Tonight’s Agenda

Purpose: Update on the Alternatives Analysis of Segment B of the Active Transportation Rail to River Corridor Project.

> Welcome & Introductions
> Segment B – Final Update
  > Recommended Alternative
> Next Steps
> Community Comments and Discussion
Active Transportation Rail to River Corridor Map

Information as of March 23, 2017

Segment A

Segment B

Segment B Alternatives

B1 Malabar
B2 Utility Corridor
B3 Slauson Av
B4 Randolph St
Active Transportation Rail to River Corridor

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 Recommended / Preferred Alternative

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<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>
</tr>
<tr>
<td>Medium</td>
<td>A medium score indicates the alternative moderately supports the criterion, or has a moderate potential for impact.</td>
</tr>
<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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Segment B: Work to Date

Information as of March 23, 2017

Segment B

- October 2014: Feasibility Study - Alternative Concepts
  - Community Meetings

- August 2016: Goals & Objectives - Purpose & Need
  - Initial Screening Evaluation

- Aug/Sept 2016: Initial Screening Results
  - Community Meetings

- October 2016: Refined Evaluation
  - Community Meetings

- Nov/Dec 2016: Preferred Alternative
  - Community Meetings

Stakeholder Outreach: Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and Community Meetings

We Are Here
## Segment B – Evaluation Summary

Information as of March 23, 2017

<table>
<thead>
<tr>
<th>Goal</th>
<th>Malabar Corridor</th>
<th>Utility Corridor</th>
<th>Slauson Avenue</th>
<th>Randolph Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal 1: Enhance Mobility/Connectivity</strong></td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td><strong>Goal 2: Access to Major Destinations</strong></td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td><strong>Goal 3: Minimize Transportation Impacts</strong></td>
<td>Medium</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td><strong>Goal 4: Cost Effectiveness/Ease of Implementation</strong></td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Goal 5: Address Local Communities</strong></td>
<td>Low</td>
<td>Medium</td>
<td>Medium</td>
<td>High</td>
</tr>
</tbody>
</table>

| Overall Ranking                           | Lowest           | Medium/Low       | Medium/High    | Highest         |
## Segment B – Proposed Improvements

Information as of March 23, 2017

<table>
<thead>
<tr>
<th></th>
<th>Malabar Corridor</th>
<th>Utility Corridor</th>
<th>Slauson Avenue</th>
<th>Randolph Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridor Length</strong></td>
<td>2.8 miles</td>
<td>3.3 miles</td>
<td>4.1 miles</td>
<td>4.3 miles</td>
</tr>
<tr>
<td><strong>Proposed Bicycle Facility Type</strong></td>
<td>Class I</td>
<td>Class I (1.8 miles) and Class II (1.5 miles)</td>
<td>Class I (0.6 miles) and Class II (3.5 miles)</td>
<td>Class I or Class II/IV</td>
</tr>
<tr>
<td><strong>Proposed Pedestrian Facilities</strong></td>
<td>No planned pedestrian facility (sidewalk exists along Malabar St)</td>
<td>New pedestrian walkway alongside bike path</td>
<td>Improved pedestrian crossings and amenities</td>
<td>Improved pedestrian crossings and amenities</td>
</tr>
<tr>
<td><strong>Overall Evaluation Rating</strong></td>
<td><img src="Lowest" alt="Lowest" /></td>
<td><img src="Medium/Low" alt="Medium/Low" /></td>
<td><img src="Medium/High" alt="Medium/High" /></td>
<td><img src="Highest" alt="Highest" /></td>
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</table>
Outreach Efforts – To Date

- Three (3) Technical Advisory Committee Meetings
- Three (3) Community Advisory Committee Meetings
- Six (6) Community Meetings (2 meetings per round)
- Elected Officials Briefings/Meetings
- Stakeholder Meetings
Community Meetings #’s 3 & 4 (Dec. 2016)

> Open-house format with over 60 participants

> Strong support for Randolph St Alternative, providing maximum community benefit:
  
