



We're creating connections for
biking and walking in South LA.

RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT



Housekeeping



This meeting is being recorded. Video file will be posted on our web site at metro.net/r2r



Public video and mics are disabled. We cannot hear you or see you.



Please ask questions and submit comments via the Q&A feature.

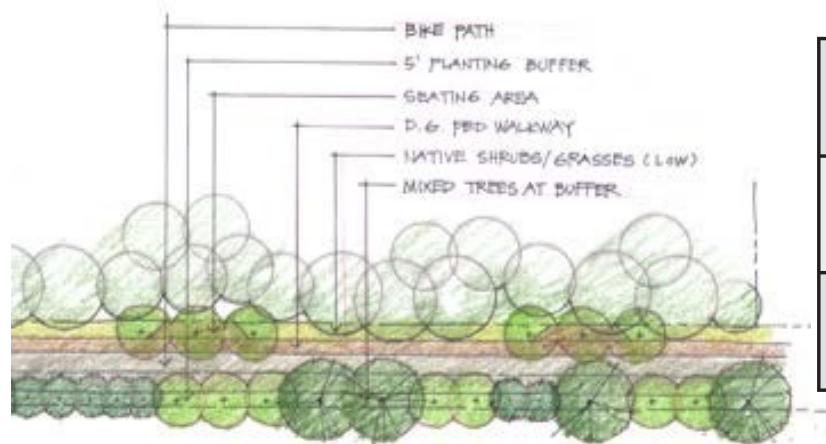


Agenda

- > Introductions
 - Brett Roberts
 - Perla Berry
 - Niraj Vora
 - Kurt Turley
- > Project Overview
- > Upcoming Milestones
- > Questions

Rail to Rail Project Timeline

- > May 2022 – Begin Site Clearing, Demolition and Soil Excavation
 - Beginning from West to East
- > May 2022 – Groundbreaking Ceremony (in discussion)
- > August 2022 – Begin Intersection Lane Closures, Directional Traffic Closures, etc
- > Late 2023/Early 2024- Project completion



●	High	A high score indicates the alternative highly supports and satisfies the criterion, or has a low potential for impact.
◐	Medium	A medium score indicates the alternative moderately supports the criterion, or has a moderate potential for impact.
○	Low	Low scores indicates that an alternative does not support or conflicts with the criterion, or has a high potential for impact.

Rail to Rail Project: 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
- > Environmental analysis completed
- > Abandoned rail equipment removed
- > Contaminated soils removed east of Main St and Slauson Av
- > Construction Contract Awarded to Griffith Company

What We've Heard From Community

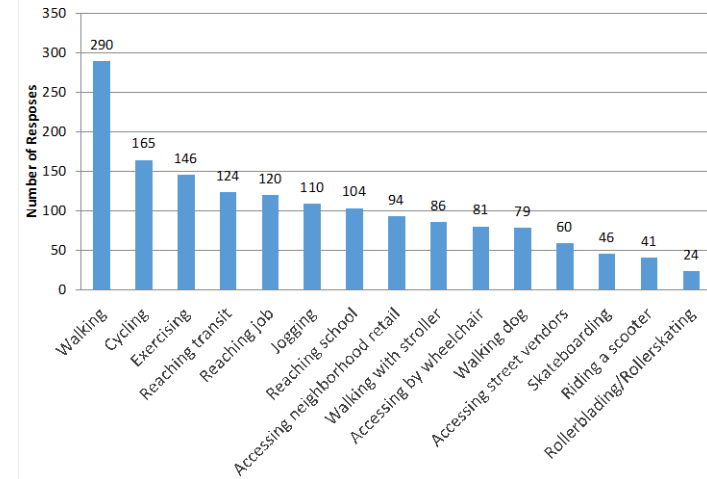
- > Beautiful and safe corridor
- > Multi-use corridor
- > (walking, exercise & recreation are as important as cycling)
- > Family-friendly, clean & well maintained over time
- > Interest in tree species & drought-tolerant landscaping
- > Security & intersection crossings
- > Discourage encampments through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



