

Active Transportation Rail to River Corridor

Community Meeting - Segment A

Information as of January 26, 2017



Metro

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



Active Transportation Rail to River Corridor Map

Segment A

> June 2016 - July 2017

> Environmental Analysis

> 30% Design

> Technical Report

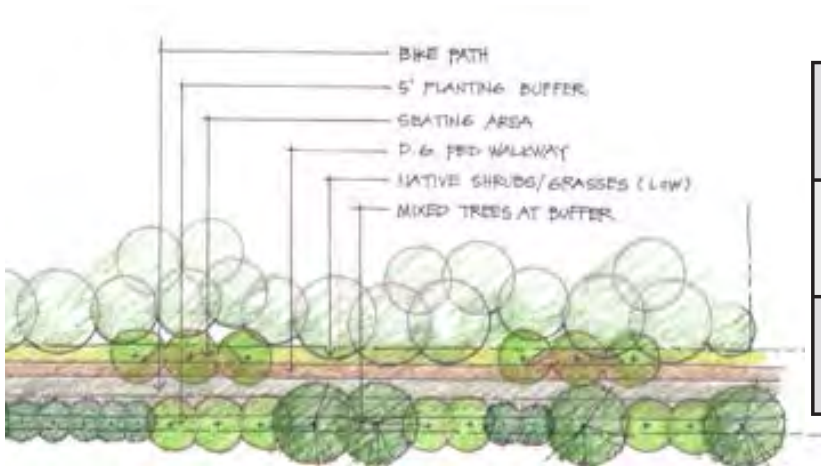
Segment B




> June 2016 – March 2017

> Alternative Analysis

> Evaluate four routes/alternatives identified through feasibility study

> Selection of Preferred Alternative



	High	A high score indicates the alternative highly supports and satisfies the criterion, or has a low potential for impact.
	Medium	A medium score indicates the alternative moderately supports the criterion, or has a moderate potential for impact.
	Low	Low scores indicates that an alternative does not support or conflicts with the criterion, or has a high potential for impact.

