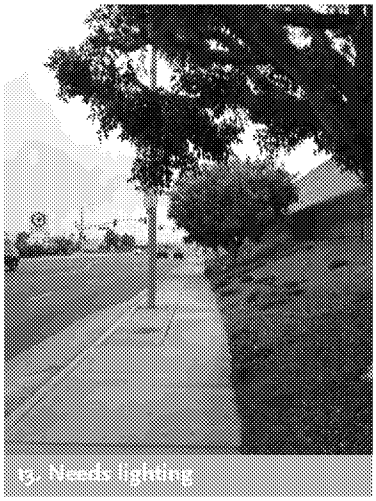
Ideas

Note: Not all conditions have accompanying photos



11. Debris needs cleaning

12. Widen sidewalk



13. Needs lighting

14. Needs ped. Northrop signage

INGLEWOOD FIRST/LAST MILE PLAN APPENDIX

Appendix B

Existing Plans & Projects Memo

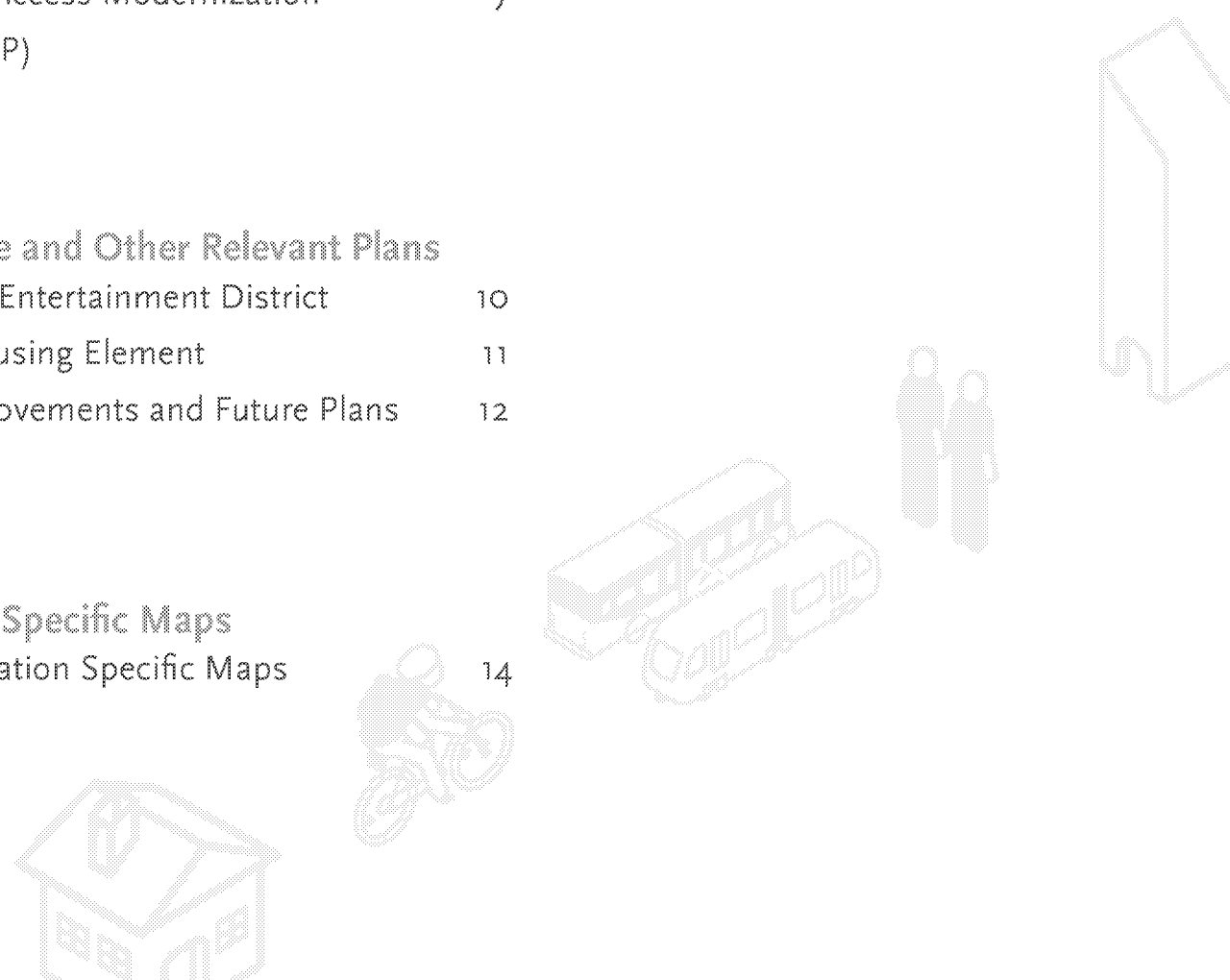
Inglewood First/Last Mile

Existing Plans and Projects Memo

Revised 6/6/18

Here LA

Table of Contents



Relevant Plans and Projects

Introduction

The Inglewood First/Last Mile (FLM) Planning project signals a step forward for FLM implementation in Los Angeles County, and will result in project recommendations for areas surrounding four new Crenshaw/LAX transit stations and the existing Green Line Crenshaw station in Inglewood. For this effort, Metro is directly partnering with City staff to provide critical feedback at each stage of the first/last mile planning process. This relationship is invaluable, and will ensure continuity in future implementation phases.

The Inglewood First/Last Mile Plan is being developed during a unique time in the City of Inglewood. In anticipation of the new Crenshaw/LAX rail-line, the City has adopted a series of multi-modal supportive plans and projects that will guide development surrounding the existing and future stations.

This memo presents a brief description of relevant City plans and projects, and an overview of first/last mile implications that may result.

Relevant plans and projects include:

- Station Specific Plans
  - Downtown Inglewood TOD Plan
  - Fairview Heights TOD Plan
  - Westchester/Veterans TOD Plan (Draft)
  - Crenshaw/Imperial TOD Plan (Draft)
  - LAX LAMP
- Citywide and Relevant Plans
  - LA Stadium & Entertainment District
  - Inglewood Housing Element
  - Planned Roadway Improvements and Future Plans

The plans and projects referenced in this memo include a range of elements that include First/Last Mile components such as:

- New roadway configurations
- Streetscape enhancements
- New public/open spaces
- New development, attractions, and destinations
- Changes to circulation patterns

The matrix below provides a brief snapshot of the plans and projects analyzed in this memo.

	Within 1/2 Mile of Rail Station	Includes New Roadways	Includes Streetscape Enhancements	Includes New Open Space	Includes New Development	Changes Circulation Patterns*
Downtown Inglewood TOD Plan	✓		✓	✓	✓	
Fairview Heights TOD Plan	✓		✓	✓	✓	
Westchester/Veterans TOD Plan	✓		✓	✓	✓	
Crenshaw/Imperial TOD Plan	✓		✓	✓	✓	
LAX LAMP	✓	✓	✓		✓	✓
LA Stadium & Ent. Dist		✓		✓	✓	✓
Inglewood Housing Element	✓					
Planned Roadway Improvements & Future Plans	✓	✓			✓	✓

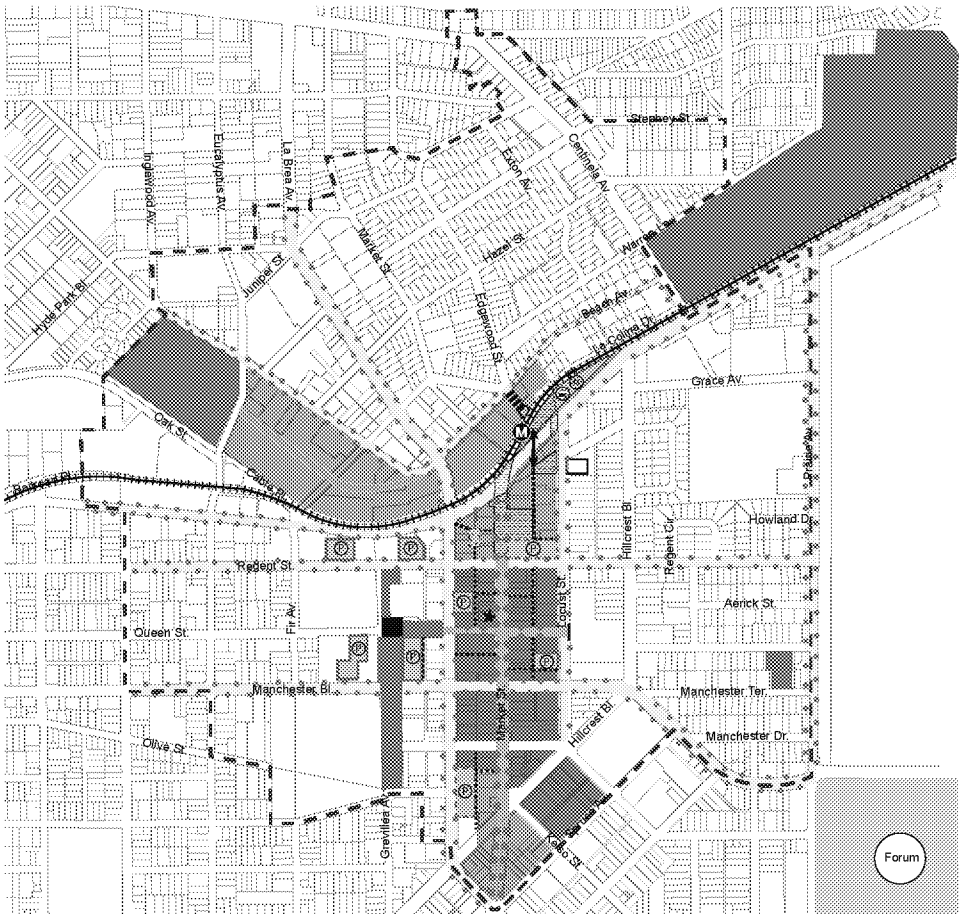
*New roadways, street reconfigurations, or ITS improvements

2 Station Specific Plans

Downtown Inglewood TOD Plan

Year Adopted: 2016

The Downtown TOD Plan extends approximately 1/2 mile from the future Downtown Inglewood Crenshaw/LAX station at the intersection of Florence Avenue and La Brea Avenue. The recommended TOD area includes 585 acres and encompasses Downtown Inglewood's Historic Market Street commercial corridor and the Inglewood Civic Center. The Downtown TOD area reaches the northern edge of The Forum and is a short distance from the future LA Stadium and Entertainment District. Given its proximity to these existing and future attractions, the Downtown Station area will likely service residents, employees, and tourists alike.



The vision for the Downtown TOD plan is guided by a community-driven desire to provide public gathering spaces and to ensure economic investment in Inglewood.

The key urban design components of the Downtown Inglewood TOD Plan include the following:

- Creation of a new North Market Place destination with new pedestrian-oriented gathering spaces.
- Creation of a new South Market Place destination that includes a mix of uses (retail, residential, hotel, and office).
- Restoration of the Fox Theater.
- Development of a Market Street infill project.
- Development of a "TechTown Campus" on the current City Yard, with multi-modal connections throughout.
- Development of retail and residential complex adjacent to the future Downtown Crenshaw/LAX station.
- Enhancement of the pedestrian circulation network throughout the 1/2 mile surrounding the future station.
- Creation of an Arts district.
- Creation of a green bikeway network.
- Creation of a Downtown Parking district.
- A linkage between the future Downtown station and the Stadium.

First/Last Mile Implications

- Increased commercial density in North and South Market Place will increase pedestrian and multi-modal demand on Market Street between Florence Boulevard and Spruce Avenue.
- The proposal of a TechTown Campus, in the northwestern quadrant of the 1/2 mile surrounding the station may mean increased foot traffic due to future employment opportunities and office space. Complete streets and multi-modal connections will be needed to provide access to food, entertainment, and services for employees (potentially located within the Historic Market Street hub).
- Increased residential density proposed in the D-3 site will necessitate improved multi-modal infrastructure.
- The Parking District "Park Once" design will require intuitive multi-modal pathways for visitors to navigate the area on foot.
- Increased foot-traffic will require additional streetscape infrastructure, such as street trees, lighting, furniture, wayfinding, and public art.

Fairview Heights TOD Plan

Year Adopted: 2016

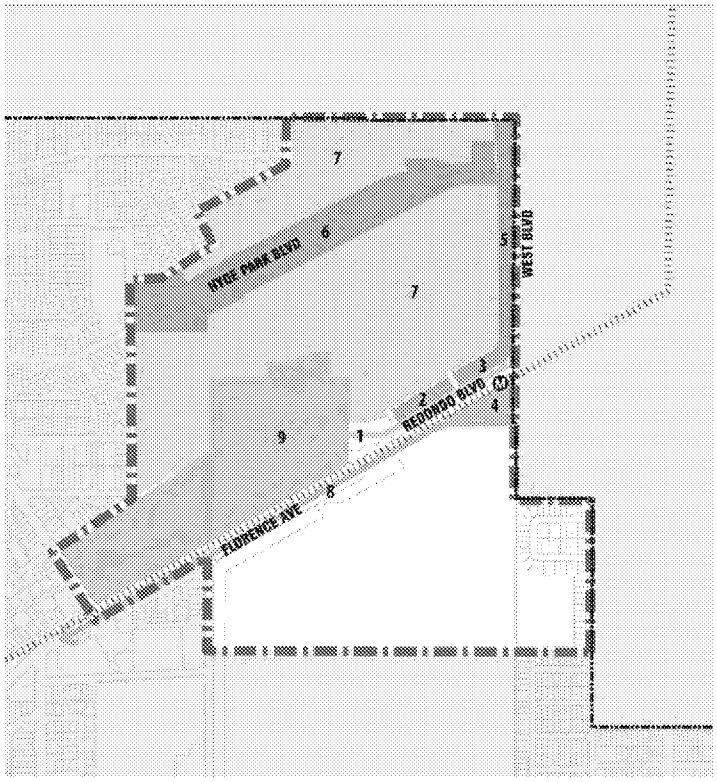


Figure 5.2 Fairview Heights Urban Design Concept

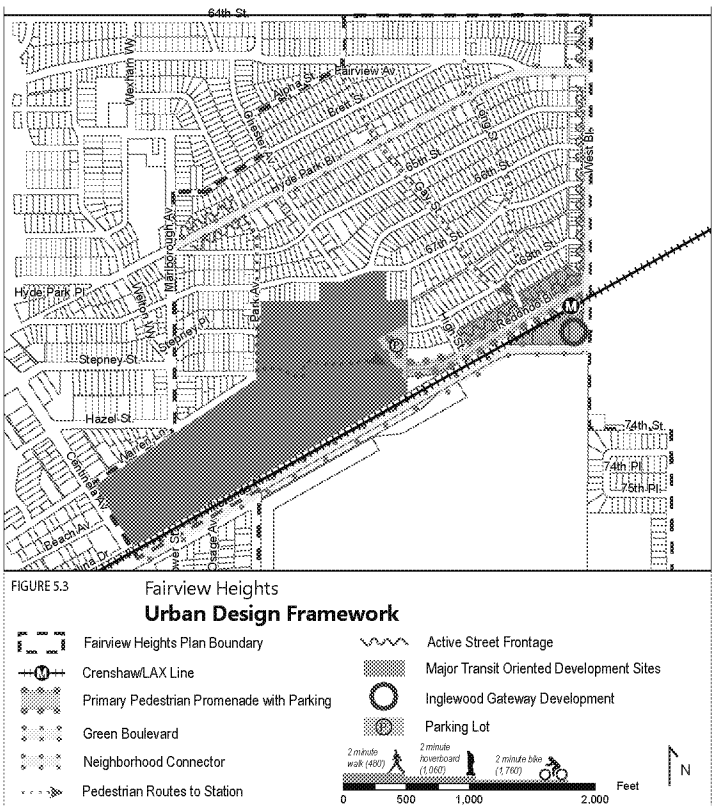


FIGURE 5.3

The Fairview Heights TOD Plan includes approximately 328 acres, and is centered around the future Crenshaw/LAX light-rail station at the intersection of Florence Avenue and West Boulevard. The TOD area is significantly smaller than that of the Downtown Plan, as the eastern half of the 1/2 mile around the station falls within City of Los Angeles jurisdiction. The 1/2 mile surrounding the station includes the Inglewood Park Cemetery, and therefore is not a part of the TOD area. The western terminus of the Rail to River Project will also fall within this area.