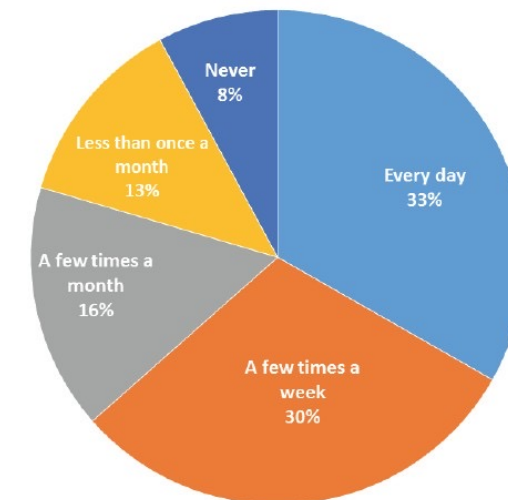
What We've Heard – Community

- > 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

1. Activities Most Interested In



2. Frequency of Use



What We've Heard – Community

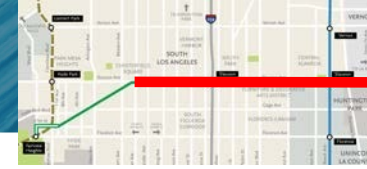
- > Corridor should be pedestrian and bicycle friendly & separate users
- > Better lighting is needed throughout corridor
- > Desire for well-maintained corridor
- > Ensure connectivity to transportation options & key destinations/strategic locations
- > Need a variety of amenities
- > Minimize impacts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



What We've Heard – Walk / Bike Path

Community Recommendations	Team Response
Wider walking path	7' path accommodates groups of travelers of different abilities, and those with pets
Consistent location	Walkway is south of bike path at all block, expect for between Normandie and Budlong to accommodate construction of adjacent City community Rec develop.
Shaded path	Drought tolerate trees can shade walk path for most of day
Comfort	ADA compliant travel gradients, ADA compliant curb ramps, sitting benches, increased lighting.
Separate pedestrians and bicyclists	Planted bioswale will separate the two paths along ___ section of ATC
Minimize conflicts	Signage, striping and mixing zone design will clearly direct flow