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

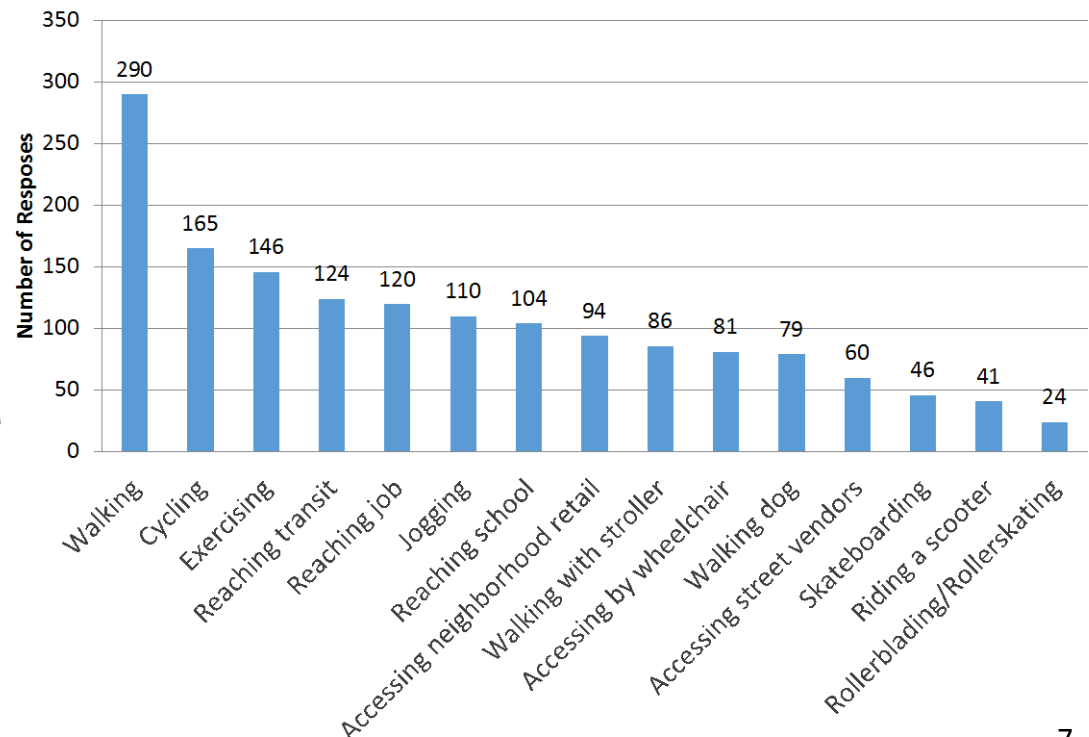


What We've Heard - Community Survey

Information as of January 26, 2017

- 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

1. Activities Most Interested In



What We've Heard – Technical Advisors

- Input from Technical Advisory Committee (TAC)
- Interviews with Metro Departments
Security, Engineering/Construction, Facilities Maintenance, Access/ADA, Real Estate, Joint Development, Environmental, Signage, Metro Art, Fire / Life Safety, Other Metro Projects
- Meetings with City of LA
Transportation, Engineering, Water & Power, Sanitation
