Tonight’s Agenda

Purpose: Update you on Segment A & get your feedback on design concepts & options

• Welcome & Introductions
• What We’ve Heard
• Design Concepts & Funding
• CAC Input (Rotating Stations)
• Next Steps
Segment B – Work to Date

Information as of December 13, 2016

- 2 TAC, 2 CAC and 4 Community Meetings held
- Technical Meetings with Stakeholders (cities of Bell, Maywood, Huntington Park, Metro Staff, LA County, LA City)
- Established Alternatives Evaluation Methodology
- Conducted Alternatives Analysis Evaluation
- Developed Rough Order of Magnitude Capital Costs
- Randolph Street Alternative ranks highest
Segment A - Work to Date

- Analyzed corridor comprehensively
- Held CAC Meeting #1, pop-up events & public survey
- Environmental Analysis
- RR Track/Tie Analysis - Recommendation to remove
- West & East Ends studied
- Conceptually designed 2 typ. miles, landscape alternatives, special places, major intersections
- Bioswale concept developed
- Railroad easement
- Costs estimated

Information as of December 13, 2016
Major Themes  From September 15th Segment A Meeting:

• Beautiful and safe
• Multi-use desired (walking, exercise & recreation are as important as cycling)
• Family-friendly, clean & well-maintained
• Drought-tolerant landscape with shade & trees
• Security and ped/bike safety important
• Discourage encampments through corridor design
• Lighting, seating & other ideas for amenities
• Foster social/community benefits
• Suggested renaming project
What We’ve Heard - Community Survey

- Conducted Sept - Oct 2016
- Distributed at community events
  
  Sabor de Mexico
  Taste of Soul
  TRUST South LA Block Party

- CAC members distributed
- 380 surveys collected
- Frequency of use
- Main concerns
- Design vision for ATC
- Summary results available

1. Activities Most Interested In

<table>
<thead>
<tr>
<th>Activity</th>
<th>Number of Responses</th>
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<tr>
<td>Walking</td>
<td>290</td>
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<tr>
<td>Cycling</td>
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<td>Exercising</td>
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<td>Reaching Transit</td>
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<td>Reaching Job</td>
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<td>Jogging</td>
<td>110</td>
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<tr>
<td>Reaching school</td>
<td>104</td>
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<tr>
<td>Walking with stroller</td>
<td>94</td>
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<tr>
<td>Accessing by wheelchair</td>
<td>86</td>
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<tr>
<td>Accessing street vendors</td>
<td>81</td>
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<tr>
<td>Skateboarding</td>
<td>79</td>
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<tr>
<td>Riding a scooter</td>
<td>60</td>
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<tr>
<td>Rollerblading/Rollerskating</td>
<td>46</td>
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<tr>
<td>Longboard</td>
<td>41</td>
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<tr>
<td>Pilot</td>
<td>24</td>
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What We’ve Heard – Technical Advisors

Information as of December 13, 2016

• TAC Meeting
• Interviews with Metro Departments
  Security, Engineering/Construction, Facilities Maintenance, Access/ADA, Real Estate, Joint Development, Environmental, Signage, Metro Art, Other Metro Projects
• Meetings with City of LA
  Transportation, Engineering, Water & Power, Sanitation
Slauson Corridor Studies

Mid-block Concepts (Typical 30' ROW)

Tiger/ATP Grant Elements

- Asphalt paved walkway and 2-way bike path
- Street buffer of decomposed granite (DG)
- Small edge buffer (DG)
- Lighting
- Fencing where needed

Tiger/ATP Grant Elements, Trees & Minimal Landscape

Same features as Tiger/ATP plus:

- Bioswale with minimal landscape
- Shade trees
Slauson Corridor Design Concept

Mid-block Concept (Typical 30' ROW)

- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60')
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer

Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10' from building face in ballast area)

Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)
Hyde Park / Chesterfield Square Segment

Mid-block Concept  (Typical 30’ ROW)

This design concept focuses on safety/security concerns between Slauson and 11th Avenues where private properties abut Metro’s ROW. Given the narrow ROW, the walk and bike paths are separated with a stormwater treatment median (bioswale). The layout addresses visibility concerns by limiting trees, and discourages encampments by minimizing landscaped areas. The separated walk and bike paths would meet at regular intervals. Features include:

- Asphalt paved walkway and bike path
- Lighting (spaced every 75’) with ability to integrate cameras and emergency telephones on pole
- Fencing at ROW edge where needed (Metro standard panelized)
- Trees at access points
- Low, drought tolerant plants and decomposed granite
- Drain to center buffer with bioswale
- Vines where appropriate (not in front of murals)

