Active Transportation Rail to River Corridor

Community Meeting - Segment A
Tonight’s Agenda

- Open House (30 min)
- Welcome / Project Overview
- Presentation of 30% Design Refinements
- Next Steps
- Open House
Project Timeline

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 Locally Preferred Alternative

Information as of June 29, 2017

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
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<tbody>
<tr>
<td>☀️</td>
<td>High</td>
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<tr>
<td>🌆</td>
<td>Medium</td>
</tr>
<tr>
<td>🌃</td>
<td>Low</td>
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</tbody>
</table>
Segment B: Randolph St – Locally Preferred Alternative

Information as of June 29, 2017
Segment A: Work to Date

- Analyzed corridor
- Held collaborative meetings:
  - Community Advisory Committee (CAC)
  - Technical Advisory Committee (TAC)
  - Community Meetings
  - Technical/design meetings with City, County and Federal stakeholders
  - Elected Official briefings
  - Briefings with interested stakeholder and local community groups
- Costs and funding evaluated
- Conceptual design to 30% level
- Environmental Analysis Completed
What We’ve Heard – Community Advisory Committee

> Beautiful and safe corridor
> Multi-use corridor
  (walking, exercise & recreation are as important as cycling)
> Family-friendly, clean & well maintained over time
> Interest in tree species & drought-tolerant landscaping
> Security & intersection crossings
> Discourage encampments through corridor design
> Lighting, fencing, seating & amenities
> Maintain future art opportunities
> Suggested renaming project
> Study walk/bike path locations & width
What We’ve Heard – Community Questionnaire

- Conducted Sept - Oct 2016
- Distributed at community events
  - Sabor de Mexico
  - Taste of Soul
  - TRUST South LA Block Party
- CAC members completed & distributed
- 366 questionnaires collected
- Frequency of use
- Helped identify main concerns
- Helped identify design vision for ATC
- Summary results available

Information as of June 29, 2017
What We’ve Heard – Community Meetings #1 & #2

- Corridor should be pedestrian and bicycle friendly & separate users
- Better lighting is needed throughout corridor
- Desire for well maintained corridor
- Ensure connectivity to transportation options & key destinations/strategic locations
- Need a variety of amenities
- Minimize impacts on community while implementing transportation infrastructure
- Need good and ample signage to protect users
30% Design Refinements

> Walk / Bike Path
> Trees & Plants
> Safety Features
> Fairview Heights Station Connection

Information as of June 29, 2017
# What We’ve Heard – Walk / Bike Path Features

Information as of June 29, 2017

<table>
<thead>
<tr>
<th>Community Recommendations</th>
<th>Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wider walking path</td>
<td>7’ path accommodates groups of travelers of different abilities, and those with pets</td>
</tr>
<tr>
<td>Consistent location</td>
<td>Walk path consistently on south side in between Opportunity Sites</td>
</tr>
<tr>
<td>Shaded path</td>
<td>Sun/shade study confirmed trees can shade walk path for most of day</td>
</tr>
<tr>
<td>Comfort</td>
<td>Light colored walk path reduces heat; more places to sit</td>
</tr>
<tr>
<td>Separate pedestrians and bicyclists</td>
<td>Painted buffer or planted bioswale will separate the two paths</td>
</tr>
<tr>
<td>Minimize conflicts</td>
<td>Signage, striping and mixing zone design will clearly direct flow</td>
</tr>
</tbody>
</table>
Slauson Corridor Design Concept

Before

Existing photo of Slauson west of San Pedro (Note: MetroROW ends 10' from building face in ballast area)
Slauson Corridor Design Concept

Mid-block Concept
(Typical 30’ ROW)

- Asphalt paved walkway and 2-way bike path with painted markings and buffers
- Regularly spaced lighting along entire path
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer

Example of bioswale next to pedestrian path (Woodman Ave in Van Nuys, CA)
Painted paths with buffers along Expo Bike Path

View looking West
Note: 2’ painted buffers will be provided between walk and bike path and adjacent uses
Sun/Shade Study

Proposed trees along Slauson Ave will provide passive cooling along the south side of the path.

Example of a walk/bike path that is naturally cooled by shade trees (Whittier Greenway Trail).

Information as of June 29, 2017
Refined Layout – Slauson 30’ ROW

2’ painted buffer between bicycles and pedestrians (or adjacent uses)

(View looking West)
Refined Layout – Slauson 40’+ ROW

Information as of June 29, 2017

(View looking West)

2’ painted buffer between bicycles and pedestrians (or adjacent uses)
Refined Layout – Hyde Park Area

Information as of June 29, 2017

(View looking West)

2' painted buffer between bicycles and pedestrians (or adjacent uses)
Hyde Park / Chesterfield Square Segment

Information as of June 29, 2017

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

Before
Hyde Park / Chesterfield Square Segment

Information as of June 29, 2017

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 (biowale). 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
- Regularly spaced lighting along entire path 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 biowale
- Vines where appropriate (not in front of murals)

