Active Transportation Rail to River Corridor Project
A pedestrian and cycling corridor that will connect residents from Metro's public transit to the Los Angeles River.

WELCOME

Thank you for joining us today!
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Segment B – Randolph St Alternative Opportunities & Constraints
Active Transportation
Rail to River Corridor Project

Segment B – Randolph St Locally Preferred Alternative

Legend
- Locally Preferred Alternative - Randolph St (Class I)
- Optional Alternative - Randolph St (Class IV)
- Segment A
- Educational
- Open Space
- Metro Blue Line Station
- Metro Blue Line
- City Boundary

6.29.17 COMMUNITY MEETINGS
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

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

Example of bioswale next to pedestrian path (Woodman Ave in Van Nuys, CA)

View looking West
Note: 2' painted buffers will be provided between walk and bike path and adjacent uses
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
- 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 bioswale
- Vines where appropriate (not in front of murals)

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

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

Slauson Corridor Concept at Bus Stop

Existing photo of Slauson/Compton intersection

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

Hyde Park / Chesterfield Square Concept at Neighborhood Street (Shown on 30' ROW)

Existing photo of Metro ROW at Van Ness intersection

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

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

A concentration of bright trees such as the Chilopsis linearis ‘Lopur’ can help indicate access points
Silver Line Station / 110 Fwy Underpass

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.

Existing Metro ROW at 110 Freeway underpass

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.
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.
Proposed Trees

67TH ST & WEST BLVD
Proposed Parkway Trees

67TH ST
Existing Street Tree to Remain
Giant Redwood (Sequoia sempervirens)
50'-60' H/W

New Street Tree
Black Cherry (Prunus serotina)
20'-35' H/20'-25' W

WEST BLVD
New Street Tree
Golden Ears (Bassia scoparia)
20'-35' H/20'-25' W

HYDE PARK
Proposed Intersection Mixing Zone Trees

Mona Maderon (Arbutus ‘Marina’)
25-40’ H/W

Chinese Elm (Ulmus parvifolia)
40'-60’ H/40'-50’ W

Maidenhair Tree
(Lophostemon convolutus)
35'-40’ H/25'-30’ W

Water Gum (Tristaniopsis laurina)
30’ H/30’ W

Tipu Tree (Tipuana Tipu)
40'-60’ H/35'-50’ W

Chinese Flame Tree (Koelreuteria bipinnata)
20'-35’ H/15'-30’ W

Marina Madrone (Arbutus ‘Marina’)
25'-45’ H/W

Desert Willow ‘Burgandy’ (Chilopsis linearis ‘Burgandy’)
20'-25’ H/20'-25’ W

Palo Verde ‘Desert Museum’ (Parkinsonia ‘Desert Museum’)
20'-30’ H/20'-25’ W

Slauson Avenue
Proposed Parkway/Bioswale Trees

Proposed Trees

I-110 Fwy / Silver Line
Slauson Station

Crenshaw Blvd
Proposed Intersection Mixing Zone Trees

Intersection Mixing Zone Tree
Crape Myrtle (Lagerstroemia indica)
25’ H/W

Intersection Mixing Zone Tree
Flowering Plum
(Prunus cerasifera ‘Krauter Vesuvius’)
20'-25’ H/15’ W

Intersection Mixing Zone Tree
Chinese Pistache (Pistacia chinensis)
25'-35’ H/W

Intersection Mixing Zone Tree
Desert Willow ‘Burgandy’ (Chilopsis linearis ‘Burgandy’)
20'-25’ H/20'-25’ W

Central Ave

Blue Line Slauson Station

Main St

Central Ave

Hooper Ave

Arroyo Ave

Compton Ave

Maidenhair Tree
(Lophostemon convolutus)
35'-40’ H/25'-30’ W

Water Gum (Tristaniopsis laurina)
30’ H/30’ W

Chinese Flame Tree (Koelreuteria bipinnata)
20'-35’ H/15'-30’ W

Chinese Maple (Acer circinatum)
30’ H/20’ W

Intersection Mixing Zone Tree
Crossvine (Bignonia capreolata)
20’ H/20’ W

Intersection Mixing Zone Tree
Chinese Pistache (Pistacia chinensis)
25'-35’ H/W

Intersection Mixing Zone Tree
Desert Willow ‘Burgandy’ (Chilopsis linearis ‘Burgandy’)
20'-25’ H/20'-25’ W
Proposed Plants

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
Opportunity Site - Potential Amenities*

Open space for different community-determined activities

Programmable spaces with game tables

Shaded by trees, farmers’ markets and other pop-up events could be programmed by local community groups

Exercise and play stations where space permits

Example of community garden & tool shed

Rest stops with bike storage

Separated paths and interpretive stations where space permits

Information kiosk and interpretive stations could provide information about the corridor and neighborhood

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

NEIGHBORHOOD PLAZA

PROPOSED LOCATION OF BIKE PATROL KIOSK / RESTROOM
SHADE TREES IN RAISED PLANTERS
CIRCULAR BENCH AROUND SHADE TREE

* Contingent upon available funding
Hyde Park Neighborhood Parkway

Normandie to Budlong

*contingent upon available funding
Safety Features

Legend
- **Metro Right-of-Way (ROW)**
- **Non-Metro ROW**
- **Crenshaw/LAX Line**
- **Silver Line**
- **Blue Line**
- **Metro LRT Station**

New Signalized Pedestrian/Bike Crossings

1. 67th St/11th Ave Scramble Crossing
2. Van Ness Ave
3. Western Ave
4. Transition between Western Ave & Denker Ave
5. Silver Line / 110 Fwy Station (two crossings w/signals)
6. Blue Line Slauson Station / UPRR Crossing at existing signals
Safety Features

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
Security Features

Lighting

- High efficacy Light-Emitting Diode (LED) lamp technology with full cutoff optics with house side shields
- Canted steel tapered pole design
- Integrated motion sensor
- Bullet-resistant glass lens
- Signature identity color for light pole
- Security cameras in Hyde Park / Chesterfield Square Segment

Emergency Phones

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

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

Looking east along 67th St, triangular parcel and alley at left

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)

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.