- Meeting with City of Inglewood
Planning, Public Works



Segment A – Active Transportation Facility Example



Slauson Corridor Design Concept



Mid-block Concept (Typical 30' ROW)

Information as of January 26, 2017

- 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

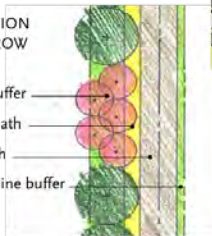


Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10' from building face in ballast area)



COMPOSITION
30' typical ROW

- 11' street buffer
- 5' walking path
- 12' bike path
- 2' property line buffer



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



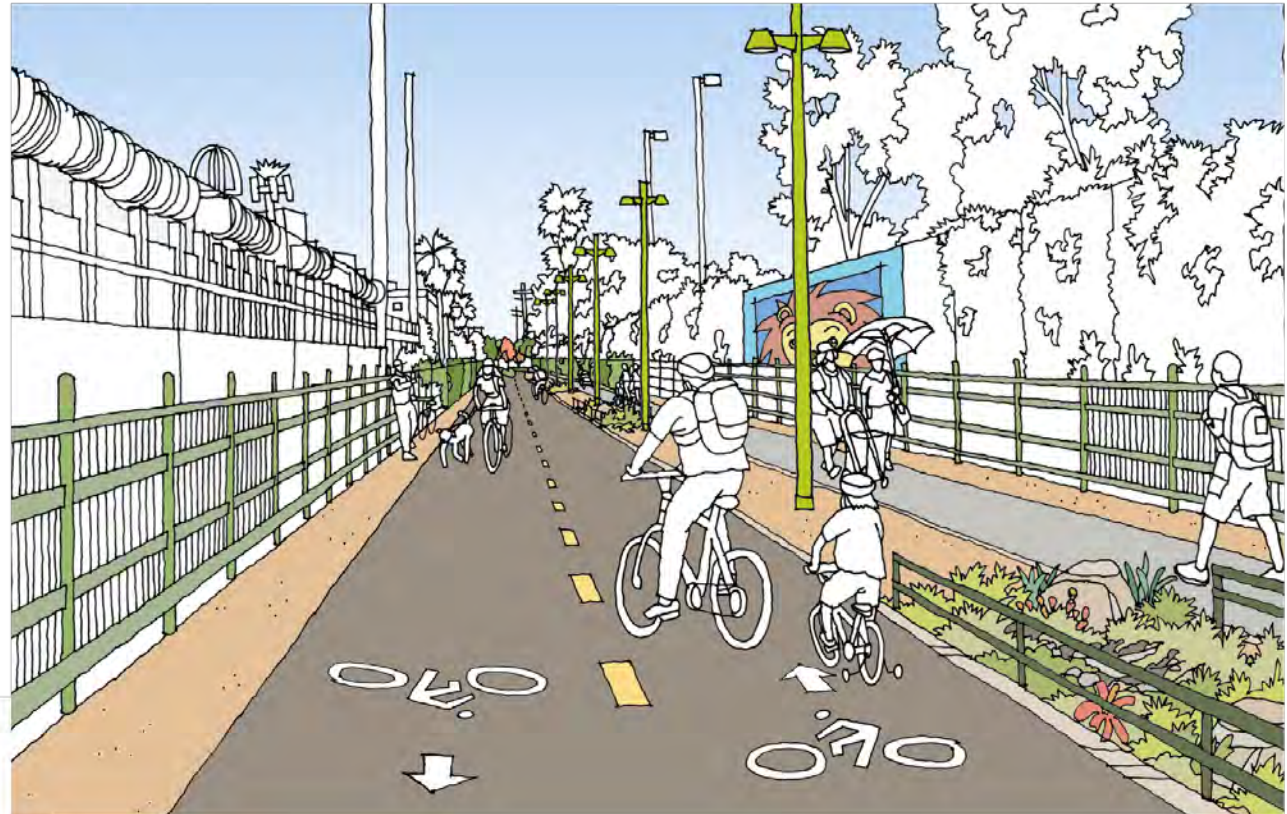
Mid-block Concept (Typical 30' ROW)