Before photo of Metro ROW at Hyde Park / Chesterfield Square segment
Mixing Zones

Slauson Corridor Concept at Bus Stop

Concept plan at bus stop mixing zones

Existing photo of Slauson/Compton intersection

Example of diverter planted with drought tolerant flax

Example of street bond graphic (Auckland, NZ)
Mixing Zones

Hyde Park / Chesterfield Square Concept at Neighborhood Street (Shown on 30' ROW)

Existing photo of Metro ROW at Van Ness intersection

A concentration of bright trees such as the Chilopsis linearis 'Lotus' can help indicate access points

Example of diverter island that alert cyclists to upcoming intersection (Whittier Greenway Trail)
Opportunity Sites Map

Information as of December 13, 2016

Areas with additional ROW beyond typical 30' width

Legend
- Metro Right-of-Way (ROW)
- Non-Metro ROW
- Crenshaw/LAX Line
- Silver Line
- Blue Line
- Metro LRT Station

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<tr>
<th>#</th>
<th>Additional ROW</th>
<th>Opportunity Sites</th>
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<tbody>
<tr>
<td>1</td>
<td>n/a</td>
<td>Trailhead Plaza at 67th St &amp; 11th Ave (7,500 sq ft)</td>
</tr>
<tr>
<td>2</td>
<td>20 ft</td>
<td>11th Ave to 8th Ave &amp; Denker Ave to Normandie Ave (44,000 sq ft)</td>
</tr>
<tr>
<td>3</td>
<td>10-14 ft</td>
<td>Hyde Park Neighborhood (13,500 sq ft)</td>
</tr>
<tr>
<td>4</td>
<td>10 ft</td>
<td>Slauson Ave Crossing and Silver Line Station / 110 Freeway Underpass (20,000 sq ft)</td>
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<tr>
<td>5</td>
<td>50 ft</td>
<td>Normandie Ave to Budlong Ave (65,000 sq ft)</td>
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<tr>
<td>6</td>
<td>n/a</td>
<td>Augustus F. Hawkins Natural Park Frontage (partial segment included in 30 ft ROW)</td>
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<tr>
<td>7</td>
<td>40 ft</td>
<td>Blue Line Station and Trailhead (72,000 sq ft)</td>
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<tr>
<td>8</td>
<td>25-48 ft</td>
<td>Potential: BNSF Parcel (43,000 sq ft)</td>
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</tbody>
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Opportunity Sites

Segment A-1: Fairview Heights Station to 8th Ave

LEGEND

Open Space and School Campuses
- Public Park
- Puddledy Accessible Private Open Space
- School

Recreational Destinations
- Metro Opportunity Site
- Edward Vincent Junior Park
- 11th Ave Park

Civic/Institutional Destinations
- LA Co. Dept. of Public Social Services
- Hyde Park Children’s Center
- YES Academy/Hyde Park Elem.
- Luckin Academy/Crenshaw Arts/Tech Charter H.S.

Cultural Destinations
- Amphitheater

Medical Destinations
- St. John’s Community Health Center

Religious Destinations
- Maranatha Community Church
- Greater Deliverance COGIC
- Claretian Church of Religious Science
- Love Lifted Me Missionary Baptist
- Mission Cristana El Amor de Cristo
- New Life Bible Church

Commercial Destinations
- Check cashing store
- Stone’s Grocery and Market

PROJECT KEY PLAN
Opportunity Sites

Segment A-3: S Western Ave to Menlo Ave

Information as of December 13, 2016

LEGEND
Open Space and School Campuses
School
Recreational Destinations
Metro Opportunity Site
Harvard Rec Center
Vermont Cage Park
Hoover Cage Park
Civic/Institutional Destinations
People Who Care Youth Center
Vermont Slauson Econ Dev Corp.
Schools
Youth Build Charter
Budlong Elementary
Levi Dantzer Charter
John Muir Middle
Park Muerta Primary
Nativity Catholic School
Cultural Destinations
Southern California Library
Religious Destinations
Testimonial Cathedral CDJC
 Primer Angel Pentecostal
 Oasis Center Cristo
 House of God Apostolic Church
 Embajada de Dios
 Abiding Love
 Nativity Catholic Church
Commercial Destinations
Fast Food/retail
Food 4 Less
Big Lots
Waggreens
Check Cashing store
Extra Space Storage
Slauson Supermall
El Super
Chase Bank
Bank of America