View looking East

Note: 2’ painted buffers will be provided between walk and bike path and adjacent uses

After
Mixing Zones

Existing photo of Metro ROW at Van Ness intersection

Existing photo of Slauson/Compton intersection

Information as of June 29, 2017
Mixing Zones

MIXING ZONES ALONG SLAUSON CORRIDOR - 30’ RIGHT OF WAY
- continental crosswalk on Slauson Corridor
- 50’ mixing zone at non-bus stop corner
- 100’ mixing zone at bus stop corner
- shade trees & furnishings at bus stop corner

MIXING ZONES ALONG SLAUSON CORRIDOR - 40’+ RIGHT OF WAY
- continental crosswalk on Slauson Corridor
- 50’ mixing zone at non-bus stop corner
- 100’ mixing zone at bus stop corner
- shade trees & furnishings at bus stop corner
- diverted island where ROW is 40’+

MIXING ZONES IN HYDE PARK / CHESTERFIELD SQUARE SEGMENT
- diagonal crossing with continental crosswalk
- striping begins 35’ from curb edge
- landscaped median divides paths
- shade trees

Slauson Corridor Mixing Zone – view looking West

Hyde Park / Chesterfield Square Mixing Zone – view looking East

Information as of June 29, 2017
Silver Line Station / 110 Freeway Underpass

Information as of June 29, 2017

Before photo of Metro ROW at 110 Freeway Underpass looking West

Before
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.

Textured stone surface and boulder landscape at the Culver Bike Path under the 405 Freeway.

View looking West
Note: 2' painted buffers will be provided between walk and bike path and adjacent uses

After
### What We’ve Heard – Tree & Plant Features

Information as of June 29, 2017

<table>
<thead>
<tr>
<th>Community Recommendations</th>
<th>Team Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collect stormwater</td>
<td>Bioswales designed to collect and filter stormwater will manage runoff</td>
</tr>
<tr>
<td>Beauty and comfort</td>
<td>Landscaped areas maximized to provide colorful, aromatic, and comfortable buffer</td>
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<tr>
<td>Large shade trees</td>
<td>Proposed trees provide large canopy when mature</td>
</tr>
<tr>
<td>Visibility / Safety</td>
<td>Minimize trees with leaf litter and wide trunks; groundcover will be less than 3’ tall</td>
</tr>
<tr>
<td>Low water needs</td>
<td>Proposed plants are drought tolerant and vegetation will be low-maintenance</td>
</tr>
<tr>
<td>Distinctiveness</td>
<td>Trees vary by neighborhood, plants indicate seasons with color and smell</td>
</tr>
</tbody>
</table>
Tree & Plant Criteria – Community Comments

Based on Community Input / Community Advisory Committee Input / Agency Input

LANDSCAPE OVERALL
- Select trees and landscape according to neighborhood.
- Bio-swales to recapture water.
- Environmental signage that explains plant material.
- Maintainable.
- Young people especially love space that provides quiet places in nature.

TREES
- We have to have shade.
- Prioritize shade for all pedestrians and other active uses on site.
- Avoid trees that litter a lot and/or have large pods such as Sycamore and Pine since their pods and cones are hazardous for anyone on wheels.
- Avoid using thick/wide trunked trees where people can hide.
- Trees should not encourage homeless encampments.

PLANTS
- Groundcover should be low (less than 3’) and trees should be tall.
- Landscape that indicates different seasons with color and smell.
- Plants and trees that smell good and improve air quality.
- Commit to native and drought tolerant plants.
- No pointy plant material. No cactus.
- Utilize plant palette from Augustus F. Hawkins Natural Park.
- Shorter landscape like succulents or plant material could prevent encampments.

COMMUNITY INPUT

4. Most Important Design Considerations

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<th>Consideration</th>
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<td>Landscaping</td>
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<td>Comfort and Seating</td>
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<td>Cleanliness</td>
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Key Quotes
- "Where locals will be able to access retail and walk around comfortably and safe"
- "Make sure it’s a safe environment for families."
- "Shade!! Security - design for safety (lighting/site lines/no hiding places) Mile markers, places to sit and rest, drinking fountains, animal waste bag dispensers, trash cans"
- "Landscaping and street maintenance. This must include maintenance in the future."
- "Trees, plants, gravel, pedestrian lighting, benches"

5. Desired Vision of Active Transportation Corridor

<table>
<thead>
<tr>
<th>Vision</th>
<th>0</th>
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<td>23</td>
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<tr>
<td>Green and beautiful</td>
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<td>97</td>
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<tr>
<td>Benefits the community</td>
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<tr>
<td>Accessible and increase mobility</td>
<td>41</td>
<td>41</td>
<td>41</td>
<td>41</td>
<td>41</td>
<td></td>
</tr>
</tbody>
</table>

Key Quotes
- "A place to walk and get fresh air"
- "For more people to use transit instead of driving"
- "To make it easy to go back and forth without car and save money on gas."
- "Nice place to exercise and Explore"
- "More family activity"
- "Nice Landscape"
- "Less traffic on streets; cleaner air"
Proposed Trees