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 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



COMPOSITION

30' typical ROW

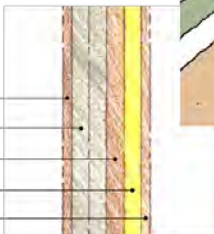
3' edge zone

12' bike path

6' bioswale

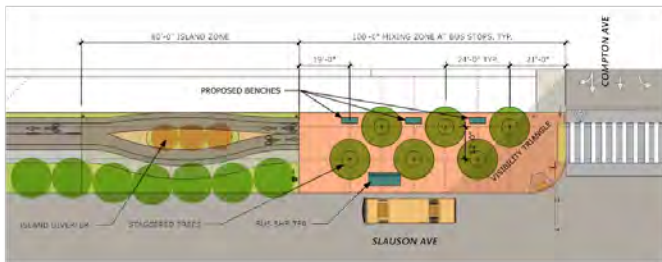
6' walking path

3' edge zone



Mixing Zones

Slauson Corridor Concept at Bus Stop



Concept plan at bus stop mixing zones



Existing photo of Slauson/Compton intersection



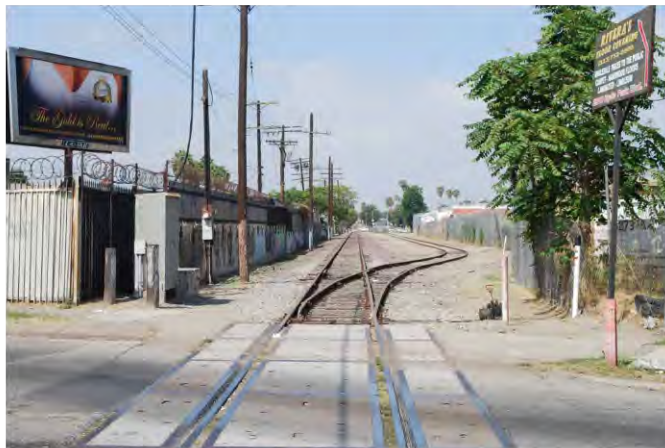
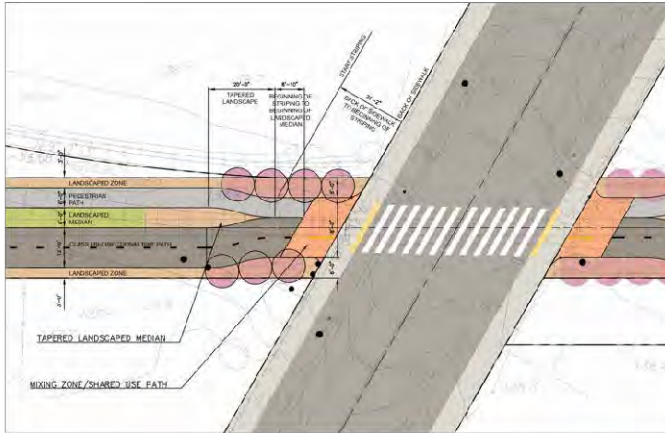
Example of diverter planted with drought tolerant flax



