Rail to Rail/River Active Transportation Corridor Project – Segment B

Community Meeting #1
August 24, 2016
Open House Format

Today’s Objectives

• Familiarize Community Members with Study Area and Alternatives
• Provide Information on Community Need in Study Area
• Point out any areas of concern
• Discuss topics you would like evaluated
Project History

• October 2014:
  Metro completed the Rail to River Intermediate ATC Feasibility Study

• June 2016:
  Metro initiated the Rail to Rail (Segment A) and Rail to River (Segment B) Active Transportation Corridor Projects
  • Segment A – Environmental Review/Clearance and Design
  • Segment B – Alternatives Analysis
Project Map

Information as of August 24
Purpose and Need Statement: The Project seeks to provide safe and secure local active transportation travel options, enhance mobility and regional connectivity by completing the Rail to River Active Transportation Corridor.

- Addresses regional and local active transportation policies
- Completes regional bicycle connections for Metro’s Active Transportation Corridor from Rail to River
- Provides access for bicyclists and pedestrians to the surrounding communities and job centers
- Provides safe and secure active transportation facilities in a heavily used auto and truck-oriented corridor
- Increases regional travel options

Information as of August 24
Goals and Objectives of the Project

Goals
• Enhance Mobility/Connectivity
• Provide Access to Major Destinations
• Minimize Transportation Impacts
• Cost Effective and Ease of Implementation
• Addresses Local Community Needs and Safety

Objectives
• Analyze Alternatives and Provide Preferred Alternative Recommendation
# Project Timeline – Segments A & B

![Image of project timeline](image)

**Metro Rail to Rail/River Active Transportation Corridor**

**Baseline Project Schedule**

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<thead>
<tr>
<th>Tasks</th>
<th>AUG</th>
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**Seg A: Environmental Clearance**

- Seg A NTP: June 2016
- Environmental Review
- Environmental Documentation

**Seg A: 15% Design Products**

- Existing Conditions Analysis
- 15% Design

**Seg A: 30% Design Products**

**Seg A: Final Technical Report**

**Seg B: Alternative Analysis**

- Seg B NTP: June 2016
- Draft AEM
- Final AEM
- Draft AA
- Final AA

*Note: There are unmarked contingency meetings*
Segment A – Highlights

- 6.4 miles
- ROW is Metro-owned (15-80’ wide) with 3/4-mile on-street facility at west end
- Connections: Crenshaw Line, Harbor Transitway, Silver Line, Blue Line, Rapid & Local Bus Lines, Segment B
- 27 street crossings
- $20.3 million construction budget

Length of Corridor by Jurisdiction

- City of Los Angeles 75%
- County of Los Angeles 15%
- City of Vernon 5%
- City of Huntington Park 5%
- Inglewood Adjacent

Information as of August 24
Segment A – Highlights

Milestones (By June 2017)
- Complete 30% design documentation
- Complete environmental clearance processes
- Engage the community during design process
- Create a vision that measurably benefits South LA, adjacent cities & neighborhoods, while allowing future programming and enhancements to enrich the corridor over time
- Develop safety & maintenance plans

Information as of August 24
Project Process – Segment B

October 2014
Feasibility Study - Alternative Concepts

→

August 2016
Goals & Objectives - Purpose & Need

Community Meetings

→

Aug/Sept 2016
Initial Screening Evaluation

Community Meetings

→

October 2016
Initial Screening Results

Community Meetings

→

Nov/Dec 2016
Refined Evaluation

Community Meetings

→

Jan/Feb 2017
Preferred Alternative Recommendation

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

Information as of August 24
Segment B – Alternatives Considered

Information as of August 24
Segment B – Alternatives Considered
Malabar Alternative

Information as of August 24
Segment B – Alternatives Considered
Malabar Alternative

Attributes (based on Feasibility Study)
• Class I bicycle path
• 2.8 miles from Metro Blue Line to River

Opportunities
• Dedicated Metro owned right-of-way
• Access to local and regional bus lines
• Industrial, residential and commercial areas
• Seamless transition from Segment A

Constraints
• Major roadway/rail crossings
• Heavy and light industrial areas
• Multiple rail yards
• Does not connect with existing bike path on LA River
• Active Rail Corridor
• Safety and Security
• BNSF Easement

Information as of August 24
Segment B – Alternatives Considered

Utility Alternative

Information as of August 24
Segment B – Alternatives Considered

Utility Alternative

Attributes (based on Feasibility Study)
- Class I and Class III
- 3.3 miles from Metro Blue Line to River

Opportunities
- Industrial, commercial and residential areas
- Access to local and regional bus lines
- Access to multiple activity centers
- Seamless transition from Segment A

Constraints
- Constrained right-of-way east of Santa Fe
- Multiple roadway/rail crossings
- Existing uses within corridor
- Heavy truck loading/unloading on cross streets
- Does not connect with existing bike path on LA River

Information as of August 24
Segment B – Alternatives Considered
Slauson Av

Attributes (based on Feasibility Study)
• Class III
• 4.1 miles from Metro Blue Line to River

Opportunities
• Commercial and residential areas
• Access to local and regional bus lines
• Access to multiple activity centers
• Seamless transition from Segment A
• Connects to existing bike path at LA River

Constraints
• Constrained right-of-way east of Santa Fe
• Multiple roadway/rail crossings
• Multiple drive ways/curb-cuts
• Heavy auto and truck traffic
• Parking considerations

Information as of August 24
Segment B – Alternatives Considered
Randolph St Alternative

Information as of August 24

Randolph Street Alternative: Opportunities and Constraints
Segment B – Alternatives Considered
Randolph St Alternative

Attributes (based on Feasibility Study)
- Class I and/or Class II
- 4.3 miles from Metro Blue Line to River

Opportunities
- Commercial and residential areas
- Access to local and regional bus lines
- Access to multiple activity centers
- Connects to existing bike path at LA River
- Wider Corridor

Constraints
- Active rail corridor
- Multiple roadway/rail crossings
- Parking considerations
- Differential grade considerations
- Coordination with UP

Information as of August 24
Segment B – Alternatives Evaluation

Initial Screening Criteria Methodology:

Based on Goals/Objectives, each criteria will assess the alternatives’ potential performance in the initial screening process. Alternatives will be scored based on qualitative and quantitative measures.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
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<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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Community Outreach

- Technical Advisory Committee (TAC)
  - City, County, and agency staff representatives
- Elected Officials
- Community Advisory Committee (CAC)
  - Neighborhood groups and business organizations
  - Environmental organization
  - Health and bicycle advocates
  - CBO’s, academic institutions
- Community Meetings
  - Community members
  - Interested parties

Information as of August 24
Community Outreach

- Community Meetings
- Project Hotline
- Project Website
- Meeting Notification Efforts
  - Project database - mailing
    - 19,000 + postcard notices
  - E-blasts
  - Public counter distribution
  - Project webpage update
  - Press Release

Information as of August 24
Next Steps

• Incorporate input from TAC, CAC and Community Meetings into evaluation
• Perform initial screening analysis
• Present input at next community meeting

Information as of August 24
Tonight’s Exercise

Use stickers, post it notes and markers to provide input on the aerials for each alternative segment, including:

- Community needs in the Study Area
- Segment specific areas of concern
- Uses and neighborhood linkages
Contact/Communication

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Information as of August 24
Thank You!