Information as of June 29, 2017
Proposed Plants

Information as of June 29, 2017

HYDE PARK - MIXING ZONE PLANTS
- Chalk Sticks
- Agave ‘Marginata’
- Red Yucca
- Foothill Penstemon
- Lantana
- Agave ‘Boutin Blue’

SLAUSON CORRIDOR - PLANTS
- Verbena de la Mina
- Myoporum
- Pink Muhly
- Coyote Bush
- Ceanothus ‘Joyce Coulter’
- Mountain Aloe

BIO-SWALE PLANTS
- Common Rush
- Deer Grass
- Small Cape Rush
- Western Meadow Sedge
- Spiny headed Mat Rush
- Canyon Prince Wild Rye
What We’ve Heard – Opportunity Site Amenities*

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<tr>
<td>Bike amenities</td>
<td>Bike racks and repair pylons proposed in strategic locations</td>
</tr>
<tr>
<td>Furnishings</td>
<td>Benches, trash bins, and pet-waste stations proposed in strategic locations</td>
</tr>
<tr>
<td>Exercise / game / play areas</td>
<td>Exercise stations, game tables, and play equipment proposed where space permits at Opportunity Sites</td>
</tr>
</tbody>
</table>

* Contingent upon available funding
Opportunity Site – Potential Amenities

Information as of June 29, 2017

* Illustrative examples are contingent upon available funding
67th & 11th Triangle Plaza*

* Contingent upon available funding

Information as of June 29, 2017
Hyde Park Neighborhood*

* Contingent upon available funding

Information as of June 29, 2017
Normandie to Budlong Ave*

Information as of June 29, 2017

* Contingent upon available funding
What We’ve Heard – Safety* Features

* “safety, speed, and visibility of cars, cyclists and pedestrians” was recorded as a main concern for 91% of survey respondents (February 2017 Community Survey Data)

<table>
<thead>
<tr>
<th>Community Recommendations</th>
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<tbody>
<tr>
<td>Accessibility</td>
<td>Paths and crossings are ADA compliant</td>
</tr>
<tr>
<td>Cyclist awareness</td>
<td>Diverter islands slow cyclists entering mixing zones where space permits</td>
</tr>
<tr>
<td>Signals at crossings</td>
<td>New signalized crossings provided at key locations</td>
</tr>
<tr>
<td>Protection from cars</td>
<td>Signals, signage and continental crosswalks added</td>
</tr>
</tbody>
</table>

Information as of June 29, 2017
Safety Features

Information as of June 29, 2017
Safety Features*

Information as of June 29, 2017

Elementary school student biking to school

Directional curb ramps with tactile warning strips

Examples of regulatory signage proposed for the project

Pedestrians crossing a crosswalk

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

Signage proposed for crossings in the Hyde Park / Chesterfield Square segment

Pedestrian countdown and push button equipment

* Illustrative examples
**What We’ve Heard – Security Features**

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<tbody>
<tr>
<td>Lighting</td>
<td>Light fixtures with motion sensors will provide lighting during non-daylight hours</td>
</tr>
<tr>
<td>Security cameras</td>
<td>Security cameras in Hyde Park/Chesterfield Square segment</td>
</tr>
<tr>
<td>Call boxes</td>
<td>Emergency telephones located in Hyde Park/Chesterfield Square segment</td>
</tr>
<tr>
<td>Level of care</td>
<td>Graffiti abatement program and maintenance planned</td>
</tr>
<tr>
<td>Visibility</td>
<td>Clear line of sight in the Hyde Park / Chesterfield Square segment (no trees in between mixing zones)</td>
</tr>
</tbody>
</table>
Security Features

Information as of June 29, 2017

Lighting

Emergency Telephones

Blue emergency phones will be sited in the Hyde Park segment between Slauson and 11th Avenues

Security cameras regularly spaced in the Hyde Park/Chesterfield Square segment

Note: 2’ painted buffers will be provided between walk and bike path and adjacent uses
Fairview Heights Station Area

Information as of June 29, 2017
Segment A – Summary

Core / Base Project Elements

> Walk and bike path
> Lighting
> Fencing
> Signage
> ADA compliant crosswalks & ramps to path
> Bioswales with plantings/trees
> Furnishings in mixing zones
> Hyde Park Segment – Security Camera, emergency telephones
> 67th/West Segment – Bike lane or sharrows, signage, scramble crossing at 67th/11th

Elements Requiring Additional Funding

> Opportunity Sites:
  • 67th/11th
  • Hyde Park
  • Normandie-Budlong
  • Blue Line Station
> 67th/West Segment Improvements

Information as of June 29, 2017
Segment A – Next Steps

> Finalize 30% preliminary design
> Hire design/build construction contractor
> Initiate construction in mid-2018
> Scheduled for completion in late-2019
Questions?
Contacts & Resources

Information as of June 29, 2017

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r2r@metro.net
Thank you

Information as of June 29, 2017