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 'Lopur' can help indicate access points



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

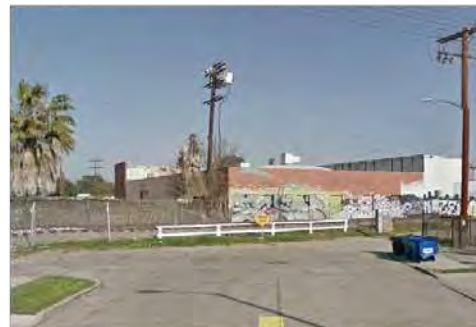
Cul-de-Sac Access



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

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

- M 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

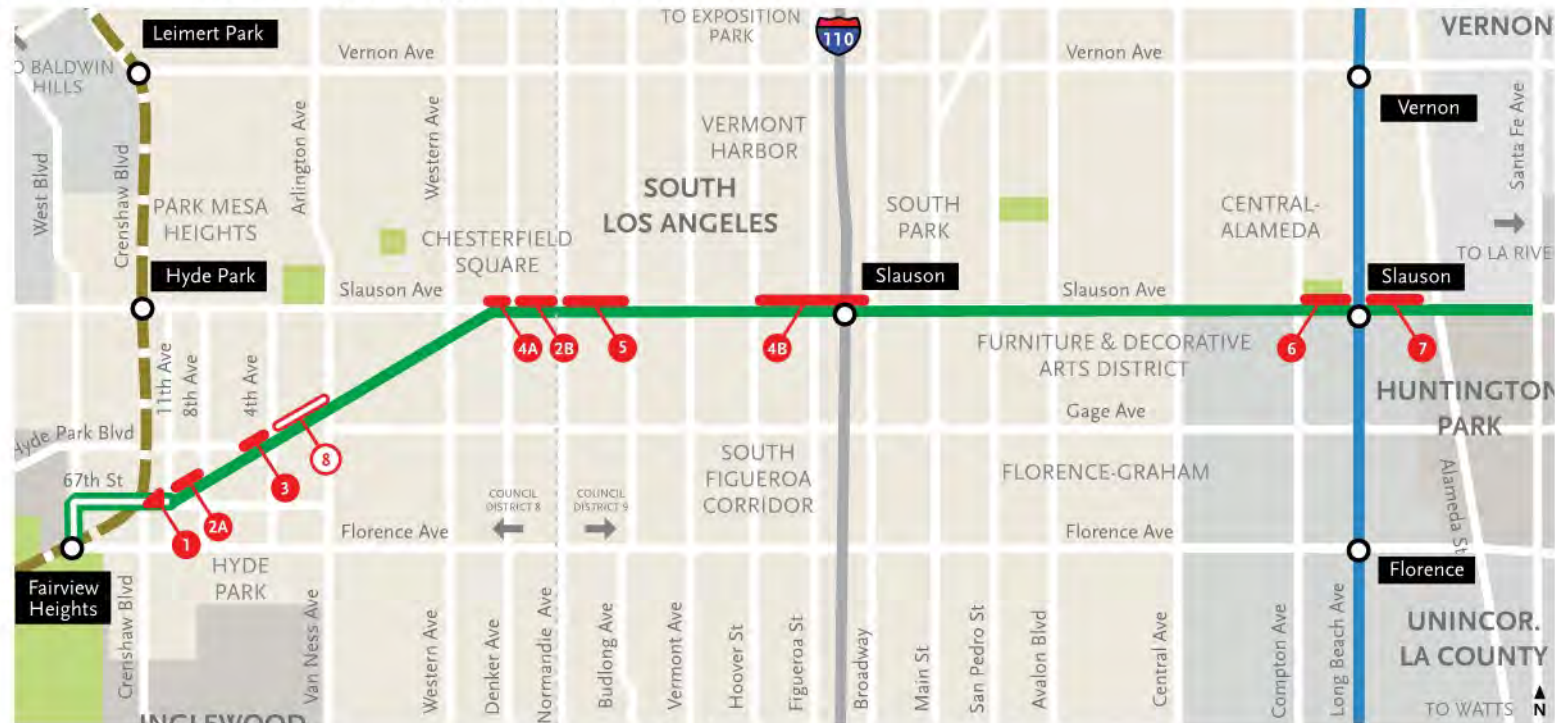
West Terminus Route on City Streets

- 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 TOD 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

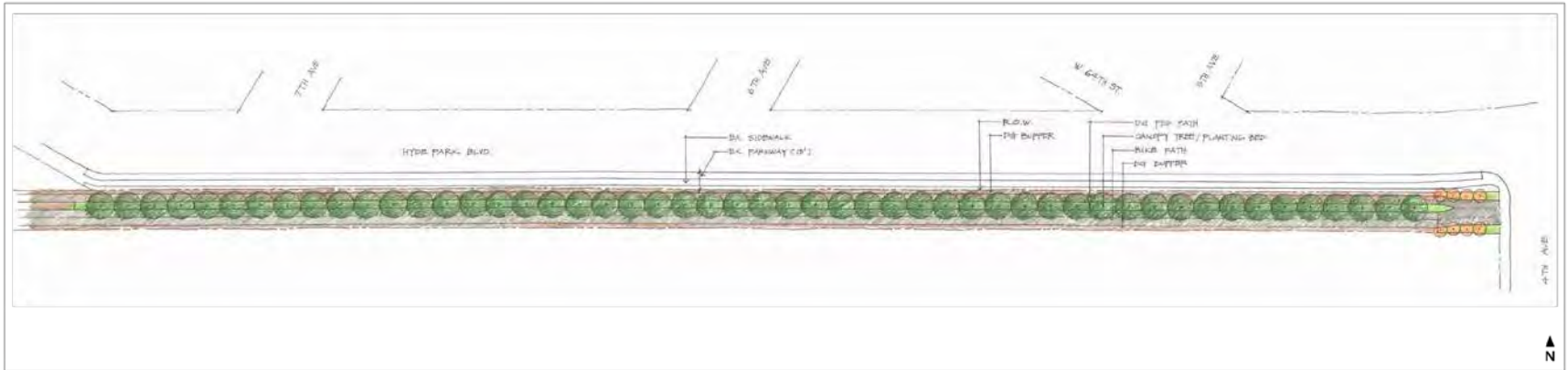
Opportunity Sites

#	Additional ROW	Opportunity Sites
1	n/a	Trailhead Plaza at 67th St & 11th Ave (7,500 sq ft)
2A 2B	20 ft	11th Ave to 8th Ave & Denker Ave to Normandie Ave (44,000 sq ft)
3	10-14 ft	Hyde Park Neighborhood (13,500 sq ft)
4A 4B	10 ft	Slauson Ave Crossing and Silver Line Station / 110 Freeway Underpass (29,000 sf)
5	50 ft	Normandie Ave to Budlong Ave (65,000 sq ft)
6	n/a	Augustus F. Hawkins Natural Park Frontage (partial segment included in 30 ft ROW)
7	40 ft	Blue Line Station and Trailhead (72,000 sq ft)
8	25-48 ft	Potential: BNSF Parcel (43,000 sq ft)