The vision for the Fairview Heights TOD plan is to preserve the unique residential neighborhood that sits north of Florence Avenue adjacent to Vincent Park; an area that has historically been a gathering place for artists to live and work.

The key urban design components of the Fairview Heights TOD Plan include:

- » Construction of a promenade along Redondo Boulevard.
- » Redevelopment of the existing County building located on Redondo Boulevard between High Street and Long Street.
- » Higher density planned surrounding the future Fairview Heights station site.
- » Preservation and enhancement of West Boulevard and Hyde Park Boulevard.
- » Preservation and enhancement of the historic Fairview Heights Neighborhood.
- » Extension of the Florence Avenue Green Boulevard from downtown to the City's eastern boundary.
- » Creation of an attractive entrance to Vincent Park from Redondo Boulevard.

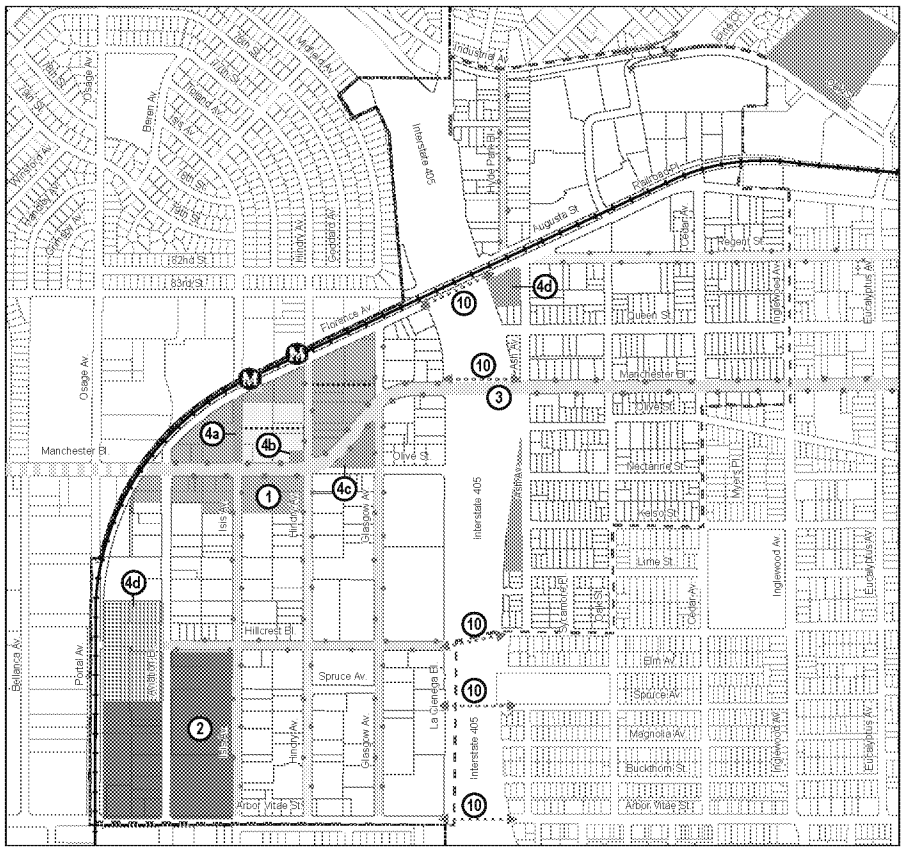
First/Last Mile Implications

- » Increased foot traffic may require enhanced connections for Vincent Park visitors and to the historic Fairview Heights neighborhood.
- » The possibility of increased residential density proposed in the County building north of the future station site will necessitate improved multi-modal infrastructure for new residents.
- » Redondo Boulevard may emerge as a key pedestrian pathway to the Fairview Heights Station, as it provides a calmer, parallel alternative to Florence Avenue.
- » This station will serve as the gateway to Inglewood for those traveling westward into the City. Signage and public art may help welcome visitors to the area.

Westchester/Veterans TOD Plan

Public Review Draft 2017

The Draft Westchester/Veterans TOD Plan includes approximately 432 acres, and is centered around the future light-rail station at the north west corner of Florence Avenue and Hindry Ave. The area of the TOD Plan lies along the western edge of the City of Inglewood on Florence Avenue. As a result, the residential neighborhood north of Florence Avenue is not included in this plan. The future site for the Consolidated Rent-a-Car (CONRAC) Center, the Automated People Mover (APM), and the Aviation/96th St. Metro Station are located just south of the TOD Plan area.



The vision for the Westchester/Veterans TOD is to create an accessible multi-modal western gateway to the City of Inglewood. The area will cater to art and technology businesses and provide unique open space resources.

The main urban design components of the Westchester/Veterans TOD Plan include:

- Mixed-use arts district surrounding the Westchester/Veterans Station.
- Conversion of current rental car facilities near the corner of Aviation Boulevard and Arbor Vitae Street into an Airport Campus.
- Integration with the Downtown Green Boulevards network along Manchester Boulevard.
- Plaza on Isis Avenue north of Manchester Boulevard.
- Arts Park at the 1019 building on the north west corner of Hindry Avenue and Manchester Boulevard.
- Triangle Block Park at the intersection of Olive Street and Glasgow Avenue.
- Public garden at Hillcrest Boulevard west of Aviation Boulevard.
- Neighborhood Park at 405 freeway and Florence Avenue.
- Pedestrian and bicycle connections across the 405 freeway, among other active transportation improvements.

First/Last Mile Implications

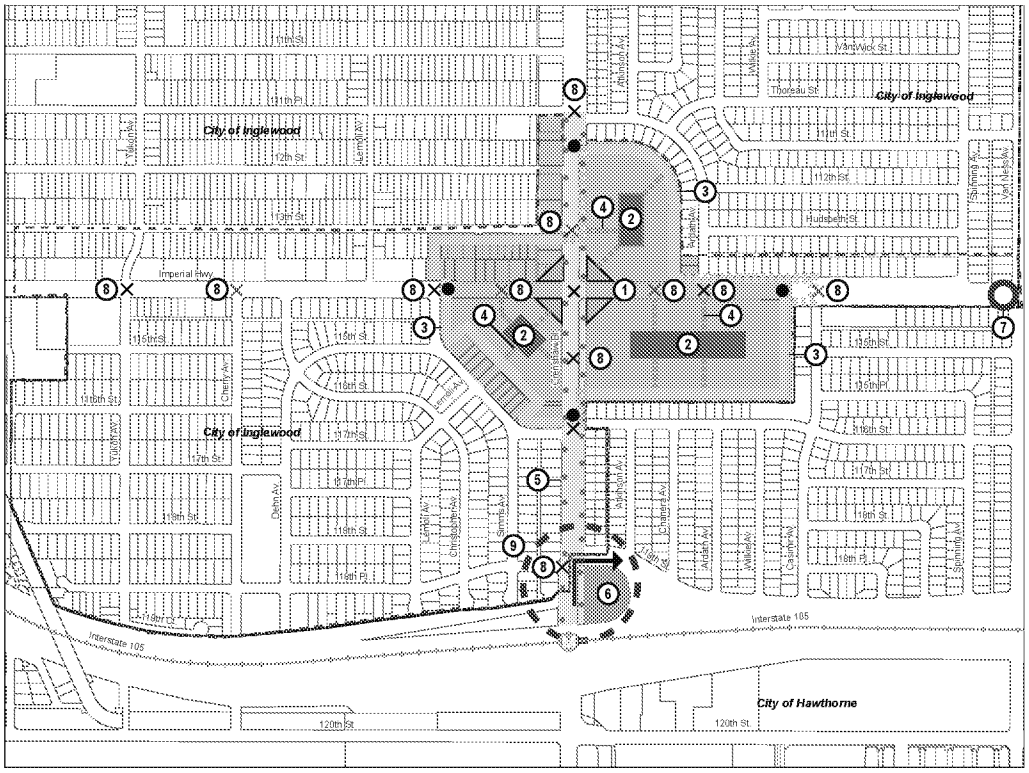
- The future mixed used arts district adjacent to the Westchester/Veterans station will increase foot traffic around the station. Pedestrian connections may need to be formalized along both sides of Florence Avenue.
- Connections to the east across the 405 freeway will be critical to connect residents living nearby to the future station site.
- The adjacent CONRAC facility and ITF East may increase traffic volumes on Arbor Vitae and the southern portion of the TOD area.

Crenshaw/Imperial TOD Plan

Public Review Draft 2017

The Draft Crenshaw/ Imperial TOD Plan includes approximately 221 acres along the southern edge of the City of Inglewood and extends roughly 1/2 mile north of the Metro Green Line Crenshaw station. The TOD area is bordered by the 105 freeway and the City of Hawthorne to the south. As a result, the TOD area only includes land north of the 105 freeway.

The vision for the Crenshaw/ Imperial TOD is to create a complete neighborhood hub that provides mixed use destinations for all ages. The TOD area will be the southern gateway to the City of Inglewood and will encourage multi-modal accessibility.



The main urban design components of the Fairview Heights TOD Plan include:

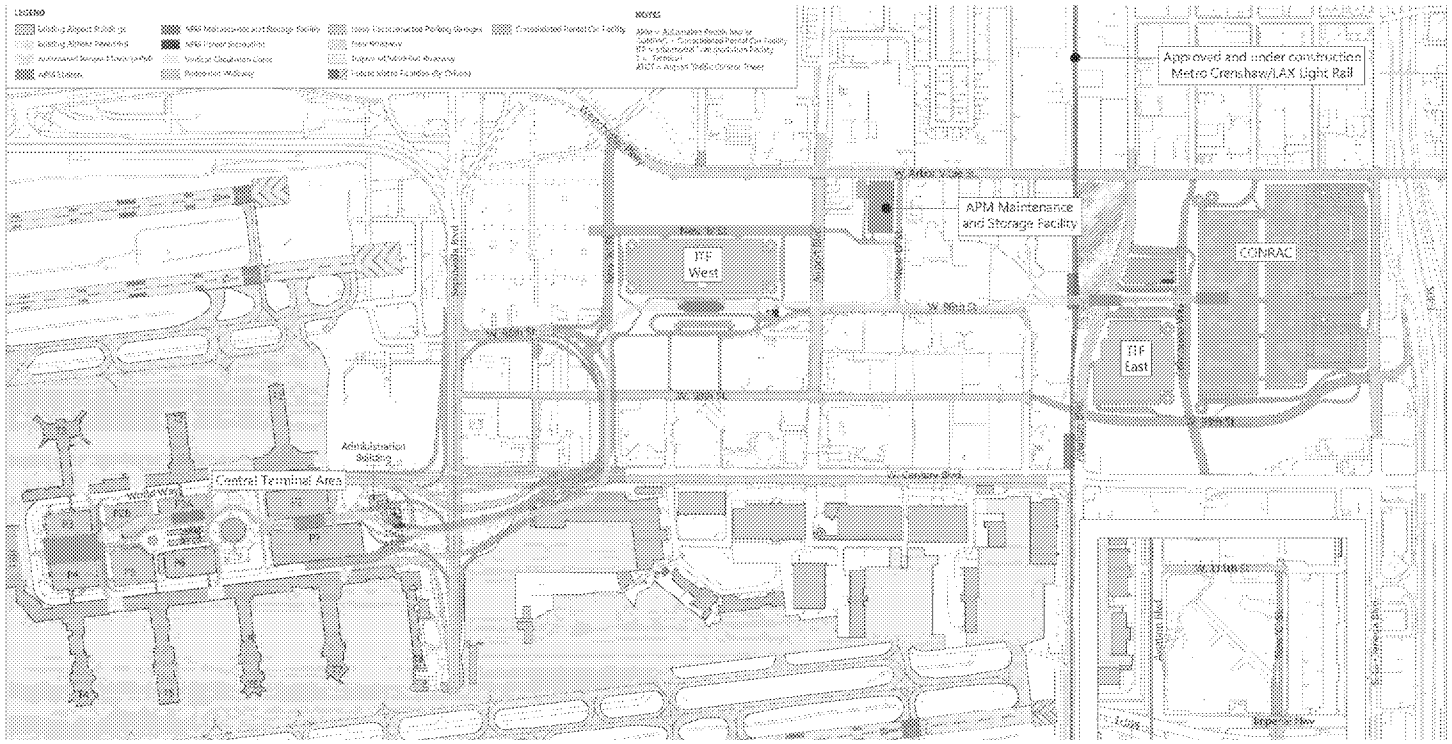
- City Gateway/District Center Focal Plazas on all 4 corners of the Crenshaw Boulevard and Imperial Highway intersection. The plazas may support outdoor dining, sitting, small events, and serve as gateways to all four corners of development.
- Public/private open spaces that will complement and support mixed retail and residential uses.
- An open space ring that provides recreational opportunities and serves as a buffer between existing single family uses and higher density mixed use within the Plan area.
- Pedestrian pathways connecting the Gateway Focal Plazas, public/private open spaces, the Ring Open Spaces, and to sidewalks fronting Crenshaw Boulevard and Imperial Highway.
- Gateway park and modified freeway entrance at the 105 freeway and Crenshaw Boulevard to improve pedestrian crossing.
- City and District Center signage.
- New and improved traffic signals and pedestrian crossings to allow safe passage across Crenshaw Boulevard, Imperial Highway, and into the new mixed use projects.

