Blue Line First/Last Mile Plan Memorandum Summary Sheet

Project Description

The Florence-Firestone Transit-Oriented District Specific Plan (FFTOD Specific Plan) project will focus on providing increased access to transit stations, promote active transportation for daily needs (walking and biking to your destinations), increasing housing options in the community, and support a mix of uses to encourage transit-oriented development. The FFTOD Specific Plan will address land use, zoning, and mobility improvements that support housing density and employment in proximity to the three Metro stations in the community: the Slauson, Florence, and Firestone Metro A Line (Blue) Stations. The project will implement the Transit Oriented District Program of the Los Angeles County 2035 General Plan.

Metro Blue Line First/Last Mile Plan Summary

The Blue Line First/Last Mile (FLM) Plan, adopted in March 2018 for all 22 stations on the Metro A Line (previously known as the Blue Line), was a groundbreaking effort for Metro and its project team composed of transportation planners and Community-Based Organizations (CBOs). This was a first-of-its-kind effort to plan comprehensive transit access improvements for an entire transit line, with the goal of improving safety, comfort, and access for Metro riders through the identification and implementation of first/last mile improvements. "First/last mile" improvements refer to the set of infrastructure and service improvements that help connect riders from the neighborhood surrounding the station to the station itself, so that transit riders can complete their full journey from origin to destination, including the transit component and other multi-modal components.

This summary highlights the barriers, opportunities, and project ideas included in the Blue Line First/Last Mile Plan for the areas surrounding Slauson, Florence, and Firestone Stations, to help inform the mobility and transportation projects and policies that will be considered for the FFTOD Specific Plan. The full Plan includes maps to show where each of the suggested project types should be located.

Slauson Station Summary

The area around the Slauson Station lacks sufficient and quality signage and wayfinding, many sidewalks have elements obstructing the path of travel, and corners lack curb ramps. The high volume of freight activity and rail infrastructure causes conflicts that affect the ability of transit riders to comfortably navigate the area on foot or on bike.

Critical Access Barriers

- Pedestrian Crossings: People were observed crossing arterials and collectors where there is no crosswalk. In some areas it is necessary to cross the rail tracks in order to get to the sidewalk.
- Station Access: Access to the station is narrow and difficult. Bicyclists use the sidewalk because there are no bicycle lanes. This makes it difficult to navigate shared space with people on foot.
- Wayfinding: The station area lacks wayfinding for pedestrians, bicyclists, and transit users.
- Pedestrian-Scale Lighting: Many streets lack pedestrian-scale lighting, or street lighting is obscured by tree canopy.
- Bicycle Facilities: The station area lacks continuous bicycle lanes.

Florence Station Summary

The area immediately adjacent to the station has wayfinding signage, but the area beyond the station has little signage for pedestrians, bicyclists, or transit users. Many arterials and collectors are oriented toward cars and are not pedestrian-friendly. Few bicycle lanes exist throughout the project area, and some collector streets have industrial land uses with poor sidewalk conditions and little landscaping. At many signalized crossings, the pedestrian phase seems too short and the signals lack a pedestrian countdown timer.

Critical Access Barriers

- Vehicle Speed: Many vehicles were observed speeding on arterials and collectors, which creates an unsafe and uncomfortable environment for people on foot and on bike.
- School Crossings: Poor crosswalk conditions, high vehicle traffic speeds, and blind corners were observed near elementary schools.
- Pedestrian-Scale Lighting: Many streets lacked enough pedestrian-scale lighting, including at bus stops.
- Pedestrian Crossings: Most of the station area had infrequent marked crosswalks, faded or insufficient markings, and long crossing distances.
- Potholes: Many streets in the station area had potholes.

Firestone Station Summary

The area near Firestone Station was observed to be particularly loud, with noise pollution from both vehicle traffic and the train overpass. The land uses around the station includes a mix of industrial and residential areas with high voltage towers, walls, and fences. Most sidewalks are narrow, damaged, and lack sufficient crossing points for people on foot. Some parts of the station area looked run down and lacked a sense of place. While some areas had adequate and maintained landscaping, other areas had overgrown plants and trees that required pruning.

Critical Access Barriers

- Pedestrian Crossings: The station area lacked sufficient crosswalks and some crossings did not provide enough time on the signal countdown, such as Firestone Boulevard and Graham Avenue. The intersections at Firestone/Compton and Firestone/Graham seemed confusing for people trying to cross.
- Vehicle Speed: High vehicle speed was observed on many streets, and especially on Firestone Boulevard.
- Bicycle Infrastructure: Many people were observed riding their bike on the sidewalk. Bicycle facilities were scarce and discontinuous.
- Sidewalk Accessibility: Many sidewalks in the station area lacked curb ramps and truncated domes, and were not wide enough to accommodate people in wheelchairs, using mobility devices, or strollers.
- Street Lighting: The station area lacked sufficient street lighting, especially beneath the train overpass and along many of the streets with industrial uses surrounding the station.

Access Improvements and Suggested Projects by Station

	Pedestrian Crossing & Bus Amenities	Station Access & Sidewalk Improvements	Wayfinding & Transit Signage	Pedestrian-Scale Lighting	Enhanced Bicycle Facilities	Traffic Calming
Slauson Station	Improve pedestrian crossings at major intersections, including at rail crossings, with sufficient countdown timers, improved crosswalks, and ADA-compliant curb ramps.	Improve the informal pedestrian path leading to the station underneath the tracks with paving, signage, pedestrian-scale lighting, and landscaping.	Install wayfinding signage and transit information along arterials and collectors for bicyclists, pedestrians, and transit users.	Install pedestrian-scale lighting along arterials and collectors, especially at street crossings.	Install enhanced bicycle facilities that connect the station to destinations: neighborhood schools, Augustus Hawkins Park, and other bicycle facilities in the area.	Not Applicable
Florence Station	Provide shelters, lighting, and comfortable seating at all bus stops; improve transit information signage at all bus stops.	Not Applicable	Add wayfinding signage through the park and along arterials and collectors.	Add lighting through the park and along arterials and collectors.	Add enhanced bicycle facilities on arterials and collectors.	Add speed bumps and enhanced crosswalks around the school on Bell Avenue.
Firestone Station	Improve pedestrian crossings at major intersections, including at rail crossings, with sufficient countdown time, improved crosswalks, and ADA-compliant curb ramps.	Widen sidewalks along arterials and collectors and provide crosswalks and ADA-compliant curb ramps.	Not Applicable	Install pedestrian-scale lighting along arterials and collectors and at the station, with particular attention paid to the underpass at the station entrance.	Install enhanced bicycle facilities on arterials and collectors.	Install traffic calming elements and consider road diets along streets with high vehicle speeds.