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

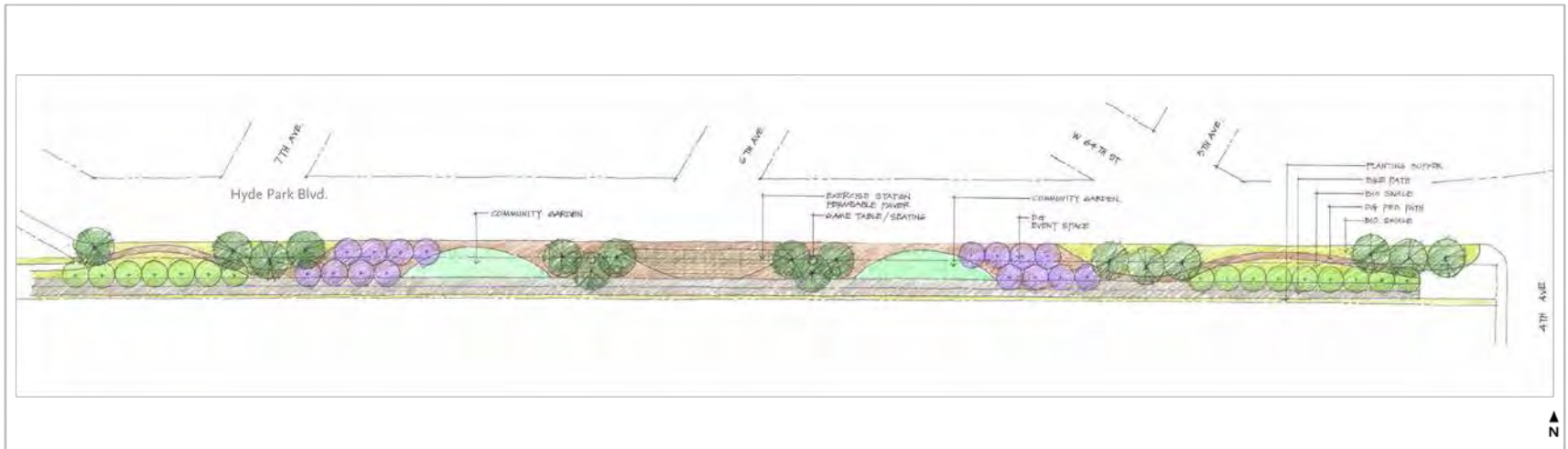


Low growing native grass and flowering perennials

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

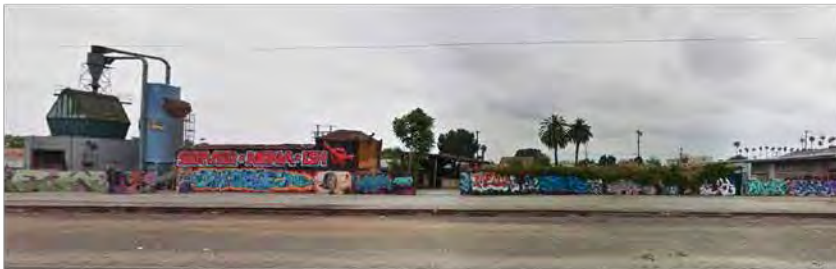


Example of community garden & tool shed

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



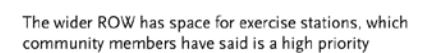
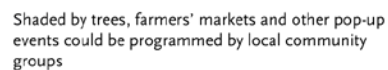
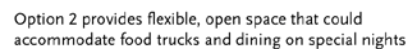
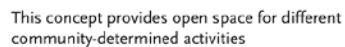
Built-in seating could provide resting place for pedestrians and cyclists