First/Last Mile Implications

- Enhanced connections will be needed for those living in and visiting the new District Center to the north of the 105 freeway.
- Multi-modal connections may be centered around northbound movements from the Green Line station to the District Center. Further safety enhancements for pedestrians crossing the 105 freeway may be considered.
- Wayfinding, signage, lighting, landscaping, shade, and public art may enhance the overall pedestrian experience surrounding and within the District Center.

LAX Landside Access Modernization Program (LAMP)

Year Adopted: 2017



The LAX Landside Access Modernization Program (LAMP) will improve overall access to and from Los Angeles International Airport (LAX). LAX often faces traffic congestion in the Central Terminal Area (CTA) and on nearby and connecting streets. Traffic is further congested as a result of independent shuttle operations and several rental car agencies that surround LAX. The lack of a direct connection to the Metro transit system also increases private vehicle volumes in the CTA. The goals of the LAMP include: improved connectivity for LAX passengers and employees, improved off-site passenger pick-up, drop-off, and parking, and the creation of a direct connection with the future Metro Aviation/96th St. station.

Key components of the program include:

- Automated People Mover (APM) System
- Consolidated Rent-A-Car Center (CONRAC)
- Intermodal Transportation Facilities (ITF)
- Roadway Improvements

Automated People Mover
The APM is an elevated rail system that would allow LAX passengers to bypass the existing roadway loop in the CTA. The APM would provide connections to the CONRAC Center, parking, pick-up, and drop-off areas at ITF West and ITF East, and the Airport Metro Connector. The APM would also include 3 stops in the CTA.

Consolidated Rent-A-Car Center
The CONRAC Center will consolidate the existing car rental locations that currently surround LAX into one location. The boundaries of CONRAC will be Arbor Vitae Street, Concourse Way, Century Boulevard, and La Cienega Boulevard. CONRAC has vehicle capacity for 18,000 rental cars.

Intermodal Transportation Facilities
Two Intermodal Transportation Facility (ITF) sites will provide private vehicle parking. The ITF connects to APM stations and will be a hub for shuttles, buses, and taxis.

LAX Landside Access Modernization Program (Continued)

Other components include passenger pick-up and drop-off areas, waiting areas, concessions, and ticketing and information kiosks. ITF East will be located to the west of the future CONRAC Center. ITF West will be located north of 96th Street between Airport Boulevard and "A" Street.

Roadway Improvements
A series of new roads, roadway improvements, multi-use paths, and protected bike lanes will be implemented to accommodate the LAX LAMP. New roadway configurations and improvements will improve overall traffic circulation and vehicle access to CONRAC, ITF, APM, and LAX.

Multi-use paths are planned for:
- Arbor Vitae St from La Cienega Blvd to Aviation Blvd
- Aviation Blvd from Arbor Vitae to Century Blvd
- Century Blvd from Aviation Blvd to Airport Blvd

Protected bike lanes are planned for:
- Airport Blvd from Century Blvd to Westchester Pkwy
- Westchester Pkwy from Airport Blvd to New "A" St

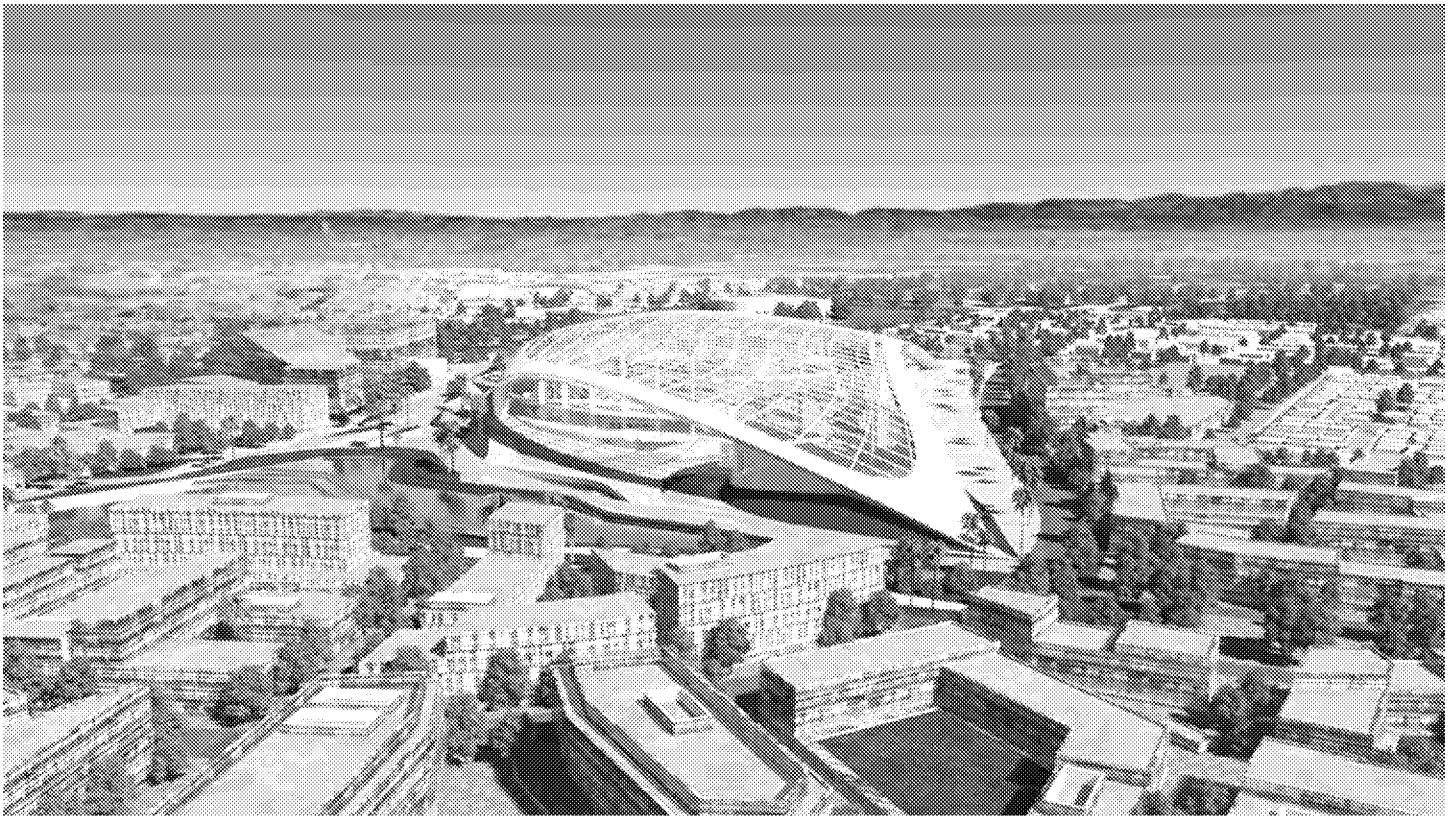
Airport Metro Connector
The Airport Metro Connector (AMC) is planned by Metro as an independent project separate from the LAMP. The AMC is located at the Crenshaw/LAX Aviation/96th St station and will allow transit connections to CONRAC, ITF sites, LAX, APM, the Metro Crenshaw/LAX line, and Metro buses. The Metro AMC project is responsible for building the multi-use path fronting the site on Aviation Blvd.

First/Last Mile Implications
- The Airport Metro Connector will be a key transit hub and gateway providing connections to CONRAC, ITF sites, LAX, APM, the Metro Crenshaw/LAX line, and Metro buses.
- Signage will be essential in directing transit users, pedestrians, bicyclists, and vehicles to the many new locations that are built.
- Aviation Boulevard and Arbor Vitae Street will widen by one lane and include a multi-use bicycle/pedestrian path. Additional amenities (bike parking, fix-it stations, etc) may be considered near the future station.

3 Citywide & Relevant Plans

LA Stadium & Entertainment District

Anticipated Completion: 2020



The Los Angeles Stadium and Entertainment District at Hollywood Park is currently converting the Inglewood Hollywood Park Racetrack into a year-round sport and entertainment district that will draw hundreds of thousands of visitors to the site annually.

The LA Stadium and racetrack will cover 298 acres, and is located off of La Brea and Prairie Avenues in the City of Inglewood. Amenities listed per the official LA Stadium and Entertainment District website include:

- 70,000 seat open air stadium, expandable up to 100,000 seats
- 6,000 seat performing arts venue
- 780,000 sqft of office space
- 890,000 sqft of retail space
- 300 boutique hotel rooms
- 2,500 modern residences
- Approximately 25 acres of public parks, open space, pedestrian walkways and bicycle paths
- Family and fine dining
- State-of-the-art event, conference and meeting space

First/Last Mile Implications

- The Los Angeles Stadium and Entertainment District at Hollywood Park will be a major local and regional destination for visitors, residents, and employees, increasing foot-traffic along major corridors such as Prairie Avenue.
- Pedestrian oriented amenities may need to be incorporated to accommodate crowds during events.
- Transit connections may be considered to alleviate potential automobile congestion.
- Signage and wayfinding will need to be clear to help orient bicyclists and pedestrians within and around the district.

Inglewood Housing Element

Year Adopted: 2014

The 2013-2021 Inglewood Housing Element sets forward a framework that supports affordable housing development, aging-in-place, and residential neighborhood preservation in the City. The Housing Plan also notes that Inglewood's population has been fairly constant for nearly two decades, suggesting that infill and high density development will be the City's opportunity for growth.

Income and unemployment trends in Inglewood suggest the need for more opportunities for affordable housing development. Per the 2010 Census, over 80% of Inglewood households have income levels that would qualify for some level of affordable housing, with approximately 20% of Inglewood households falling into the "extremely low-income" category. As a result, the Plan identifies that "locating housing close to jobs or in mixed-use configurations" are strategies to support this trend.

Similar to other cities in Los Angeles County, Inglewood is experiencing an age shift, with an increasing percentage of the population aged 65 years or older. The Plan identifies that with this growing and aging population, "an increased demand for senior housing or modifications to existing housing to allow seniors to age in place" may be needed.

First/Last Mile Implications

- With a high percentage of low and extremely low-income residents, transit options will likely be necessary for workforce residents that may not have access to vehicles. First/Last Mile improvements around the future Crenshaw/LAX line stations and the existing Green Line station may increase mobility for transit-dependent residents.
- An increasing senior (65 years and older) population will mean demand for transit-supportive housing and services. As the population ages, high-quality non-motorized infrastructure will be needed to ensure that seniors are able to safely access public transportation.
- The need for more housing options throughout the City will translate to higher-density housing around existing and future transit hubs. Increased housing density is also supported by the City's 4 TOD Plans. New motor and foot traffic surrounding these areas will require First/Last Mile planning that anticipates a higher-demand on public facilities and infrastructure.

Planned Roadway Improvements & Future Plans

Century Boulevard Streetscape Plan

The Century Boulevard Streetscape Plan provides guidelines and standards for streetscape improvements for approximately 1.5 miles of Century Boulevard within the city of Los Angeles from Sepulveda Blvd to La Cienega Blvd. The purpose of this plan is to create a complete street that reflects Century Blvd's role as a "Gateway to Los Angeles." In addition to proposed complete streets elements, significant improvements include:

- Increase sidewalk and landscape areas by utilizing public right-of-way and Pedestrian Amenity Area on adjoining private properties.
- Conversion of frontage road to enhanced pedestrian area on the south side of Century Blvd from Aviation Blvd to La Cienega Blvd.

Recommended Speed Changes

Following a Citywide study of vehicular speeds, the City has recommended the following table of recommended speed changes (below).

ITS Improvements

In anticipation of future projects such as LA Stadium & Entertainment District and the LAX Landside Access Improvement Program, a series of Intelligent Transportation System (ITS) improvements are planned within the City of Inglewood. ITS site improvements are planned at key intersections along:

- Century Blvd
- Manchester Blvd
- Florence Ave
- La Cienega Blvd
- La Brea Ave
- Centinela Ave
- Crenshaw Blvd
- Arbor Vitae St (adjacent to CONRAC)

CIP Striping Plans

A series of roadway capital improvement projects are planned in the City of Inglewood on the following streets:

- Century Blvd: La Cienega Blvd to Van Ness Ave
- Imperial Hwy: Prairie Ave to Van Ness Ave
- La Brea Ave: 64th St to Florence Ave

No.	Street	From	To	Existing	New	Change
5	108th Street	Crenshaw Boulevard	Van Ness Avenue	30	35	+5
19	Crenshaw Boulevard	79th Street	Manchester Boulevar	35	40	+5
31	Grace Avenue	Hillcrest Boulevard	Prairie Avenue	25	30	+5
33	Grevillea Avenue	Arbor Vitae Street	S/O Century Bouleva	25	30	+5
36	Hawthorne Boulevard	Century Boulevard	104th Street	35	40	+5
40	Hindry Avenue	Florence Avenue	Arbor Vitae Street	30	35	+5
45	Imperial Highway	Yukon Avenue	Van Ness Avenue	40	35	-5
58	Locust Street	Florence Avenue	Manchester Boulevar	30	35	+5
61	Manchester Boulevard	La Brea Avenue	Prairie Avenue	35	40	+5
62	Manchester Boulevard	Prairie Avenue	Crenshaw Boulevard	35	40	+5
63	Manchester Boulevard	Crenshaw Boulevard	Van Ness Avenue	35	40	+5
65	Pincay Drive	Prairie Avenue	Crenshaw Boulevard	45	50	+5
71	Regent Street	La Brea Avenue	Prairie Avenue	35	40	+5

Planned Roadway Improvements & Future Plans

Inglewood Basketball & Entertainment Center
The proposed Inglewood Basketball & Entertainment Center would include an arena designed to host the Los Angeles Clippers basketball team and up to 18,000 fixed seats for NBA games. The arena site lies just south of the LA Stadium & Entertainment District between Century Boulevard, Prairie Avenue, 103rd Street, and to Doty Avenue. The proposed project would include approximately:

