Active Transportation Rail to River Corridor

Community Meeting - Segment A

Information as of January 26, 2017

January 26, 2017
Tonight’s Agenda

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

• Welcome
• What We’ve Heard
• Design Concepts
• Question & Answer
• Input at Presentation Boards
## Active Transportation Rail to River Corridor Map

### Segment A
- June 2016 - July 2017
- Environmental Analysis
- 30% Design
- Technical Report

### Segment B
- June 2016 – March 2017
- Alternative Analysis
- Evaluate four routes/alternatives identified through feasibility study
- Selection of Preferred Alternative

### Selection of Preferred Alternative

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
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<tbody>
<tr>
<td>High</td>
<td>A high score indicates the alternative highly supports and satisfies the criterion, or has a low potential for impact.</td>
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<tr>
<td>Medium</td>
<td>A medium score indicates the alternative moderately supports the criterion, or has a moderate potential for impact.</td>
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<tr>
<td>Low</td>
<td>Low scores indicates that an alternative does not support or conflicts with the criterion, or has a high potential for impact.</td>
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Information as of January 26, 2017
Segment A - Work to Date

• Analyzed corridor
• Met with Community Advisory Committee (CAC)
• Environmental analysis started
• Connection to Fairview Heights studied
• Conceptual design to 15% level
• Costs and funding evaluated
What We’ve Heard - Community Advisory Committee

• Beautiful and safe
• Multi-use desired (walking, exercise & recreation are as important as cycling)
• Family-friendly, clean & maintenance over time
• Interest in tree species & drought-tolerant landscaping
• Security & intersection crossings
• Discourage encampments through corridor design
• Lighting, fencing, seating & amenities
• Future art opportunities
• Suggested renaming project
• Study walk/bike path locations & width
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
- 366 surveys collected
- Frequency of use
- Main concerns
- Design vision for ATC
- Summary results available
What We’ve Heard – Technical Advisors

• Input from Technical Advisory Committee (TAC)
• Interviews with Metro Departments
• Meetings with City of LA
  Transportation, Engineering, Water & Power, Sanitation
• Meeting with City of Inglewood
  Planning, Public Works

Information as of January 26, 2017
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 Baldwin area)

Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)
Design Criteria for Walk/Bike Paths

• Safety
  Lighting, “eyes on the street”, ADA

• Minimizing conflicts
  Access to bus stops, intersections, mixing zones

• Comfort
  Compatible adjacent use, shade, width

• Engineering
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 encroachments 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)

Information as of January 26, 2017
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 Cilopsis linearis "Lupus" can help indicate access points

Example of diverter island that alerts cyclists to upcoming intersection (Whittier Greenway Trail)
Cul-de-Sac Access

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

- Cul-de-sac access to the LA River at McConnell Avenue creates a welcoming entrypoint.
- Haas Ave cul-de-sac view; note City of Los Angeles alley to left and right along ROW.
- Birdseye aerial with cul-de-sac concept in 3 locations.

Note: City of LA沿线 about Metro ROW at several cul-de-sacs.
Fairview Heights Station Area

Route from 11th Ave to Metro Fairview Heights Station

Looking west toward the triangular parcel at 67th St and 11th Ave

Conceptual plan showing transition to bike lanes on 67th St

Bike lanes are proposed on portions of 67th St (looking west)

Sharrows are proposed on portions of 67th St (looking west)

Bike lanes already exist on West Blvd leading south to the future station (looking south)

Legend
- Metro Station
- Metro Crenshaw/LAX Line (At Grade)
- Metro Crenshaw/LAX Line (Below Grade)
- Segment on Metro ROW
- Station Entrance
- Existing Traffic Signal
- City Boundary

West Terminus Route on City Streets
- E 67th St to West Blvd – 0.52 miles
- Alternative: E 67th St to N Long St – 0.68 miles

NOTE: The “Downtown Inglewood/Fairview Heights TDD Plan” considered Long Ave as a potential bicycle-friendly residential street. The adopted plan envisions future mixed-use development on West Blvd with active sidewalks and streetscape along the west sidewalk. The City of Inglewood is currently developing an Active Transportation Plan (ATP) to be completed mid-2017. The West Blvd roadway and eastern sidewalk are within the City of Los Angeles.
Opportunity Sites Map

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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<tr>
<td>1</td>
<td>n/a</td>
<td>Trailhead Plaza at 67th St &amp; 11th Ave (7,500 sq ft)</td>
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<tr>
<td>2A</td>
<td>20 ft</td>
<td>11th Ave to 8th Ave &amp; Denker Ave to Normandie Ave (44,000 sq ft)</td>
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<td>3</td>
<td>10-14 ft</td>
<td>Hyde Park Neighborhood (13,500 sq ft)</td>
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<tr>
<td>4A</td>
<td>10 ft</td>
<td>Slauson Ave Crossing and Silver Line Station / 110 Freeway Underpass (29,000 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 (45,000 sq ft)</td>
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Information as of January 26, 2017
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
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
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 graffiti or community mural on north 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

Silver Line Slauson Station’s entrance under the I-110 freeway

An example of a bike path under the freeway (Culver Median Bike Path)

Pole lights can hold uplights or wall lighting for a future community-based graphic or mural

General location of new crosswalk east of fwy

Information as of January 26, 2017
Lighting

• Comply with National, Metro and City of LA Standards
• High-efficiency light emitting diode (LED) lamps
• Elevated light levels for increased visibility
• Balance safety and excessive brightness
• 110 Fwy underpass illuminated 24-hours/day
• Ability to integrate security phones, cameras
Augustus F. Hawkins Nature Park Frontage

Native Landscape (25’ - 60’ Metro ROW)

View of Augustus F. Hawkins Nature Park frontage

Looking west toward Augustus F. Hawkins Nature Park

Elements from Augustus F. Hawkins Nature 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

Information as of January 26, 2017
Blue Line Station and Trailhead

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 Stauson Ave.

Extra space provides the opportunity for community defined recreation and activities.
Segment B – Work to Date

• 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

Information as of January 26, 2017
Input at Presentation Boards

1. Typical Concepts
2. Mixing Zones
3. Opportunity Sites – West Half
4. Opportunity Sites – East Half
5. Lighting & 110 Fwy Underpass
Community Survey - Please provide your input on the proposed designs for Segment A.

1. **Typical Concepts**
   Do the typical Sauser corridor and Hyde Park/Chesterfield Square segment designs seem like attractive spaces that you would like to walk or bike along?
   Yes  No

2. **Mixing Zones**
   Do the proposed mixing zone designs address your concerns about safety and visibility when using the walk or bike path?
   Yes  No

3. **Opportunity Sites** (Respond to any or all of the following questions. Additional comments can be provided under question 4.)
   a. **Hyde Park Neighborhood**: Do you like the seating, exercise stations, and game tables that are proposed along Hyde Park Drive?
      Yes  No
   b. **Mosman to Baseline Streets**: Do you like the proposed combination of multi-use community space, a natural garden area with meandering path, exercise stations, and play space?
      Yes  No
   c. **Augusta & Howell Natural Park Frontage**: Do you like the proposed mix of recreational uses, natural landscaping and meandering paths?
      Yes  No
   d. **Blue Line Station Area**: Do you like the proposed design with areas for small groups (yoga classes or small picnic areas) and shaded seating?
      Yes  No
   e. **310 Freeway Underpass**: Does the proposed design address safety and visibility concerns during all hours of the day?
      Yes  No

4. Do you have any other design suggestions for the team?
Thank you