The large ROW could include quieter zones within the garden

Key Plan

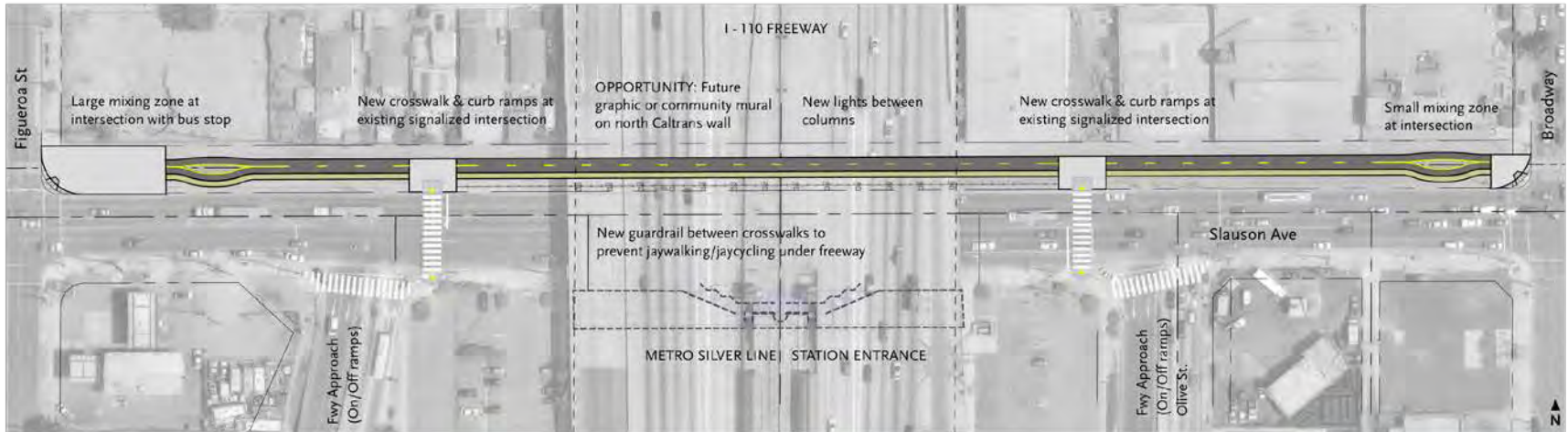
By keeping the walk and bike paths along the Slauson edge, a programmable public space can be created on the remaining ROW (This approach could work with a range of landscape and program concepts, even a modified Option 1)



Silver Line Station / 110 Fwy Underpass



Underpass and Access Concept (40' Metro ROW)



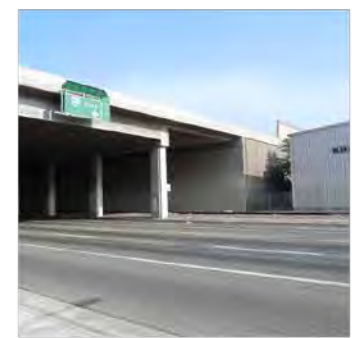
Silver Line Slauson Station's entrance under the I-110 freeway