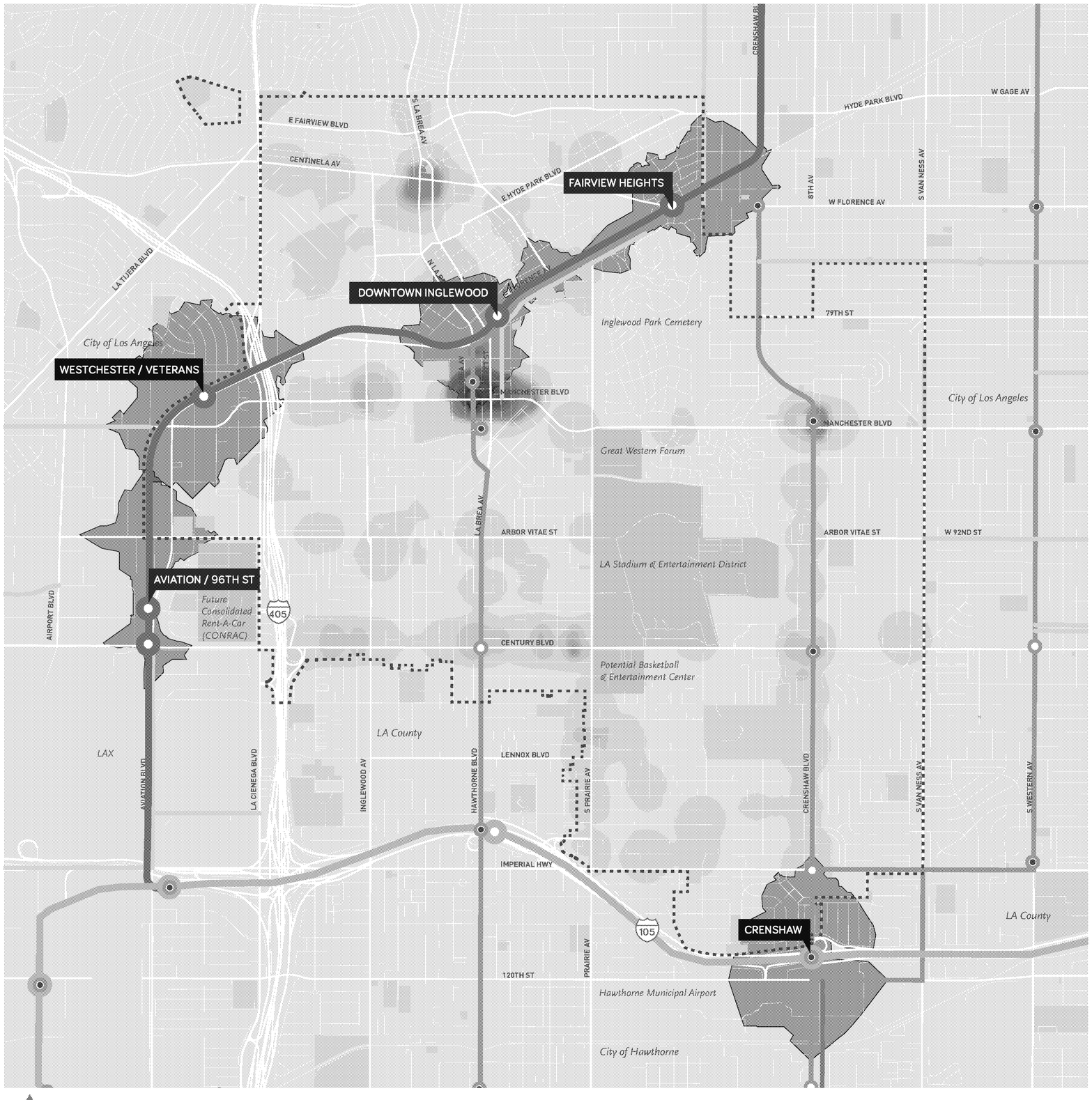
- 85,000 sqft team practice and athletic training facility.
- 55,000 sqft LA Clippers team office space.
- 25,000 sqft sports medicine clinic for team and potential general public use.
- 40,000 sqft of retail and other ancillary uses including community and youth-oriented space.
- 260,000 sqft including outdoor plaza, landscaped areas, outdoor basketball courts, outdoor community gathering space, and parking facilities.

LA Philharmonic Youth Orchestra Campus
The Los Angeles Philharmonic recently assigned Frank Gehry to design an art, music, and cultural campus for Youth Orchestra Los Angeles. The future campus will be located in a 17,000 sqft former bank building adjacent to Inglewood City Hall and will include classrooms and space for the Youth Orchestra rehearsal, activities, and services.

4 Overview & Station Specific Maps

Inglewood First/Last Mile

Existing Conditions Overview Map

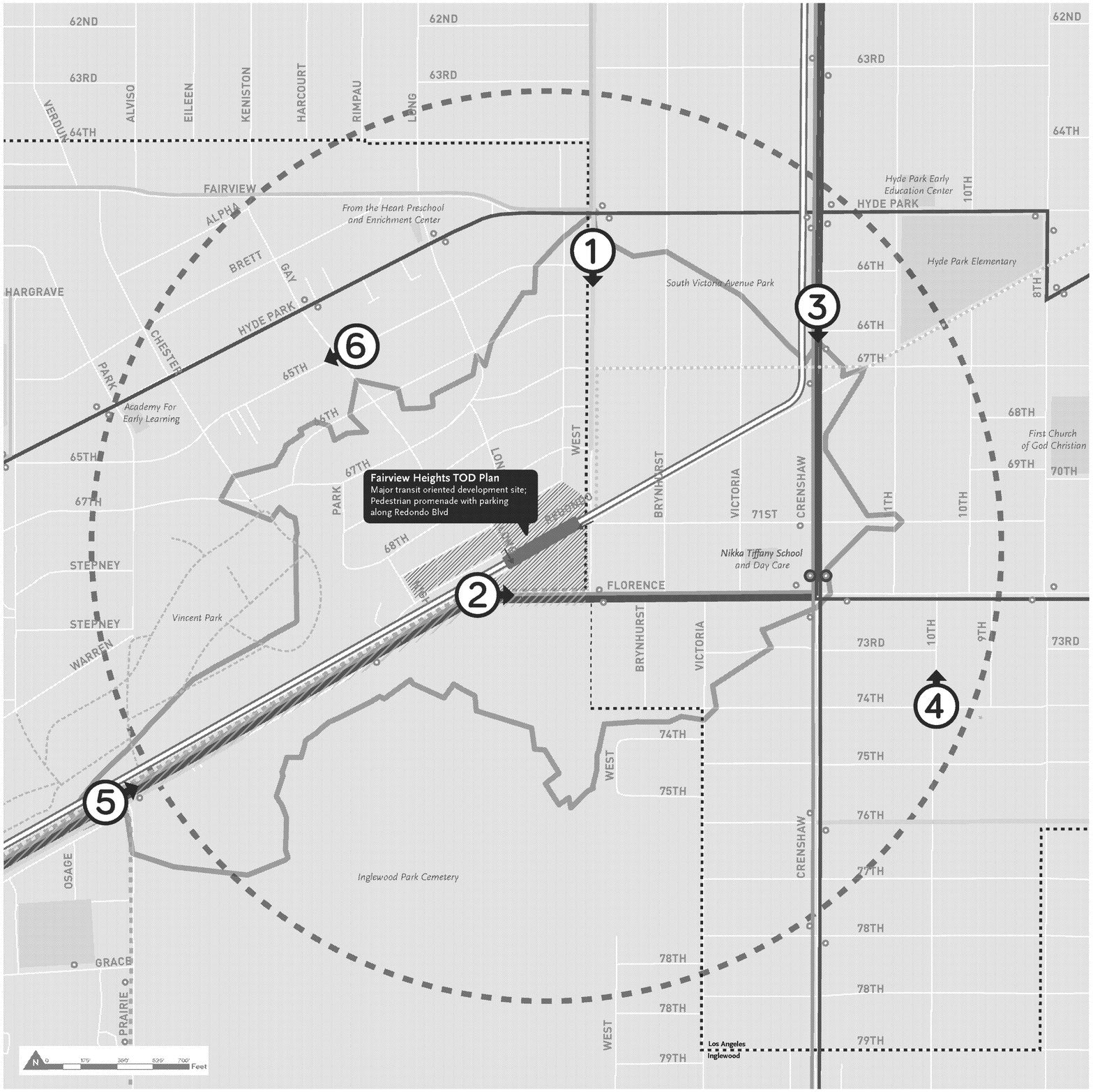


Legend

- Metro Crenshaw / LAX Line
- Metro Green Line
- Metro Bus Rapid Transit
- ATSP High Ridership
  (> 800 daily on & off boardings)
- Parks/Cemetery
- Schools
- Destinations
- Walkshed
- TIMS Ped/Bike Collision Heat Map (2012-2016)
  Low 0 — High >14
- Inglewood City Boundary
- Class I Bike Path
- Class II Bike Lane
- Class III Sharrow

Inglewood First/Last Mile

Fairview Heights Station



Station Rendering

1 West Blvd & Hyde Park

2 Florence Ave & West Blvd

3 Crenshaw Blvd & 66th Pl

4 74th St & 10th Ave

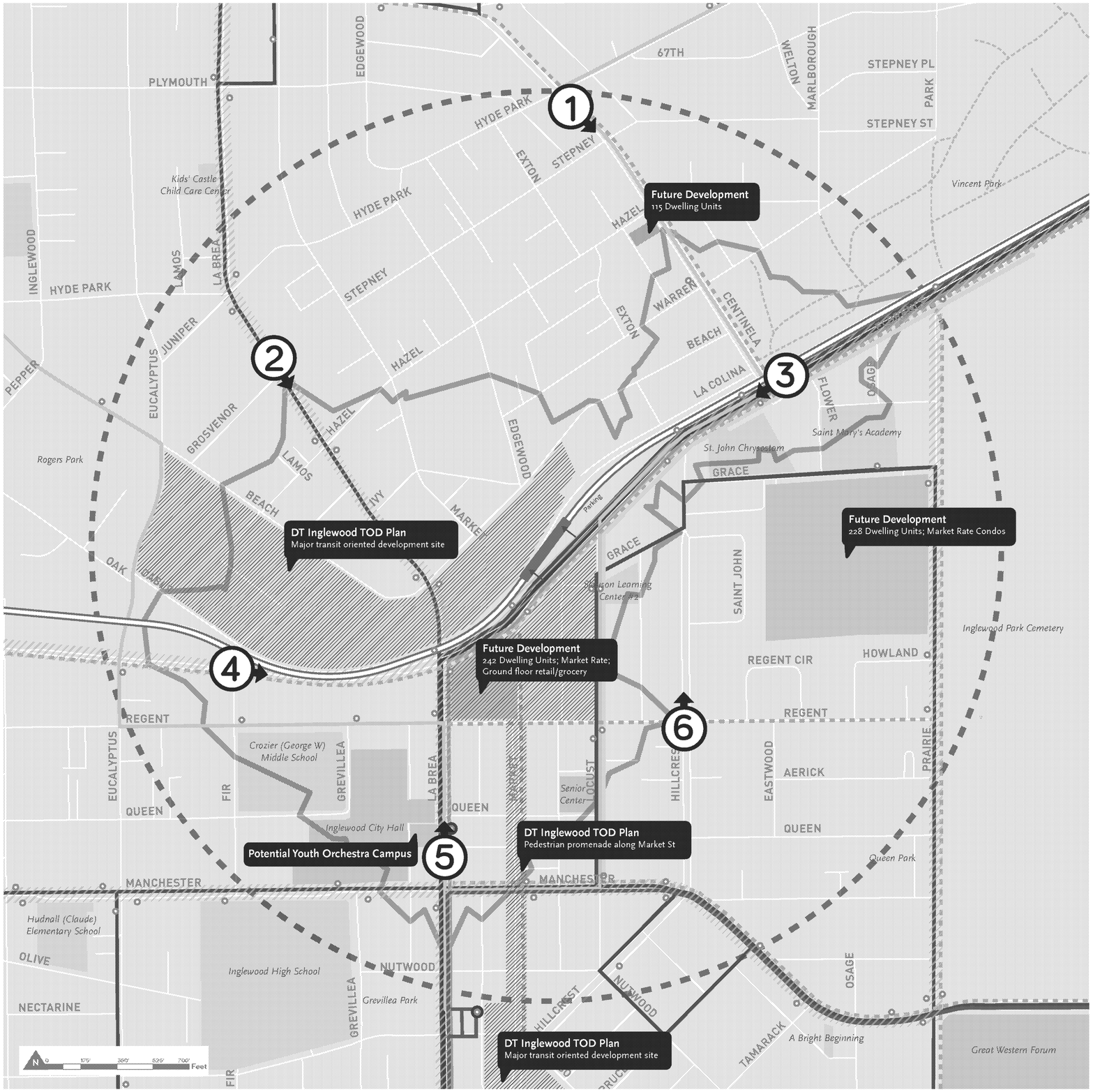
5 Florence Ave & Prairie Ave

6 65th St & Gay St

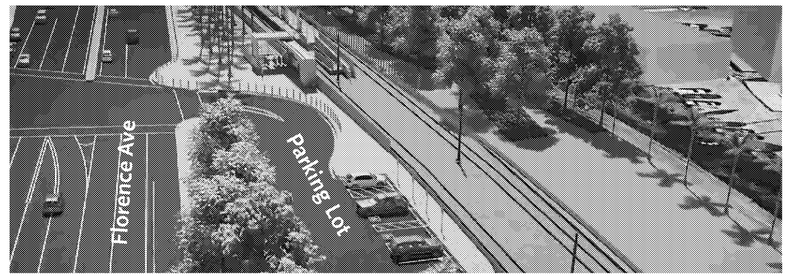
- Metro Crenshaw / LAX Line
- Crenshaw Station
- Station Access
- Inglewood City Boundary
- Half Mile Radius From Station
- Station Walkshed
- Parks/Cemetary
- Schools
- Roadway Speed Limit > 35mph
- Metro Rapid & Transit way
- Metro Commuters & Circulators
- Metro Local Central Business District Routes
- Metro Non-Local Central Business District Routes
- Bus Stop
- ATSP High Ridership (> 800 daily on & off boardings)
- Class II Bike Lane
- Class III Bike Sharrow
- Trails
- Rail to River Corridor
- Planned TOD Area
- Planned TOD Green Boulevards

