Metro Gold Line Eastside Access Project
Citizens Advisory Committee
December 2, 2010
Eastside Access Project

- Measure R Funded
- Strengthen connections between stations and surrounding communities
  - Celebrate community history and identity
  - Improve pedestrian/bicycle access
  - Enhance wayfinding
- Not another study---this will be built
Eastside Access Project

- Four station areas to be focus of this phase
  - Pico/Aliso Station
  - Mariachi Plaza Station
  - Soto Station
  - Indiana Station within the City limits

- County of Los Angeles station area designs pending completion of Specific Plan

- Little Tokyo and Union Station on hold until Regional Connector and High Speed Rail interface is determined
Eligible Improvements

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>■ Improvements in public right-of-way</td>
<td>■ Purchase or redevelopment of private property</td>
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<td>■ Street &amp; sidewalk improvements as they relate to enhancing the pedestrian experience</td>
<td>■ Home or Business Façades</td>
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<td>■ Bicycle Lanes</td>
<td>■ Maintenance</td>
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<tr>
<td>■ Lighting</td>
<td>■ Rail or Bus Operations</td>
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<tr>
<td>■ Seating</td>
<td></td>
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<tr>
<td>■ Landscaping</td>
<td></td>
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<tr>
<td>■ Plaza areas</td>
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</table>
Process & Schedule

- **Site Analysis & Programming**
  - LED BY: Metro & Eastside Access Project Team
  - Estimated Time: 10 months

- **Schematic Design Plans**

- **30% Level of Design Plans**

- **100% Completed Design Plans**
  - LED BY: City of L.A.
  - Completed by Summer 2012

- **Construction of Improvements**
  - Completed by Summer 2015

- **Ongoing Maintenance of Improvements**
  - TBD Possibly a combination of City & Local Organizations
Role of the CAC

- To represent the Boyle Heights community and your established group by attending up to 6 meetings
- Provide input on projects focused on pedestrian and bicycle access
- Assist Metro and the design team in prioritizing these projects to determine how the $12 million of Measure R funds are allocated
Existing Conditions

- **Pico/Aliso Station Area**: 20.4 persons/acre, 79.5% residents with 1 or 0 cars
- **Mariachi Plaza Station Area**: 33.0 persons/acre, 77.9% residents with 1 or 0 cars
- **Soto Station Area**: 44.0 persons/acre, 75.1% residents with 1 or 0 cars
- **Indiana Station Area**: 34.1 persons/acre, 61.3% residents with 1 or 0 cars

(Source: Los Angeles T.O.D. Planning and Design Group Project, 2009. Numbers are per a 1/2 mile radius.)
Current and Future Projects

Metro Gold Line Eastside Access Project Future/Futuro
Background Study Themes

OBJECTIVES

Safety – pedestrians, bicycles and vehicles

Health – make it more appealing to walk; provide opportunities for exercise

Community – identity; opportunities to gather and socialize

Environment – shade, stormwater infiltration, etc.

IMPROVEMENTS VARY BY TYPE OF STREET

Arterial (Commercial corridors) – 1st, Cesar Chavez, 4th, Soto

Collector/Local (Residential)
# Types of Access Improvements

## SAFETY
- Roadway width
- Lane striping
- Bicycle lanes
- Signalized, visible crosswalks
- Raised medians at crosswalks
- Dual corner ramps
- Curb extensions
- Street lighting
- Residential street traffic calming (curb extensions, circles, signs, etc.)

## HEALTH/COMMUNITY/ENVIRONMENT
- Open spaces & gathering places
- Exercise paths & equipment
- Parkways
- Big, healthy long-lived street trees
- Supplemental street lighting
- Landscaped medians
- Bus stop seating, shelters, gardens
- Other furniture
- Wayfinding signs
- Gateways
- Art, special lighting, etc. for identity
Types of Access Improvements

Roadway Width

• Existing Secondary Arterials (1st, 4th, Soto & Lorena) are 56’.

• Required dedications will result in 70’+.

• 70’ is harder to cross than 56’.

• Consider modifying designations to keep roadways 56’ wide.
Types of Access Improvements

Lane Striping – Road Diet for Streets with < 20,000 Cars/Day
• Left turns don’t block traffic lane so traffic moves better
• Easier for pedestrians to cross less lanes & add pedestrian islands
• Easier to park & exit/enter car
• Accommodates bicycle lanes
• Can reduce speeding & crashes
Types of Access Improvements

Lane Striping – Road Diet for Streets with Less than 20,000 Cars/Day
- 1st St. and Lorena – already done; just add bike lanes
- Echandia / Boyle
Types of Access Improvements