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 freeway

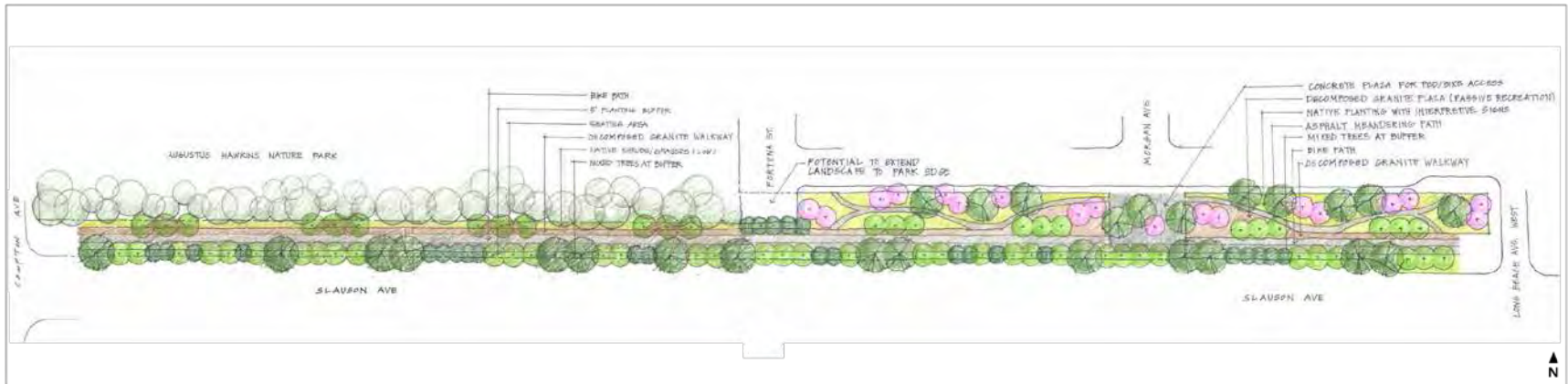
Lighting

- 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

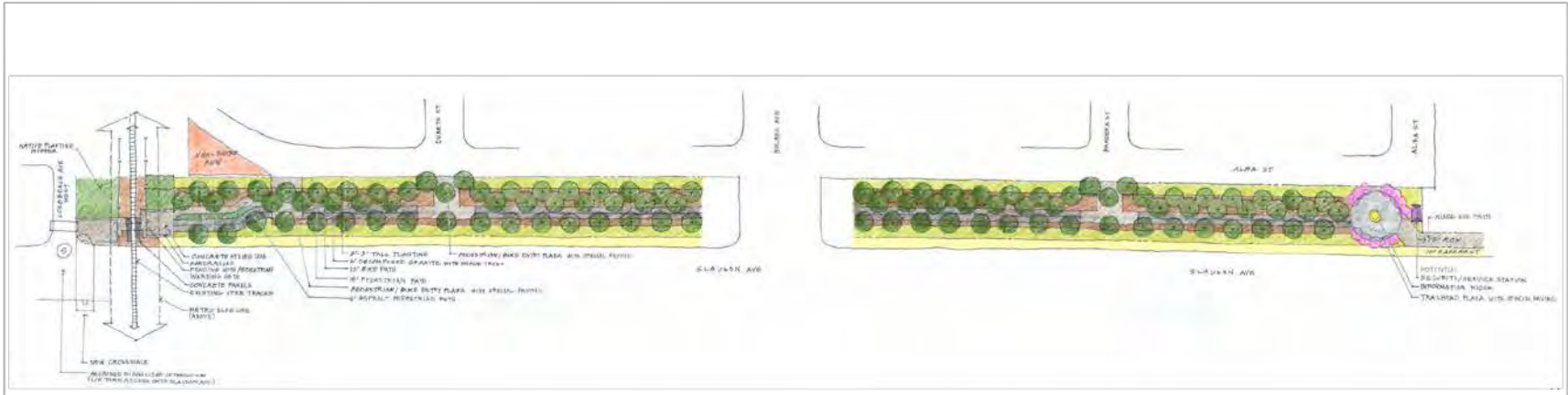


Flexible open space offers a place to play

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



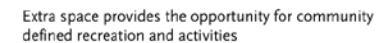
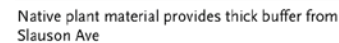
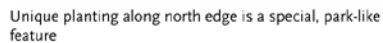
Information kiosk could provide information about the corridor and neighborhood



Trees shade open plaza area

Key Plan

The image contains two landscape architectural plans for a parkway. The left plan shows a section with a 'NATURAL PLANTING BUFFER' and 'LANDSCAPE BUFFER' on the left, a 'NEW CONCRETE' area, and a 'NEW SIDEWALK' with 'NEW TRAMPOLINE' and 'NEW TRAMPOLINE' labels. It includes a 'NEW SIDEWALK' and 'NEW TRAMPOLINE' area. The right plan shows a section with 'SLAUGHER AVE' and 'SLAUGHER ST' labels, a 'NEW SIDEWALK' and 'NEW TRAMPOLINE' area, and a 'NEW SIDEWALK' and 'NEW TRAMPOLINE' area.



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**



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



Questionnaire

Information as of January 26, 2017



Community Survey - Please provide your input on the proposed designs for Segment A.

1. Typical Concepts

Do the typical Slauson 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 if 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 Blvd?

Yes No

b. **Normandie to Budlong Block:** 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. **Augustus F. Hawkins 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. **110 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