Inglewood First/Last Mile

Downtown Inglewood Station



Station Rendering

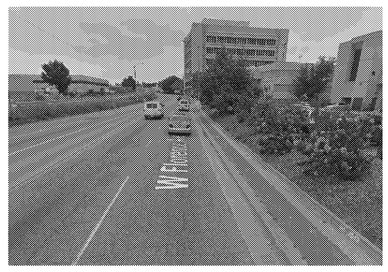


1 Centinela Ave & Hyde Park Blvd

2 La Brea Ave & Grosvener St

3 Centinela Ave & Florence

4 Florence Ave & Fir Ave



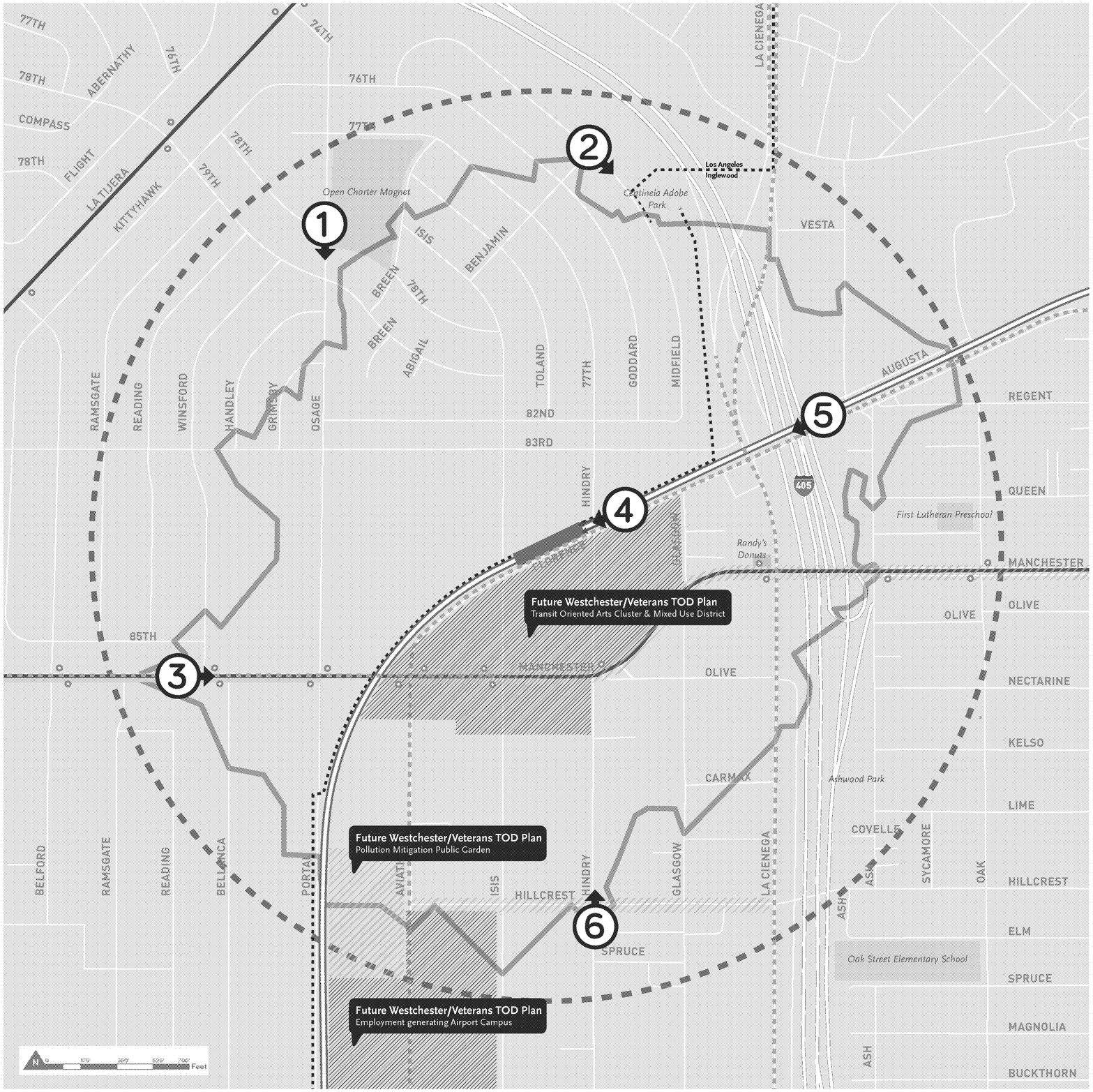
5 La Brea Ave & Queen St

6 Hillcrest Blvd & Regent St

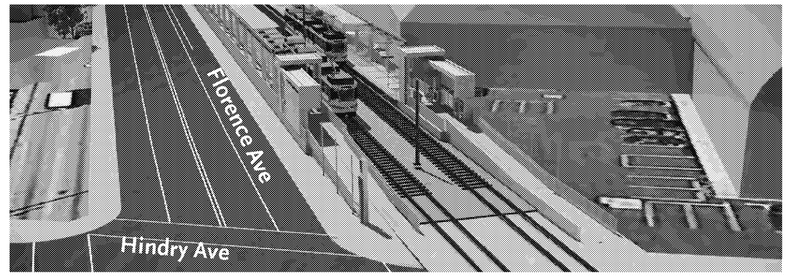
Metro Crenshaw / LAX Line
Crenshaw Station
Station Access
Inglewood City Boundary
Half Mile Radius From Station
Station Walkshed
Parks/Cemetary
Schools
Destinations
Roadway Speed Limit > 35mph
Metro Limited Express
Metro Rapid & Transit way
Metro Commuters & Circulators
Metro Local Central Business District Routes
Metro Non-Local Central Business District Routes
Bus Stop
ATSP High Ridership
(> 800 daily on & off boardings)
Class II Bike Lane
Trails
Planned TOD Area
Planned TOD Green Boulevards

Inglewood First/Last Mile

Westchester / Veterans Station



Station Rendering



1 Osage Ave & 78th St

2 Midfield Ave & Benjamin Ave

3 Manchester Ave & Bellanca Ave

4 Florence Ave & Hindry Ave

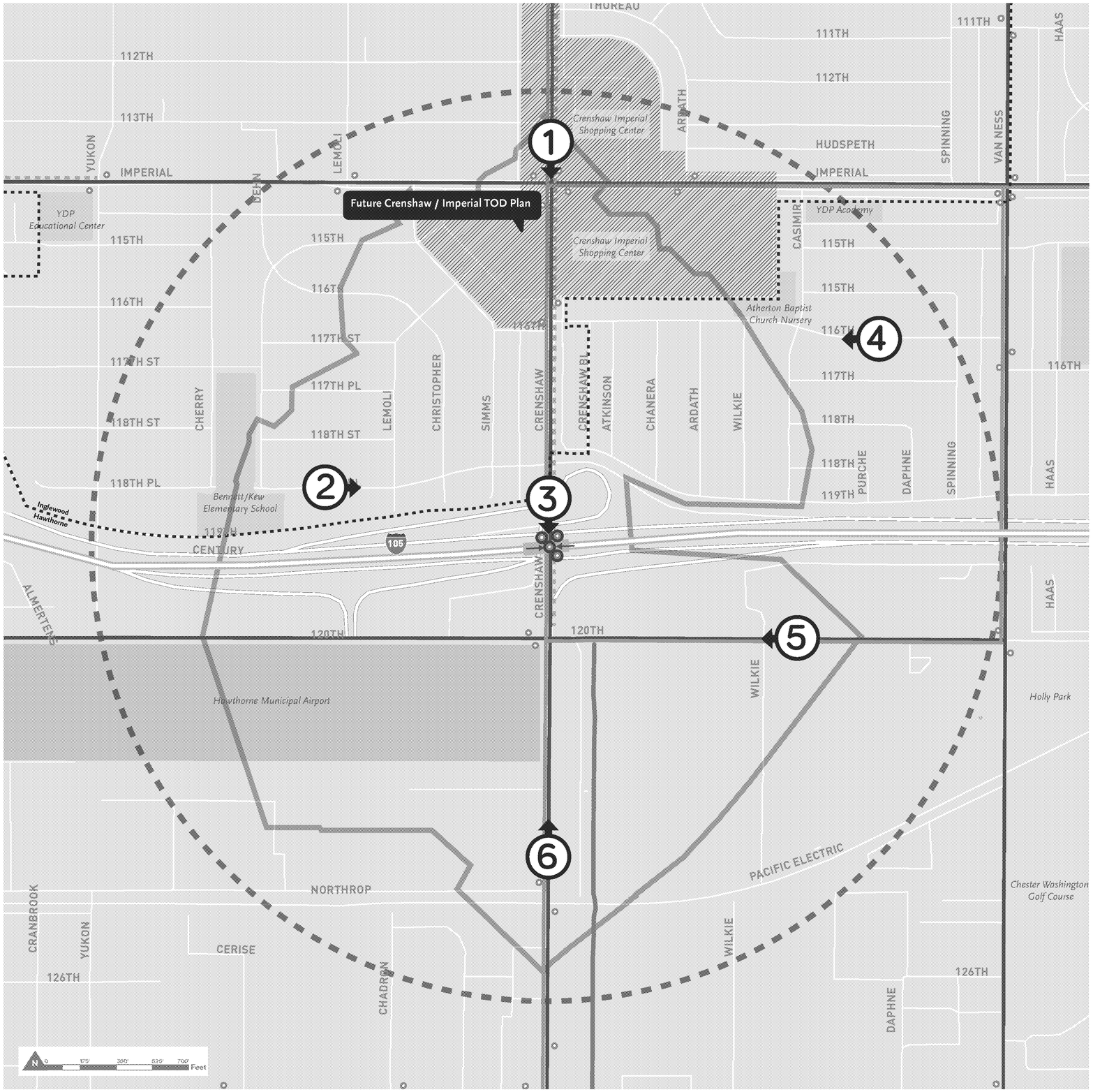
5 Florence Ave & 405 Fwy

6 Hindry Ave & Hillcrest Ave

Metro Crenshaw / LAX Line
Crenshaw Station
Station Access
Inglewood City Boundary
Half Mile Radius From Station
Station Walkshed
Parks/Cemetary
Schools
Destinations
Roadway Speed Limit > 35mph
Metro Non-Local Central Business District Routes
Bus Stop
Class II Bike Lane
Planned TOD Area
Planned TOD Green Boulevards/Green Space

Inglewood First/Last Mile

Crenshaw Station - Green Line



Station Photo

1 Crenshaw Blvd & Imperial Hwy

2 118th Pl

3 Crenshaw Blvd & 105 Fwy

4 116th St & Casimir

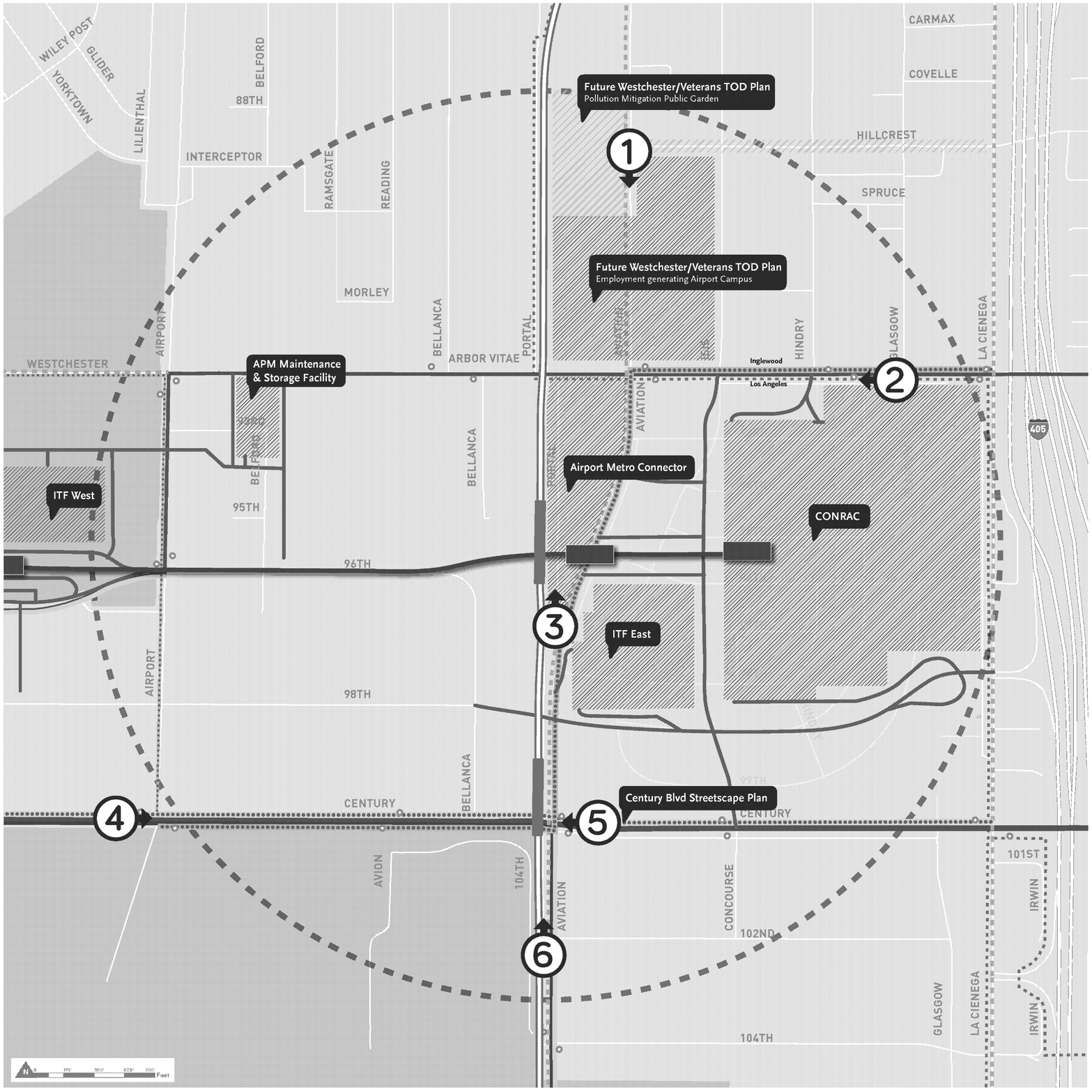
5 120th & Wilkie Ave

6 Crenshaw Blvd & Northrop Ave

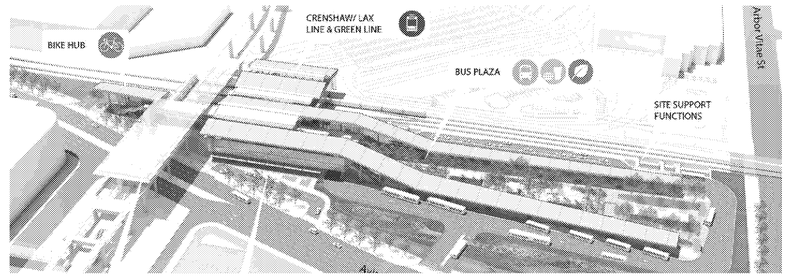
Metro Green Line
Crenshaw Station
Station Access
Inglewood City Boundary
Half Mile Radius From Station
Station Topo-sensitive Walkshed
Parks/Cemetary
Schools
Destinations
Roadway Speed Limit > 35mph
Metro Rapid & Transit way
Metro Non-Local Central Business District Routes
Bus Stop
ATSP High Ridership
(> 800 daily on & off boardings)
Class I Bike Path
Planned TOD Area