PROJECT KEY PLAN

Segment A-3
Opportunity Sites

Information as of December 13, 2016

Segment A-6: Ascot Ave to Malabar St

LEGEND
- Open Space and School Campuses
- Public Park
- School
- Recreational Destinations
- Metro Opportunity Site
- Augustus F. Hawkins Nature Park
- Station Multipurpose Center
- Pueblo Del Rio Public Housing
- El Parque Nuestra
- Raul R. Perez Memorial Park
- Civic/Institutional Destinations
- NCAW Wellness Station & Playground
- Pueblo Del Rio Public Housing
- Medical Destinations
- Clinics in Vicinity
- Religious Destinations
- Morning Star COCIC
- Greater Holy St. John Baptist Church
- San Juan Bosco
- Commercial Destinations
- Grace Super Market
- Big Save Foods
- 1988 MT Matamoros
- Food Retail/Convenience
- Pacific Center Shopping Center

PROJECT KEY PLAN

LEGEND
- Open Space and School Campuses
- Public Park
- School
- Recreational Destinations
- Metro Opportunity Site
- Augustus F. Hawkins Nature Park
- Station Multipurpose Center
- Pueblo Del Rio Public Housing
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- Pacific Center Shopping Center
Cul-de-Sac Access

Streets that terminate into Metro’s ROW (10th Ave, Haas Ave, Cimarron St, Wilton Pl, Saint Andrews Pl)

- Mixing zone at cul-de-sac access point
- Haas Ave cul-de-sac view; note City of Los Angeles alley to left and right along ROW
- Cul-de-sac access to the LA River at McConnell Avenue creates a welcoming entapoint
- Note: City of LA alleys about Metro ROW at several cul-de-sacs

Birdseye aerial with cul-de-sac concept in 3 locations
Silver Line Station / 110 Fwy Underpass

Underpass and Access Concept (40’ Metro ROW)

- Large mixing zone at intersection with bus stop
- New crosswalk & curb ramps at existing signalized intersection
- OPPORTUNITY: Future graphic or community mural on nearby Caltrans wall
- New lights between columns
- New crosswalk & curb ramps at existing signalized intersection
- Small mixing zone at intersection
- New guardrail between crosswalks to prevent jaywalking/jaycycling under freeway
- METRO SILVER LINE STATION ENTRANCE
- Pole lights can hold uplights or wall lighting for a future community-based graphic or mural
- General location of new crosswalk east of fwy
- Silver Line Slauson Station’s entrance under the I-110 freeway
- An example of a bike path under the freeway (Culver Median Bike Path)
Silver Line Station / 110 Fwy Underpass

Underpass and Access Concept (40’ Metro ROW)

- Per Metro’s First Last Mile Strategic Plan, underpass enhancements can encourage walking and cycling with wayfinding, infographics, lighting and other safety features.
- Existing Metro ROW at 110 Freeway underpass.
- Recycled concrete rubble landscape at the Queens Plaza Pedestrian and Bicycle Improvement Project (New York City, NY).
- Example of uplighting under a freeway (San Jose, CA).
- Textured stone surface and boulder landscape at the Culver Bike Path under the 405 Freeway.
- Example of a locally designed mural along bicycle and pedestrian paths (Detroit Dequindre Cut).
- Example of artist-designed guardrails that can enhance the space and safety at the underpass curb edge.
- Guardrails at the curb edge could integrate sculptural metalwork.

Los Angeles County Metropolitan Transportation Authority
Active Transportation Rail to River Corridor – Segment A
Trailhead Plaza at 67th St & 11th Ave

Option 1  Trailhead with open plaza and seat walls at edge

Option 2  Trailhead plaza with circular tree benches
11th Ave to 8th Ave

Opportunity Site  (50’ Metro ROW)

Another Option: Walk and bike paths could remain in the center of the ROW with smaller landscape zones on either side (similar to the typical 30’ ROW concept)

View of proposed site from 11th Ave

View of site from 8th Ave

Agave is an example of a plant that lends itself to an orderly, low maintenance design

Planting design should discourage loitering and encampment

Palo Verde is an example of a tree that is striking and drought tolerant
Hyde Park Neighborhood

Option 1 Tree-lined / Seating (30’ Metro ROW)

Looking west from the corner of 4th Ave and Hyde Park Blvd

View of proposed site from 6th Ave

A tree-lined bioswale along the pedestrian path

Colorful California native plants

Low-growing native grass and flowering perennials
Hyde Park Neighborhood

Option 2  Park-like / Active Uses  (30’ Metro ROW + 12’ City of LA ROW)

CAC members thought the Hyde Park Blvd segment could be park-like

Example of native grass punctuated by low-growing, native perennials

A wider ROW provides opportunities for programmable space that could include game tables

Hyde Park Parkway can offer much needed space for exercise and play

Example of community garden & tool shed
Normandie Ave to Budlong Ave

Option 1  Bio-Diverse / Opportunity Site  (80’ Metro ROW)

A portion of the proposed site between Normandie Ave and Budlong Ave

Peaceful pedestrian and bike paths with native plant landscape

Example of native plant garden

Built-in seating could provide resting place for pedestrians and cyclists

The large ROW could include quieter zones within the garden
Normandie Ave to Budlong Ave

Option 2  Drought Tolerant / Opportunity Site (80' Metro ROW)

By keeping the walk and bike paths along the Slauson edge, a programmable public space can be created on the remaining ROW (This approach could work with a range of landscape and program concepts, even a modified Option 1).