Traffic Calming on Residential Streets
Types of Access Improvements

**Bicycles on Residential Streets**
Types of Access Improvements

Crosswalks
Types of Access Improvements

Curb Extensions
Types of Access Improvements

Open Space & Gathering Places

To support commercial development

For family recreation, Food production
Types of Access Improvements

Landscaped Medians
Types of Access Improvements

Parkway Treatment

Parkway Zone: Retail w/ curbside parking: paved with big tree wells

Residential or no curbside parking: landscaped
Types of Access Improvements

Parkway Landscaping &/or Stormwater Infiltration
Types of Access Improvements

Street Trees
Types of Access Improvements

The Right Tree for Street Conditions
Types of Access Improvements

The Right Street Conditions for Trees

- Parkways/bioswales
- Large tree wells
- Irrigation
Types of Access Improvements

The Right Street Conditions for Trees
Types of Access Improvements

Sidewalk Paving
Types of Access Improvements

Pedestrian Street Lights
Types of Access Improvements

Roadway Lights
Types of Access Improvements

Special Lighting

![Types of Access Improvements](image-url)
Types of Access Improvements

Bus Stop Improvements
Types of Access Improvements

Other Street Furniture
Types of Access Improvements

Gateways
Types of Access Improvements

Public Art

Permanent - part of streetscape improvements

Temporary exhibits
## Maintaining Improvements

<table>
<thead>
<tr>
<th>Maintenance required?</th>
<th>By whom?</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian street lights</td>
<td>yes</td>
</tr>
<tr>
<td>Bus stop improvements</td>
<td>yes</td>
</tr>
<tr>
<td>Curb extensions</td>
<td>yes</td>
</tr>
<tr>
<td>Enhanced crosswalk paving</td>
<td>yes</td>
</tr>
<tr>
<td>Landsc’d medians/gateways</td>
<td>yes</td>
</tr>
<tr>
<td>Other street furniture</td>
<td>yes</td>
</tr>
<tr>
<td>Street trees – infill or new</td>
<td>yes</td>
</tr>
<tr>
<td>Landscaped parkways</td>
<td>yes</td>
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<tr>
<td>Open space</td>
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<td>Public art</td>
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Creating Complete Places

**COMPLETE ARTS CORRIDOR**
LA's best model of a complete street that reflects the Eastside

- Unify all segments along Arts Corridor like at freeway underpass with new median & uplighting, arts gateway and murals
- Create social spaces from underutilized Caltrans ROW
- Curb extensions & dual access ramps
- Enhanced bus shelters & seating
- Striped artwork bike lanes
- Pedestrian lights & light strands across 1st
- Continuous canopy trees in large tree wells within all new permeable paving sidewalk

**Unify**

**Culture**

**Arts**

- 1st St. is the "heart of the Eastside" & should feature its culture & arts
- Safely accommodate all modes: pedestrians, bikes, light rail, buses, cars
- Redo the whole enchilada!
- Create a big idea that unifies all 2.5 miles, but also
- Reinforces the unique identity of the four neighborhoods it serves:
  Neighborhood Segment (1st St. Bridge to Mariachi Plaza)
  Civic Center Segment (Mariachi Plaza to Soto)
  Neighborhood Segment (Soto to Lorena)
  Mercado Segment (Lorena to Indiana)
- Big unifying elements: gathering places, arts and lighting
Creating Complete Places

SLOW STREETS
Walking and bicycling streets that are safe, shady & sustainable routes to bigger streets

- Sharrow markings on street
- Bicycle route warning signs
- Traffic calming: roundabouts featuring art elements
- Residential street lighting (36” high +/-)
- Potential stormwater collection on private parcels
- Consistent shade trees in existing parkway
- Ladder striped crosswalks & dual access ramps

Slow

Safe

Colorful

• Make more complete for pedestrians and bicyclists
• Encourage slower movement for cars
• New sharrow symbols and traffic calming improvements
• Median islands to feature art or textile theme
• Big unifying elements: street trees, traffic calming, curb extensions, island art
Creating Complete Places

GARDEN STREETS
Spaces for public gardens within the neighborhood

- Create new gardens from underutilized roadways
- Diagonal parking and minimum travel lanes
- Integrated art seating and trellises
- Ladder striped crosswalks
- Canopied canopy trees in parkway
- Stormwater collection strategies at landscaped areas
- Curb extensions & dual access ramps

- Expand on history and culture of gardens and cultivating
- Capitalize on found space for linear parks, small gathering and garden spaces, or organized community gardens
- Adds open space within the neighborhood
- Big unifying elements: fruit and cactus
- These streets are more domestic in their use and character
What are your top 3 priorities for what access improvements should be done first?

Where would you do each of them?
Next Steps

- Metro to work with City on maintenance commitments & agreements
- Team artist selection (l. December – e. January)
- Develop preliminary list of packages and prepare rough costs based on tonight’s input
- Prepare list of possible demonstration projects
- CAC Meeting #2 (e. January)