Inglewood First/Last Mile

Aviation/96th St Station



Station Rendering



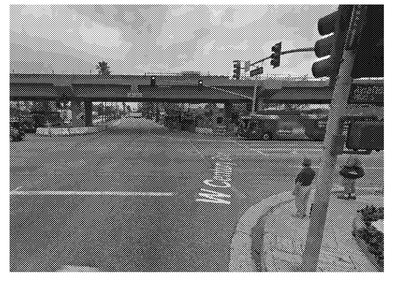
1 Hillcrest Blvd & Aviation Blvd

2 Arbor Vitae St & Hindry Pl

3 Aviation Blvd & 97th St

4 Century Blvd & Airport Blvd

5 Century Blvd & Aviation Blvd



6 Aviation Blvd & 102nd

- Metro Crenshaw / LAX Line
- Crenshaw Station
- Inglewood City Boundary
- Automated People Mover Route
- Automated People Mover Stop
- Half Mile Radius From Station
- Parks/Cemetary
- Los Angeles Airport
- Roadway Speed Limit > 35mph
- Metro Local Central Business District Routes
- Metro Non-Local Central Business District Routes
- Metro Bus Stop
- Class II Bike Lane
- Planned Roadway
- Planned Projects
- Planned TOD Green Boulevards
- Planned Multi-Use Path
- Planned Protected Bike Lane
- Century Blvd Streetscape Plan

Inglewood First/Last Mile

Aviation/96th St Station Context Map

Metro Green Line

Metro Crenshaw / LAX Line

Automated People Mover

New Roadway

Improved/Modified Roadway

Century Blvd Streetscape Plan

Planned Multi-Use Path

Planned Protected Bike Lane

City Boundaries

1/2 mile radius

Parks/Golf Course

Schools

INGLEWOOD FIRST/LAST MILE PLAN APPENDIX

Appendix C

Pathway Origin Matrix

Fairview Heights Station: Pathway Origin

Street	Type	Extents	Priority Project	City Plan Correlation	Bike Plan Correlation	Reason For Inclusion
Florence Ave	Arterial	Prairie Ave - 9th Ave	-	Green Boulevard ¦ Protected bike lanes	*Inglewood ATP:* One Way Protected Bike Lane	• Key E/W corridor connecting to Downtown Station Area to the west • Aligns with multiple Metro bus routes • Enhanced crosswalk at Florence Ave & West Blvd added as a result of community input
West Blvd	Arterial	64th St - Florence Ave	Yes. 64th to Florence Ave	Neighborhood Connector (with bike lane)	*Mobility Plan 2035:* Neighborhood Enhanced Network	• Direct access to station • Proposed bi-directional Class II lane per Rail to River Corridor Project • Only N/S corridor in Station Area within City of Inglewood • Enhanced crosswalk at Florence Ave & West Blvd added as a result of community input
Redondo Blvd	Arterial	Florence Ave - West Blvd	-	Primary Pedestrian Promenade with Parking	-	• Direct access to station • Low vehicular traffic • Connection to park and existing bike lane on West Blvd • Major transit oriented developments along Redondo per TOD Plan
67th St	Collector	West Blvd - Railroad	-	-	*Mobility Plan 2035:* Neighborhood Enhanced Network	• Correlates with Rail to River Corridor Project
68th St	Collector	Park Way - West Blvd	Yes. Park Way to West Blvd	-	*Inglewood ATP:* Bike Route Sharrow	• Connects Vincent Park bike path and existing bike lane on West Blvd • Existing street trees and traffic diverter provides pleasant experience for bicyclists
Chester Ave	Collector	Hyde Park Blvd - 67th St	Yes. Hyde Park Blvd to 67th st	-	-	• Connects Hyde Park Blvd to Vincent Park and towards station
Crenshaw Blvd	Collector	Hyde Park Blvd - 78th St	-	-	*Mobility Plan 2035:* Tier 1 Protected Bicycle Lane	• N/S route that runs through station area • Aligns with multiple Metro bus routes • Connects to Rail to River Corridor Project • Bike facilities added as a result of community input
Hyde Park Blvd	Collector	Park Ave - Crenshaw Blvd	Yes. Park Ave to West Blvd	Neighborhood Connector (w/o bike lane)	*Inglewood ATP:* Bike Route Sharrow ¦ *Mobility Plan 2035:* Neighborhood Enhanced Network	• Key E/W corridor that connects northern residential population to station • Aligns with Metro bus route
Long St	Cut Through	68th St - Redondo Blvd	-	Pedestrian Route to Station	-	• Added as a result of community input

Downtown Inglewood Station: Pathway Origin

Street	Type	Extents	Priority Project	City Plan Correlation	Bike Plan Correlation	Reason For Inclusion
Florence Ave	Arterial	Inglewood Ave - Prairie Ave	-	Green Boulevard	*Inglewood ATP:* One Way Protected Bike Lane ¦ Colored Bike Lane ¦ Bike Route w/ Greenback Sharrows	• Anticipated heavy foot traffic • Connect to existing bike facility
Market St	Arterial	Florence Ave - Hillcrest Blvd	Yes. Florence Ave to Hillcrest Blvd	Primary Pedestrian Promenade	*Inglewood ATP:* Colored Bike Lane	• Key N/S route connecting retail on Market St & LA Stadium & Entertainment District • High ped/bike collision rate
Centinela Ave	Collector	Florence Ave - Stepney St	-	-	*Inglewood ATP:* Colored Bike Lane ¦ Bike Route w/ Greenback Sharrows	• Northern neighborhood route • Need for enhanced crossings • Narrow sidewalks
Hillcrest Blvd	Collector	Florence Ave - Manchester Blvd	Yes. Florence Ave to Manchester Blvd	-	*Inglewood ATP:* Double Buffered Bike Lane ¦ Colored Bike Lane ¦ Buffered Bike Lane	• Key N/S neighborhood route connecting to Manchester Blvd & LA Stadium & Entertainment District • Existing allee of mature trees provides pleasant experience • High ped/bike collision rate
La Brea Ave	Collector	Plymouth St - Kelso St	Yes. Plymouth St to Florence Ave	Green Boulevard	*Inglewood ATP:* Colored Bike Lane	• Key N/S corridor connecting TechTown, Civic Center, & nearby schools • High ped/bike collision rate (south of Florence) • Aligns with Metro Bus lines & ATSP high ridership stations
Manchester Blvd	Collector	Fir Ave - Prairie Ave	-	Green Boulevard	*Inglewood ATP:* Colored Bike Lane	• Key E/W corridor connecting schools, Civic Center, library, & future bike facilities • Heavy traffic • High ped/bike collision rate
Prairie Ave	Collector	Florence Ave - Manchester Blvd	-	Green Boulevard	*Inglewood ATP:* Buffered Colored Bike Lane ¦ Bike Route w/ Greenback Sharrows ¦ One Way Protected Bike Lane	• Added as a result of community input
Regent St	Collector	Oak St - Prairie Ave	Yes. Fir Ave to Prairie Ave	Neighborhood Connector	*Inglewood ATP:* Bike Blvd	• Key E/W corridor that runs through Downtown Inglewood and connects to Westchester/Veterans Station Area
N/A (Cut Through)	Cut Through	Station - Beach Ave & Market St	-	-	-	• Provides pedestrian access to communities directly north of the station
La Colina Dr	Cut Through	Station - Beach Ave	-	-	-	• Provides pedestrian access to communities directly north of the station • Linkage to planned development
Alley between Locust St and Hillcrest Blvd	Cut Through	Grace Ave - Regent St	-	-	-	• Added as a result of community input

Westchester/Veterans Station: Pathway Origin

Street	Type	Extents	Priority Project	City Plan Correlation	Bike Plan Correlation	Reason For Inclusion
Florence Ave / Aviation Blvd	Arterial	Arbor Vitae St - Ash Ave	-	Pedestrian Freeway Crossing Improvements	*Inglewood ATP:* Colored Bike Lane (Manchester Blvd to 405 Fwy) ¦ Bike Route w/ Greenback Sharrows	• Major route with direct connection to station • Connects to Downtown Inglewood • 405 Fwy crossing
Hindry Ave	Arterial	Arbor Vitae St - Osage Ave	Yes. Florence Ave and Arbor Vitae St	Neighborhood Connector (with bike lane)	*Mobility Plan 2035:* Neighborhood Enhanced Network	• Key N/S corridor connecting US Vets, station, and communities to the north • Adjacent to planned residential/mixed-use TOD site • Pathway extended north past 83rd as a result of community input
83rd St	Collector	Ramsgate Ave - La Cienega Blvd	-	-	-	• E/W corridor that links community to N/S collectors and to station • Bike facilities and pathway extended past Osage Ave and Hindry Ave added as a result of community input
Hillcrest Blvd	Collector	Aviation Blvd - Ash Ave	-	Green Connector ¦ Pedestrian Freeway Crossing Improvements	*Inglewood ATP:* Bike Lane ¦ Bike Route Sharrow ¦ Buffered Bike Lane ¦ Bike Route w/ Greenback Sharrows	• E/W route that feeds into Hindry Ave in southern portion of station area • Connects to Downtown Station Area • 405 Fwy crossing
Hyde Park Blvd	Collector	Industrial Ave - Florence Ave	-	Neighborhood Connector (w/o bike lane)	-	• Connects dense residential uses north west of station area, industrial uses along Hyde Park Blvd
Isis Ave	Collector	83rd St - Arbor Vitae St	Yes. Florence Ave to Manchester Blvd	Neighborhood Connector (w/o bike lane)	-	• Connection to Knitting factory, Three Weavers Brewing, Draft TOD planned open space and Airport Campus • Planned street closure to create new open space
Manchester Blvd	Collector	Ramsgate Ave - Oak St	Yes. Portal Ave to Oak Ave	Green Boulevard ¦ Pedestrian Freeway Crossing Improvements ¦ 2-way Protected bike lane	*Inglewood ATP:* Buffered Colored Bike Lane ¦ *Mobility Plan 2035:* Tier 1 Protected Bicycle Lane	• E/W thoroughfare with commercial uses • 405 Fwy crossing • Aligns with Metro bus route • Opportunity for E/W bike facility
Osage Ave	Collector	77th St - Manchester Blvd	-	-	-	• N/S neighborhood route in north west quadrant • Connects to existing bike lane on Manchester, and elementary school
N/A (Cut Through)	Cut Through	Isis Ave - Hindry Ave	-	Mid-Block Pass through	-	• Connects to planned new open space on Isis per TOD plan

Crenshaw Station: Pathway Origin

Street	Type	Extents	Priority Project	City Plan Correlation	Draft ATP Plan	Reason For Inclusion
Crenshaw Blvd	Arterial	Thoreau St - Jack Northrop Ave	Yes. Thoreau St to 118th Pl	Green Boulevard	*Inglewood ATP:* One Way Protected Bike Lane	• Key N/S corridor that runs through entire station area • Aligns with Metro bus lines and ATSP high ridership stations • Need for safety improvements & transit shelters • Need for enhanced crossings across 6 lanes of traffic • Wayfinding & corridor lighting added as a result of community input
Imperial Hwy	Arterial	Dehn Ave - Casimir Ave	Yes. Dehn Ave to Casimir Blvd	City Gateway/ District Center Focal Plaza at Imperial Hwy and Crenshaw Blvd ¦ New traffic signals/ pedestrian crossings	*Inglewood ATP:* One Way Protected Bike Lane ¦ Colored Bike Lane ¦ Buffered Colored Bike Lane	• Key E/W corridor in station area • Need for safety improvements & transit shelters • Need for enhanced crossings across 7 lanes of traffic • Bike facilities, lighting, and landscaping & shade added as a result of community input
118th Pl/119th St	Collector	Dehn Ave - Van Ness Ave	Yes. Dehn Ave to Crenshaw Blvd	Gateway Park with Modified Freeway Entrance	-	• Only E/W neighborhood corridor that links adjacent communities to station
120th St	Collector	Crenshaw Blvd - Bike Path	-	-	-	• Connection to existing bike path
Casimir Ave	Collector	Imperial Hwy - 119th St	-	-	-	• Alternative N/S route
Dehn Ave	Collector	Imperial Hwy - 118 Pl	Yes. Imperial Hwy to 118th Pl	-	-	• Alternative N/S route • Enhanced crosswalks, street furniture, and landscaping & shade added as a result of community input

INGLEWOOD FIRST/LAST MILE PLAN APPENDIX

Appendix D

Cost Assumptions / Details

To	Shannon Davis	Memo	
Cc	Mary Riemer		
From	Peter Piet		
Date	19 January 2019		
Project	Inglewood FLM	Project No.	**23205201**

Inglewood First / Last Mile Strategic Plan – High level cost estimate

Based only on proposals contained within Inglewood and Aviation / 96th St First / Last Mile Plan prepared by Here LA.

No site investigation undertaken.

No design drawings.

Indicative diagrams and content description only.

Estimate of extrapolated from information in plans and supported by area / distance measurements from using google earth.

Assumes normal contractor working.

High level cost estimate for design and installation only.

No allowance has been made for adding / adapting traffic signals except specifically noted. The City will need to conduct traffic analysis to be able to indicate future locations of new traffic signals or adaptation of existing.

CONSTRUCTION COSTS

Lighting for pedestrians and bicyclists

Typically, a corridor improvement. Shorter lighting column to bring light source closer to pedestrian and bicyclist. The placement and frequency will depend on the existing conditions. To be coordinated with street tree planting. LED light fittings to reduce ongoing costs.

Ped & bike lighting

90 ft centers, typically both sides of street, connected to existing utilities, allow for higher spec luminaires and increased pole height.

Cost - $7,000 EA

Ped lighting

90 ft centers, typically both sides of street, connected to existing utilities. For certain streets, such as Market Street a closer spacing is proposed to tie in with the existing.

Cost - $6,000 EA

Special plaza lighting

30 ft centers, higher quality pole and luminaire, connected to existing utilities

Cost - $10,000 EA

Street trees and greening

Typically, a corridor improvement to provide shade for mainly pedestrians but also where possible for bicyclists. Placed where possible in existing soft landscape areas behind curve. Retain existing trees where possible. Assumed that trees are located at typically 30' centers, noting that driveways, utilities (above and below ground) and other street furniture may limit locations. Also, area landscaped improvements on traffic islands, bulb outs and street enhancements. Allow for medium 10 FT, 15 gallon street tree.

Street trees – in hard paved areas with grate

Street tree planting in hard paved sidewalks, allowance for creation new tree pit with iron grate.

Cost - $4,000 EA

Street trees - in hard paved areas with planting

Allow 50 SF planting per tree @ $30 per SF = $1,500 EA, not including tree grate. Assumes creation of tree pit and planting area within existing hard area.

Cost - $3,500 EA

Street trees in soft areas

Street tree planting in soft areas – assumes planting in existing grass areas with existing topsoil.