  > Safety and security

  > Less traffic impact

  > Connections to Metro transit system including the Metro Blue Line & regional bike networks
Community Advisory Committee Meeting #3 (Feb. 2017)

- Support for Randolph St Alternative
  - Bike Path (Class I) along Union Pacific Right-of-Way (Recommended Alternative)
  - Separated bikeway (Class IV) along Randolph St (Optional Recommended Alternative)
    - Segment A connection via Alameda St “minor”
    - Possible improvements to pedestrian and bicycle amenities
    - Additional coordination/analysis due to close proximity to Alameda Corridor Transportation Authority
Technical Meeting Discussion

Meetings with Segment B Cities – Input

City of Bell

> Identified Randolph St as its own Preferred Alternative
> Has existing funds set aside for Class IV Design Study along southern portion of Randolph St within city limits
> Small amount of funds set aside, annually, for maintenance of Union Pacific Right-of-Way

City of Maywood

> Support Randolph St Alignment as Preferred Alternative
> Parking related concerns
> No current funding set aside for bike/pedestrian facility projects
Meetings with Segment B Cities – Input

City of Huntington Park

- Identified Randolph St as its own Preferred Alternative
- Feasibility Study on Randolph St for bike/pedestrian facilities
- Discussion on in-kind facility maintenance (mostly code enforcement) along Union Pacific Right-of-Way
- Issued Letter of Support for Randolph St Alignment as Preferred Alternative
- Presentation to City Council

City of Vernon

- Supports Randolph St Alignment as Preferred Alternative
- Presentation to City Council
Map 1: Intersection of Slauson Ave and Alameda St

Information as of March 23, 2017
Map 2: Intersection of Randolph St and East Alameda St

Information as of March 23, 2017

Legend:
- Existing Crosswalk
- Bike Lane (Class 2 or 4)
- Proposed New Crosswalk
- New Ramp
- Pedestrian Enhancement
- Pedestrian Countdown Signal
Technical Meeting Discussion, Cont.

Information as of March 23, 2017

Segment B – Recommended Alternative
Technical Meeting Discussion, Cont.

Segment A/B Transition Options

Information as of March 23, 2017
Operations and Maintenance

Responsibility

- Coordination between Metro and the various jurisdictions

Typical Operations

- Hours of operation
- Safety & security

Typical Maintenance

- Sweeping
- Landscaping
- Trash disposal
- Surface repairs
- Graffiti removal
- Better lighting
Segments A & B and Huntington Park Feasibility Team – Route Transition Discussion

> **Segment A** – Active Transportation Corridor – from Fairview Heights to Slauson Blue Line Station

> **Segment B** – Alternatives Analysis portion of Active Transportation Corridor
  - Randolph St Alternative
  - Connection to Segment A – Slauson Blue Line Station (Option 1A) or Alameda St (Option 1B)

> Huntington Park Feasibility Study – Evaluated connectivity between LA River and Slauson Blue Line Station
Option 1B: Alameda St – Protected Class IV Bicycle Lanes
Next Steps

Segment B

> Evaluate final input from today’s final series of Community Meetings

> Work with local communities and cities to discuss next steps of the project

> Final Alternatives Analysis Report (March 2017)

> Implementation Schedule and Final Costs

> Metro Board Report
Segment A - Work to Date

> Analyzed corridor
> Met with Community Advisory Committee, Technical Advisory Committee & City/Agency Staff
> Held Community Meetings
> Started Environmental Analysis
> Studied options for reaching Fairview Heights Station
> Developed conceptual design to 15% level
> Evaluated costs and funding
Segment A – Next Steps

- Community Advisory Committee Meeting (April 2017)
- Community Meetings (May 2017)
- Complete Environmental Documentation
- Design connection to Fairview Heights
- Produce 30% level drawings
- Present to Metro Board of Directors (April 2017)
- Possible construction initiation (Spring 2018)
Contacts and Resources

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metro.net/projects/r2r
r2r@metro.net

Information as of March 23, 2017
Thank you

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