This concept provides open space for different community-determined activities.

Option 2 provides flexible, open space that could accommodate food trucks and dining on special nights.

Shaded by trees, farmers’ markets and other pop-up events could be programmed by local community groups.

The wider ROW has space for exercise stations, which community members have said is a high priority.
Tree Pattern Options

Information as of December 13, 2016

1 MIXED TREES
Mix of 3 tree species along Stausson Corridor with varying ornamental trees planted at significant nodes

2 TREES BY THE MILE - "Monolithic"
Different tree species planted at 1 mile intervals to mark travel distance

3 TREES BY THE MILE - "Mixed"
Mix of 2 tree species planted along Stausson Corridor with different ornamental trees planted at 1 mile intervals
Augustus F. Hawkins Natural Park Frontage

Native Landscape (25’ - 60’ Metro ROW)

View of Augustus F. Hawkins Natural Park frontage

Looking west toward Augustus F. Hawkins Natural Park

Elements from Augustus F. Hawkins Natural Park can influence the look and feel of the new path

This beloved park is where neighbors gather to socialize, kids learn to ride bikes, and birthdays are celebrated

Flexible open space offers a place to play
Option 1  Tree-lined Open Plazas  (60' Metro ROW)

West end of proposed site (Holmes Ave to Metro Blue Line Station)

East end of proposed site (Alba Ave looking west toward Holmes Ave)

Trees line both sides of the pedestrian and bike paths to provide shade and extra buffer

Information kiosk could provide information about the corridor and neighborhood

Trees shade open plaza area
Blue Line Station and Trailhead

Option 2  Active Uses / Flexible Spaces  (60’ Metro ROW)

- Unique planting along north edge is a special, park-like feature
- Space along north edge creates opportunity for exercise area
- Native plant material provides thick buffer from Slauson Ave
- Extra space provides the opportunity for community defined recreation and activities
Slauson Ave Crossing

Key Plan

Looking east toward Slauson Supermall ( Swap Meet) and location of new signalized crossing

Left turns are prohibited onto Slauson when exiting the Supermall parking lot

New raised sidewalk will provide level surface and safer conditions for pedestrians with wheels

New raised sidewalk will prevent vehicles from cutting through existing pedestrian zone to access Slauson Supermall driveway
Lighting

- Comply with Illuminating Engineering Society, Metro, City of LA Bureau of Street Lighting Standards
- High-efficiency light emitting diode (LED) lamps
- Elevated light levels for increased visibility
- Balance safety and excessive brightness
- Exceed IES standard for “medium pedestrian conflict zone”
- 110 Fwy underpass illuminated 24-hours/day
- Ability to integrate security phones, cameras on poles

See handout page REF-2
Project Design Cost Considerations

Information as of December 13, 2016

Mid-block Concept (Typical 30’ ROW)

- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60’)
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer

Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10’ from building face in ballast area)

Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)
CAC Input

1. **Full Group**
   Typical mid-block concepts

2. **Smaller Rotations**
   Mixing Zones
   Hyde Park Area
   Trees & Wide Spaces
   Blue Line Area

3. **Discussion Summary & Next Steps**
Input on Typical Mid-block Concepts

Information as of December 13, 2016

Slauson Corridor  TYP-2

Hyde Park/Chesterfield Square  TYP-3
Based on the 15% design concepts, we’d like to know:
1. Which concepts most address your interests, vision and concerns?
2. How do you envision the opportunity spaces being used?
3. Where options are shown, do you have a preference?
4. Are we on the right track?
NEXT STEPS
Outreach

Community Meeting Notification Efforts

- Elected official briefings
- Direct mail – project database, property owners and occupant database
- E-blasts notice and reminders
- Public counter distribution of notice to:
  - Cities, community groups / organizations, churches, libraries, parks, senior and community centers, and schools
- Tool kit distribution to Community Advisory Committee members and other stakeholders
- Metro The Source article
- Project helpline
- Project webpage
- Facebook Event
- Press Release

Information as of December 13, 2016
Thank you