Cost - $1,500 EA

Street trees with planting in soft areas

Allow 50 SF planting per tree @ $30 per SF = $1,500 EA. Assumes planting in existing grass / areas with existing topsoil.

Cost - $3,000 EA

Greening

Ground preparation $15 SF, plants $25 SF

Cost - $40 SF

Bike facilities

Typically, a corridor improvement to provide enhanced facilities for bicyclists, that includes striping, protection and / or signing.

Sharrow

Markings at 100 FT centers for one direction travel plus supporting signs on sidewalk every 300 FT.

Cost - $600 EA

Bike lane – striped

Allow for lane markings – linear, stop and symbols.

Cost - $10 LF

Bike lane – colored

Assume bike lane 6 FT wide, with associated striping / symbols

Cost - $70 LF

Bike box

Allow for stripping. Assume not colored.

Cost - $5,000 EA

Raised cycle track

Allow for 8' wide raised two way concrete cycle track – new build, signing and stripping. Not include recrowning of street

Cost – $1,000 LF

Buffered bike lane

Allow for 3' striped buffer $30 LF, plus bike lane symbols and vertical markers every 3 FT – $40 LF

Cost - $70 LF

Greenway road repaving

Allow for grinding and overlay, restriping as required

Cost - $10 SF

Connections and crossings

Assumption is that no signals are added or amended on the below crossings – to be a separate item if required.

Standard bulb out

Allow for concrete curb extension, 2 curb ramps, for 1 corner of a four-legged intersection. Where a larger bulb out is envisaged the cost estimate has been increased.

Cost $25,000 EA

Green bulb out

Allow for Curb extension, 2 curb ramps, 1 corner four-legged intersection, planting, paving. Where a larger bulb out is envisaged the cost estimate has been increased.

Cost $30,000 EA

Curb ramp

Allow for concrete curb ramp upgrade. New ramp to align with crossing. Assumes no extensive reconstruction of drainage / levels.

Cost $3,000 EA

Signal modifications

Allow for additional signals / modifications at signals junction / crossings. Exact requirements to be confirmed.

Cost $300,000

Crosswalk marking

Allow for high visibility markings – continental / zebra. Cost per width of street.

Cost $70 LF

Traffic Calming and Speed Reduction

Physical interventions into existing street to slow traffic speeds. Typically spot interventions.

Traffic circle

Allow for traffic circle with rolled curb and landscape tree and understory planting plus striping and signs etc associated with traffic circle - curb extension / bulb outs measured separately

Cost $30,000 EA

Traffic calming - speed cushion / bump

Allow for cushion / bump with two warning signs and markings per location @ 250 ft cs

Cost $3,500 EA

Speed reduction - traffic island diverters

Small islands located in center of street to divert / slow traffic. Can be used to assist pedestrian crossing, typically in. Allow for warning signs / striping. Used in pairs

Cost $10,000 EA

Transit

Enhancement of bus shelter facilities, typically a spot intervention. High quality bus shelter with selection of street furniture (trash can, seats, bike racks etc to suit location plus provision local area and travel information. Allow for lighting of shelter. No allowance for digital display of real time information.

Bus shelter

Allow shelter $15,000; street furniture $5,000, area information / signage $5,000

Cost $25,000 EA

Outboard platform including bus shelter

For bus shelter associated with a Platform area – 500 SF @ $30 = $15,000; Shelter $15,000; benches, trash etc $5,000, Information / signage $5,000)

Cost $40,000 EA

Wayfinding

Finger post sign

Allow for post with up to 4 fingers giving local area direction. Spot location.

Cost - $2,000 EA

Bicycle boulevard sign

Allow for simple metal plate sign on post every 300 FT and each side of street where sharrows used.

Cost - $500 EA

Streetscape

New sidewalk

Allow for concrete sidewalk extension with concrete curb, not including re-crowning of street.

Cost - $40 SF

Diverter

Allow for re-built planted diverter across street with gap for bicyclists to pass through, including signs, tree and shrub planting etc.

Cost - $25,000 EA

Visual enhancements

Allow for visual enhancements of streetscape such as painted murals, art installations etc. Allow for either area improvements or spot enhancements as appropriate.

Cost – EG $25,000 EA – spot enhancement allowance such as art installation / interactive sculpture, feature lighting

Cost – EG $25 SF – area enhancement allowance such as mural painting or treatment of boundary walls

Street furniture enhancements

Allow for new street furniture in key locations such as downtown locations. Allow for either area improvements or spot enhancements as appropriate.

Cost – EG $80,000 EA – lump sum allowance for additional street furniture such as trash cans, bollards, seats, signs, planters, movable furniture, kiosks, streets games etc

Cost – EG $25 SF – area enhancement allowance for additional street furniture such as trash cans, bollards, seats, and planters.

Pavement enhancements

Allow for surface treatment of selected pavement areas to provide color and interest.

Cost - $20 SF

Road closure – bollards

Allow for installation of bollards to close street, but with gate / removable bollards to allow service / emergency access. Allow for signs and planting. Approx 80 LF / 300 SF.

Cost - $25,000 EA

Artful utility boxes

Allow for painting of upstanding utility boxes by community groups / artists.

Cost - $500 EA

ADDITIONAL COSTS

Miscellaneous Items (5% of Estimated Cost Subtotal)

Allowance for unmeasured incidental items at this high-level cost estimate stage

Mobilization (10% of Estimated Cost Subtotal)

Allowance for contractors start up

Utility Allowance (10% of Estimated Construction Cost Subtotal)

Contingency to cover potential utility relocation costs

Contingencies (35% of Estimated Construction Cost Subtotal)

Contingency to cover unforeseen costs as study progresses

Planning (3% of Estimated Construction Cost Total)

Allowance to cover planning costs

Preliminary Engineering (5% of Estimated Construction Cost Total)

Allowance to cover preliminary engineering design costs

Final Design Services (10% of Estimated Construction Cost Total)

Allowance to cover final engineering design costs

PM for Design & Construction (10% of Estimated Construction Cost Total)

Allowance to cover project management of design and construction

CM (5% of Estimated Construction Cost Total)

Allowance to cover construction management services

R/W Allowance (20% of Estimated Construction Cost Subtotal)

Contingency to cover potential rights of way / easement costs

High Level Cost Estimate & Project Cost DRAFT

Project Inglewood First / Last Mile Strategic Plan

Agency Los Angeles Metro / City of Inglewood

Client Here LA

Prepared by Steer **Date:** 14-Dec-18 **ID No:** 23205201

Project Name Fairview Heights Station **Status:** DRAFT V03
Project 1 - Hyde Park Boulevard

Description Where street width allows, a north side bike lane coupled with with south side sharrow markings.Bulb outs at corners with enhanced crosswalks, shorten the crossing distance for pedestrians and will help traffic to slow for safety. Street tree canopy is currently uneven and would be infilled (along with interspersed sidewalk lights) along the street's length.

Link Length LF 3275

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	74	EA	$7,000	$518,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	50	EA	$1,500	$75,000
	Street Trees - hard + planting - 2 sides @ 30 FT OC	54	EA	$3,500	$189,000
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	30	EA	$600	$18,000
	Bike lane - striped	3275	LF	$10	$32,750
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	10	EA	$25,000	$250,000
	Green Bulb out	10	EA	$30,000	$300,000
	Curb ramp	0	EA	$3,000	$0
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	740	LF	$70	$51,800
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	2	EA	$25,000	$50,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	7	EA	$2,000	$14,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$1,499,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$75,000
	Mobilization (10% of Estimated Cost Subtotal)				$150,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$150,000
	Contingencies (35% of Estimated Cost Subtotal)				$375,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$2,249,000**
	Planning (3% of Estimated Construction Cost Total)				$68,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$113,000
	Final Design Services (10% of Estimated Construction Cost Total)				$225,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$225,000
	CM (5% of Estimated Construction Cost Total)				$113,000
	SOFT COSTS TOTAL				**$744,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$450,000
	R/W ALLOWANCE COST TOTAL				**$450,000**
	TOTAL ESTIMATED PROJECT COST:				**$3,443,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Fairview Heights Station Project 2 - Chester Avenue	**Status:**	DRAFT	V03	
Description					
		Link Length LF	1150		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	27	EA	$7,000	$189,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees with planting - 2 sides @ 30 FT OC	69	EA	$3,000	$207,000
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	8	EA	$30,000	$240,000
	Curb ramp	4	EA	$3,000	$12,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	285	LF	$70	$19,950
	Traffic Circle	0	EA	$25,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	3	EA	$2,000	$6,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	1	EA	$25,000	$25,000
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$699,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$35,000
	Mobilization (10% of Estimated Cost Subtotal)				$70,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$70,000
	Contingencies (35% of Estimated Cost Subtotal)				$175,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,049,000**
	Planning (3% of Estimated Construction Cost Total)				$32,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$53,000
	Final Design Services (10% of Estimated Construction Cost Total)				$105,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$105,000
	CM (5% of Estimated Construction Cost Total)				$53,000
	SOFT COSTS TOTAL				**$348,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$210,000
	R/W ALLOWANCE COST TOTAL				**$210,000**
	TOTAL ESTIMATED PROJECT COST:				**$1,607,000**

High Level Cost Estimate & Project Cost

Project Inglewood First / Last Mile Strategic Plan

Agency Los Angeles Metro / City of Inglewood

Client Here LA

Prepared by Steer **Date:** 14-Dec-18 **ID No:** 23205201

Project Name Fairview Heights Station
Project 3 - 68th Street

Status: DRAFT V03

Description

Link Length LF 1885

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	38	EA	$7,000	$266,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees with planting - 2 sides @ 30 FT OC	36	EA	$3,000	$108,000
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	34	EA	$600	$20,400
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	43115	SF	$10	$431,150
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	8	EA	$30,000	$240,000
	Curb ramp	4	EA	$3,000	$12,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	535	LF	$70	$37,450
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$5,000	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	4	EA	$2,000	$8,000
	Wayfinding - bicyle boulevard sign	12	EA	$500	$6,000
	New sidewalk	4200	SF	$40	$168,000
	Diverter	1	EA	$25,000	$25,000
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$1,322,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$67,000
	Mobilization (10% of Estimated Cost Subtotal)				$133,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$133,000
	Contingencies (35% of Estimated Cost Subtotal)				$331,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,986,000**
	Planning (3% of Estimated Construction Cost Total)				$60,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$100,000
	Final Design Services (10% of Estimated Construction Cost Total)				$199,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$199,000
	CM (5% of Estimated Construction Cost Total)				$100,000
	SOFT COSTS TOTAL				**$658,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$398,000
	R/W ALLOWANCE COST TOTAL				**$398,000**
	TOTAL ESTIMATED PROJECT COST:				**$3,042,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Fairview Heights Station Project 4 - West Boulevard	**Status:**	DRAFT	V03	
Description					
		Link Length LF	3101		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	68	EA	$7,000	$476,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	159	EA	$4,000	$636,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees with planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	4492	LF	$70	$314,440
	Bike box	8	EA	$5,000	$40,000
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	16	EA	$25,000	$400,000
	Large Bulb out	6	EA	$30,000	$180,000
	Green Bulb out	0	EA	$15,000	$0
	Curb ramp	4	EA	$3,000	$12,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	216	LF	$70	$15,120
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	3	EA	$2,000	$6,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
	Estimated Cost Subtotal				**$2,080,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$104,000
	Mobilization (10% of Estimated Cost Subtotal)				$208,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$208,000
	Contingencies (35% of Estimated Cost Subtotal)				$520,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,120,000**
	Planning (3% of Estimated Construction Cost Total)				$94,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$156,000
	Final Design Services (10% of Estimated Construction Cost Total)				$312,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$312,000
	CM (5% of Estimated Construction Cost Total)				$156,000
	SOFT COSTS TOTAL				**$1,030,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$624,000
	R/W ALLOWANCE COST TOTAL				**$624,000**
	TOTAL ESTIMATED PROJECT COST:				**$4,774,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Downtown Inglewood Station Project 1 - La Brea	**Status:**	DRAFT	V03	
Description					
		Link Length LF	3800		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	85	EA	$7,000	$595,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	144	EA	$4,000	$576,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees with planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	7680	LF	$70	$537,600
	Bike box	8	EA	$5,000	$40,000
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	54	EA	$3,000	$162,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	2030	LF	$70	$142,100
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$5,000	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	5	EA	$25,000	$125,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	6	EA	$2,000	$12,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - mural painting	3000	SF	$25	$75,000
	Street furniture enhancements - varies	0	EA / SF	$20	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$2,265,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$114,000
	Mobilization (10% of Estimated Cost Subtotal)				$227,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$227,000
	Contingencies (35% of Estimated Cost Subtotal)				$567,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,400,000**
	Planning (3% of Estimated Construction Cost Total)				$102,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$170,000
	Final Design Services (10% of Estimated Construction Cost Total)				$340,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$340,000
	CM (5% of Estimated Construction Cost Total)				$170,000
	SOFT COSTS TOTAL				**$1,122,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$680,000
	R/W ALLOWANCE COST TOTAL				**$680,000**
	TOTAL ESTIMATED PROJECT COST:				**$5,202,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Downtown Inglewood Station Project 2 - Regent Street	**Status:**	DRAFT	V03	
Description					
		Link Length LF	3980		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	80	EA	$7,000	$560,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	71	EA	$3,500	$248,500
	Street Trees soft planting - 2 sides @ 30 FT OC	100	EA	$3,000	$300,000
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	8	EA	$25,000	$200,000
	Large Bulb out	8	EA	$35,000	$280,000
	Green Bulb out	8	EA	$30,000	$240,000
	Curb ramp	28	EA	$3,000	$84,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1150	LF	$30	$34,500
	Traffic Circle	2	EA	$30,000	$60,000
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	4	EA	$2,000	$8,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements	0	SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements - varies	0	EA / SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
	Estimated Cost Subtotal				**$2,015,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$101,000
	Mobilization (10% of Estimated Cost Subtotal)				$202,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$202,000
	Contingencies (35% of Estimated Cost Subtotal)				$504,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,024,000**
	Planning (3% of Estimated Construction Cost Total)				$91,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$152,000
	Final Design Services (10% of Estimated Construction Cost Total)				$303,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$303,000
	CM (5% of Estimated Construction Cost Total)				$152,000
	SOFT COSTS TOTAL				**$1,001,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$605,000
	R/W ALLOWANCE COST TOTAL				**$605,000**
	TOTAL ESTIMATED PROJECT COST:				**$4,630,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Downtown Inglewood Station Project 3 - Hillcrest Boulevard	**Status:**	DRAFT	V03	
Description					
		Link Length LF	2555		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 90 FT OC	58	EA	$6,000	$348,000
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	71	EA	$4,000	$284,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings both sides @ 100 FT CS	48	EA	$600	$28,800
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	4	EA	$25,000	$100,000
	Large Green Bulb out	4	EA	$40,000	$160,000
	Curb ramp	42	EA	$3,000	$126,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1640	LF	$70	$114,800
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	3	EA	$2,000	$6,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$25	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$1,168,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$59,000
	Mobilization (10% of Estimated Cost Subtotal)				$117,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$117,000
	Contingencies (35% of Estimated Cost Subtotal)				$292,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,753,000**
	Planning (3% of Estimated Construction Cost Total)				$53,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$88,000
	Final Design Services (10% of Estimated Construction Cost Total)				$176,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$176,000
	CM (5% of Estimated Construction Cost Total)				$88,000
	SOFT COSTS TOTAL				**$581,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$351,000
	R/W ALLOWANCE COST TOTAL				**$351,000**
	TOTAL ESTIMATED PROJECT COST:				**$2,685,000**

High Level Cost Estimate & Project Cost

Project Inglewood First / Last Mile Strategic Plan

Agency Los Angeles Metro / City of Inglewood

Client Here LA

Prepared by Steer **Date:** 14-Dec-18 **ID No:** 23205201

Project Name Downtown Inglewood Station
Project 4 - Market Street

Status: DRAFT V03

Description

Link Length LF 600

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 60 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 60 FT OC to match	30	EA	$6,000	$180,000
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	30	EA	$4,000	$120,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC		EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Large Bulb out	2	EA	$35,000	$70,000
	Large Green Bulb out	2	EA	$40,000	$80,000
	Curb ramp	22	EA	$3,000	$66,000
	Signal modifications	1	EA	$300,000	$300,000
	Crosswalk marking	560	LF	$70	$39,200
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	4	EA	$2,000	$8,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - mural painting of fence	1200	SF	$25	$30,000
	Street furniture enhancements	1	EA	$80,000	$80,000
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$974,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$49,000
	Mobilization (10% of Estimated Cost Subtotal)				$98,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$98,000
	Contingencies (35% of Estimated Cost Subtotal)				$244,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,463,000**
	Planning (3% of Estimated Construction Cost Total)				$44,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$74,000
	Final Design Services (10% of Estimated Construction Cost Total)				$147,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$147,000
	CM (5% of Estimated Construction Cost Total)				$74,000
	SOFT COSTS TOTAL				**$486,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$293,000
	R/W ALLOWANCE COST TOTAL				**$293,000**
	TOTAL ESTIMATED PROJECT COST:				**$2,242,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Westchester/Veterans Station Project 1 - Isis Ave	**Status:**	DRAFT	V03	
Description					
		Link Length LF	510		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 90 FT OC	13	EA	$6,000	$78,000
	Special plaza lights	30	EA	$10,000	$300,000
	Street Trees - hard + grate - 2 sides @ 30 FT OC	28	EA	$4,000	$112,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	6000	SF	$40	$240,000
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	12	EA	$3,000	$36,000
	Signal modifications / addition	4	EA	$300,000	$1,200,000
	Crosswalk marking	200	LF	$70	$14,000
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	2	EA	$2,000	$4,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements	14000	SF	$25	$350,000
	Pavement enhancements	14000	SF	$20	$280,000
	Road closure - bollards	2	EA	$25,000	$50,000
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$2,664,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$134,000
	Mobilization (10% of Estimated Cost Subtotal)				$267,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$267,000
	Contingencies (35% of Estimated Cost Subtotal)				$666,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,998,000**
	Planning (3% of Estimated Construction Cost Total)				$120,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$200,000
	Final Design Services (10% of Estimated Construction Cost Total)				$400,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$400,000
	CM (5% of Estimated Construction Cost Total)				$200,000
	SOFT COSTS TOTAL				**$1,320,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$800,000
	R/W ALLOWANCE COST TOTAL				**$800,000**
	TOTAL ESTIMATED PROJECT COST:				**$6,118,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Westchester/Veterans Station Project 2 - Hindry	**Status:**	DRAFT	V03	
Description					
	See costing assumptions memo also				
		Link Length LF	3450		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	70	EA	$7,000	$490,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	80	EA	$1,500	$120,000
	Street Trees - hard + planting - 2 sides @ 30 FT OC	80	EA	$3,500	$280,000
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	68	EA	$600	$40,800
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	36	EA	$3,000	$108,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1020	LF	$70	$71,400
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	4	EA	$2,000	$8,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - mural Metro retaining wall .	220	SF	$25	$5,500
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$1,124,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$57,000
	Mobilization (10% of Estimated Cost Subtotal)				$113,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$113,000
	Contingencies (35% of Estimated Cost Subtotal)				$281,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,685,000**
	Planning (3% of Estimated Construction Cost Total)				$51,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$85,000
	Final Design Services (10% of Estimated Construction Cost Total)				$169,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$169,000
	CM (5% of Estimated Construction Cost Total)				$85,000
	SOFT COSTS TOTAL				**$559,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$338,000
	R/W ALLOWANCE COST TOTAL				**$338,000**
	TOTAL ESTIMATED PROJECT COST:				**$2,585,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Westchester/Veterans Station Project 3 - Florence Street	**Status:**	DRAFT	V03	
Description					
		Link Length LF	1890		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	50	EA	$7,000	$350,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	1890	LF	$1,000	$1,890,000
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	6	EA	$30,000	$180,000
	Curb ramp	20	EA	$3,000	$60,000
	Signal modifications	2	EA	$300,000	$600,000
	Crosswalk marking	1040	LF	$70	$72,800
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	2	EA	$2,000	$4,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$3,157,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$158,000
	Mobilization (10% of Estimated Cost Subtotal)				$316,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$316,000
	Contingencies (35% of Estimated Cost Subtotal)				$790,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$4,737,000**
	Planning (3% of Estimated Construction Cost Total)				$143,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$237,000
	Final Design Services (10% of Estimated Construction Cost Total)				$474,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$474,000
	CM (5% of Estimated Construction Cost Total)				$237,000
	SOFT COSTS TOTAL				**$1,565,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$948,000
	R/W ALLOWANCE COST TOTAL				**$948,000**
	TOTAL ESTIMATED PROJECT COST:				**$7,250,000**

High Level Cost Estimate & Project Cost

Project Inglewood First / Last Mile Strategic Plan

Agency Los Angeles Metro / City of Inglewood

Client Here LA

Prepared by Steer **Date:** 14-Dec-18 **ID No:** 23205201

Project Name Westchester/Veterans Station **Status:** DRAFT V03
Project 4 - Manchester Blvd

Description

Link Length LF 4180

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	90	EA	$7,000	$630,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	214	EA	$4,000	$856,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	3760	LF	$70	$263,200
	Greenway road repaving	0	SF	$10	$0
	Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	64	EA	$3,000	$192,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	2300	LF	$70	$161,000
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	6	EA	$25,000	$150,000
	Outboard platform inc bus shelter, street furniture etc	6	EA	$40,000	$240,000
	Wayfinding - fingerpost	7	EA	$2,000	$14,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$2,507,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$126,000
	Mobilization (10% of Estimated Cost Subtotal)				$251,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$251,000
	Contingencies (35% of Estimated Cost Subtotal)				$627,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$3,762,000**
	Planning (3% of Estimated Construction Cost Total)				$113,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$189,000
	Final Design Services (10% of Estimated Construction Cost Total)				$377,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$377,000
	CM (5% of Estimated Construction Cost Total)				$189,000
	SOFT COSTS TOTAL				**$1,245,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$753,000
	R/W ALLOWANCE COST TOTAL				**$753,000**
	TOTAL ESTIMATED PROJECT COST:				**$5,760,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	**Steer**	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Crenshaw Station Project 1 - Crenshaw St	**Status:**	DRAFT	V03	
Description					
		Link Length LF	2580		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 90 FT OC	53	EA	$6,000	$318,000
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	104	EA	$3,000	$312,000
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	30	EA	$3,000	$90,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1000	LF	$70	$70,000
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$5,000	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	3	EA	$25,000	$75,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	4	EA	$2,000	$8,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$873,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$44,000
	Mobilization (10% of Estimated Cost Subtotal)				$88,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$88,000
	Contingencies (35% of Estimated Cost Subtotal)				$219,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,312,000**
	Planning (3% of Estimated Construction Cost Total)				$40,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$66,000
	Final Design Services (10% of Estimated Construction Cost Total)				$132,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$132,000
	CM (5% of Estimated Construction Cost Total)				$66,000
	SOFT COSTS TOTAL				**$436,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$263,000
	R/W ALLOWANCE COST TOTAL				**$263,000**
	TOTAL ESTIMATED PROJECT COST:				**$2,011,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Crenshaw Station Project 2 - Imperial Highway	**Status:**	DRAFT	V03	
Description					
		Link Length LF	3400		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	70	EA	$7,000	$490,000
	Ped lighting 2 sides @ 90 FT OC	0	EA	$6,000	$0
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	145	EA	$4,000	$580,000
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	36	EA	$3,000	$108,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1650	LF	$70	$115,500
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$35,000	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	6	EA	$25,000	$150,000
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	6	EA	$2,000	$12,000
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	10	EA	$500	$5,000
					$0
					$0
	Estimated Cost Subtotal				**$1,461,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$74,000
	Mobilization (10% of Estimated Cost Subtotal)				$147,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$147,000
	Contingencies (35% of Estimated Cost Subtotal)				$366,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$2,195,000**
	Planning (3% of Estimated Construction Cost Total)				$66,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$110,000
	Final Design Services (10% of Estimated Construction Cost Total)				$220,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$220,000
	CM (5% of Estimated Construction Cost Total)				$110,000
	SOFT COSTS TOTAL				**$726,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$439,000
	R/W ALLOWANCE COST TOTAL				**$439,000**
	TOTAL ESTIMATED PROJECT COST:				**$3,360,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Crenshaw Station Project 3 - Dehn Ave	**Status:**	DRAFT	V03	
Description					
		Link Length LF	1785		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 90 FT OC	40	EA	$6,000	$240,000
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	42	EA	$1,500	$63,000
	Street Trees - hard + planting - 2 sides @ 30 FT OC	40	EA	$3,500	$140,000
	Street Trees soft planting - 2 sides @ 30 FT OC	0	EA	$3,000	$0
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	40	EA	$3,000	$120,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	980	LF	$70	$68,600
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	0	EA	$2,000	$0
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$692,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$32,000
	Mobilization (10% of Estimated Cost Subtotal)				$64,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$64,000
	Contingencies (35% of Estimated Cost Subtotal)				$158,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$990,000**
	Planning (3% of Estimated Construction Cost Total)				$29,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$48,000
	Final Design Services (10% of Estimated Construction Cost Total)				$95,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$95,000
	CM (5% of Estimated Construction Cost Total)				$48,000
	SOFT COSTS TOTAL				**$315,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$190,000
	R/W ALLOWANCE COST TOTAL				**$190,000**
	TOTAL ESTIMATED PROJECT COST:				**$1,455,000**

High Level Cost Estimate & Project Cost

Project	Inglewood First / Last Mile Strategic Plan				
Agency	Los Angeles Metro / City of Inglewood				
Client	Here LA				
Prepared by	Steer	**Date:**	14-Dec-18	**ID No:**	23205201
Project Name	Crenshaw Station Project 4 - 118th Place	**Status:**	DRAFT	V03	
Description					
		Link Length LF	1790		

ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
	Ped & bike lighting 2 sides @ 90 FT OC	0	EA	$7,000	$0
	Ped lighting 2 sides @ 90 FT OC	41	EA	$6,000	$246,000
	Special plaza lights	0	EA	$10,000	$0
	Street Trees - hard + grate - 2 sides @ 30 FT OC	0	EA	$4,000	$0
	Street Trees - soft - 2 sides @ 30 FT OC	0	EA	$1,500	$0
	Street Trees - hard + planting - 2 sides @ 30 FT OC	0	EA	$3,500	$0
	Street Trees soft planting - 2 sides @ 30 FT OC	102	EA	$3,000	$306,000
	Greening (spot / enhanced)	0	SF	$40	$0
	Sharrow markings 1 side @ 100 FT CS	0	EA	$600	$0
	Bike lane - striped	0	LF	$10	$0
	Bike lane - colored	0	LF	$70	$0
	Bike box	0	EA	$5,000	$0
	Raised cycle track	0	LF	$1,000	$0
	Buffered bike lane	0	LF	$70	$0
	Greenway road repaving	0	SF	$10	$0
	Standard Bulb out	0	EA	$25,000	$0
	Green Bulb out	0	EA	$30,000	$0
	Curb ramp	34	EA	$3,000	$102,000
	Signal modifications	0	EA	$300,000	$0
	Crosswalk marking	1020	LF	$70	$71,400
	Traffic Circle	0	EA	$30,000	$0
	Traffic calming - Speed cushion / bump inc signs	0	EA	$3,500	$0
	Speed reduction - diverters, striping	0	EA	$10,000	$0
	Bus shelter, inc street furniture etc	0	EA	$25,000	$0
	Outboard platform inc bus shelter, street furniture etc	0	EA	$40,000	$0
	Wayfinding - fingerpost	0	EA	$2,000	$0
	Wayfinding - bicyle boulevard sign	0	EA	$500	$0
	New sidewalk	0	SF	$40	$0
	Diverter	0	EA	$25,000	$0
	Street furniture enhancements - varies	0	EA / SF	$0	$0
	Visual enhancements - varies	0	EA / SF	$0	$0
	Pavement enhancements	0	SF	$20	$0
	Road closure - bollards	0	EA	$25,000	$0
	Artful utility boxes	0	EA	$500	$0
					$0
					$0
	Estimated Cost Subtotal				**$726,000**
	Miscellaneous Items (5% of Estimated Cost Subtotal)				$37,000
	Mobilization (10% of Estimated Cost Subtotal)				$73,000
	Utility Allowance (10% of Estimated Cost Subtotal)				$73,000
	Contingencies (35% of Estimated Cost Subtotal)				$182,000
	ESTIMATED CONSTRUCTION COST TOTAL				**$1,091,000**
	Planning (3% of Estimated Construction Cost Total)				$33,000
	Preliminary Engineering (5% of Estimated Construction Cost Total)				$55,000
	Final Design Services (10% of Estimated Construction Cost Total)				$110,000
	PM for Design & Construction (10% of Estimated Construction Cost Total)				$110,000
	CM (5% of Estimated Construction Cost Total)				$55,000
	SOFT COSTS TOTAL				**$363,000**
	R/W Allowance (20% of Estimated Construction Cost Subtotal)				$219,000
	R/W ALLOWANCE COST TOTAL				**$219,000**
	TOTAL ESTIMATED PROJECT COST:				**$1,673,000**