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



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



buffers
ith



View looking West

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

After

Sun/Shade Study

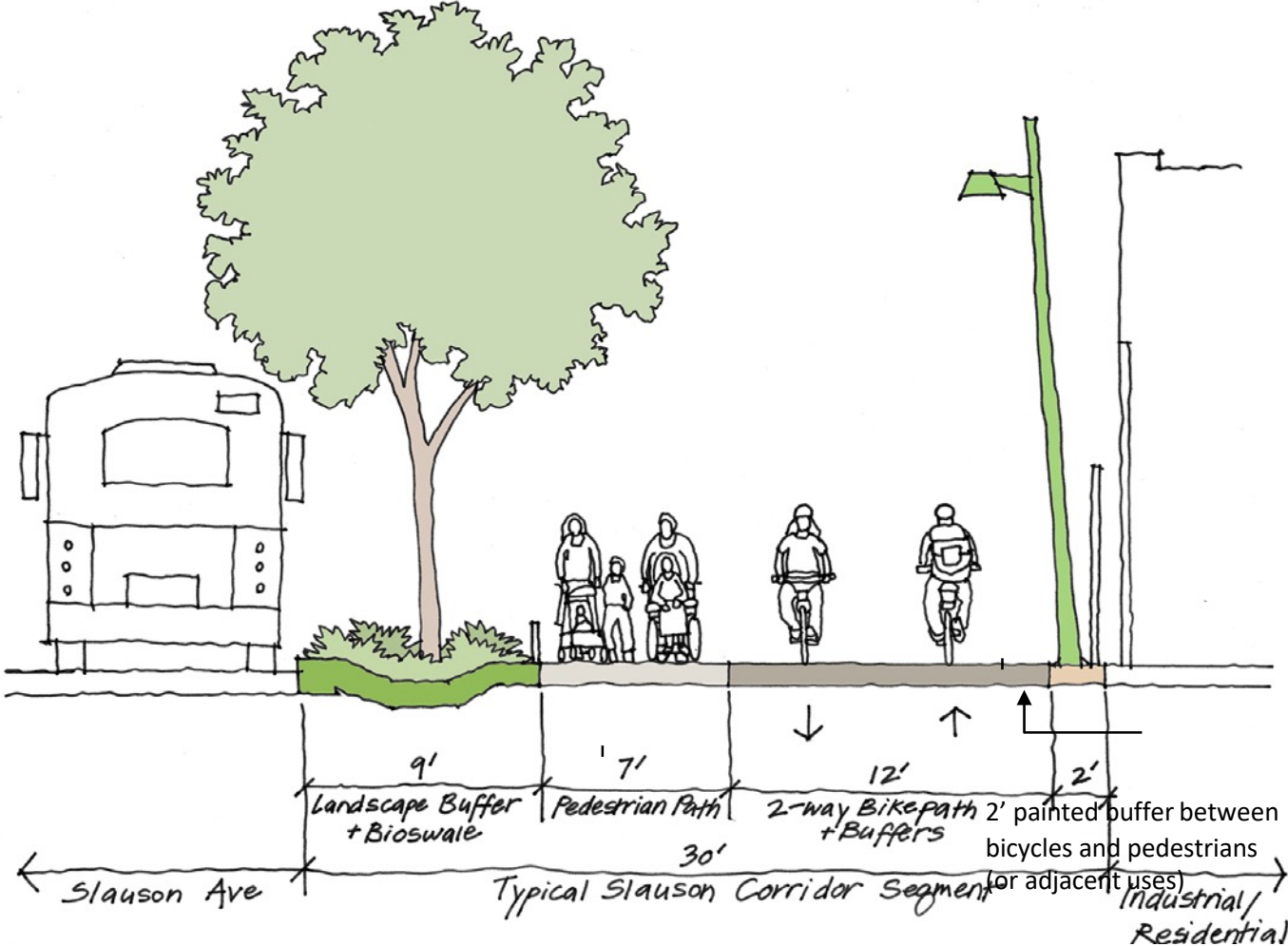


Proposed trees along Slauson Ave will provide passive cooling along the south side of the path

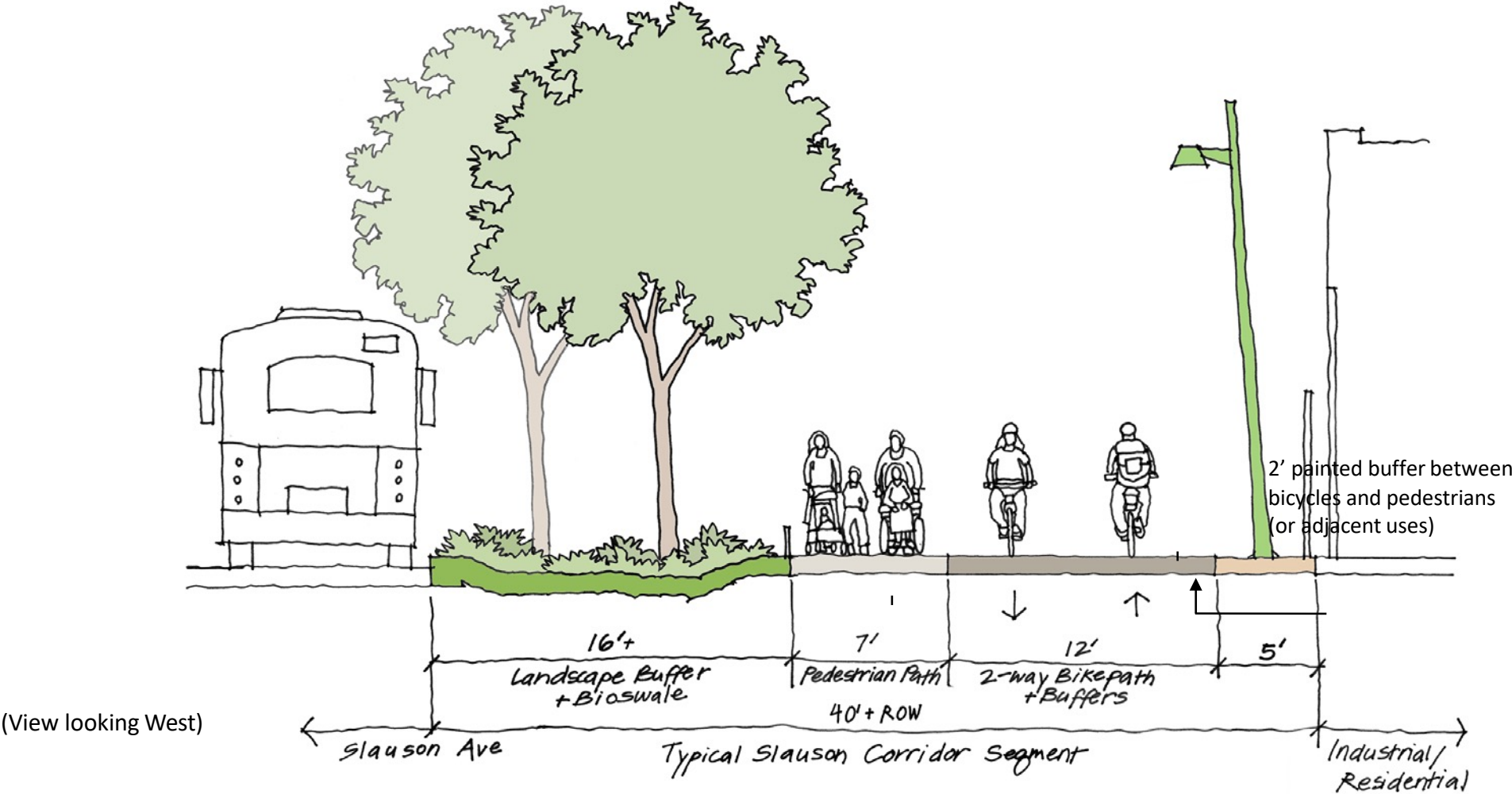


Example of a walk/bike path that is naturally cooled by shade trees (Whittier Greenway Trail)

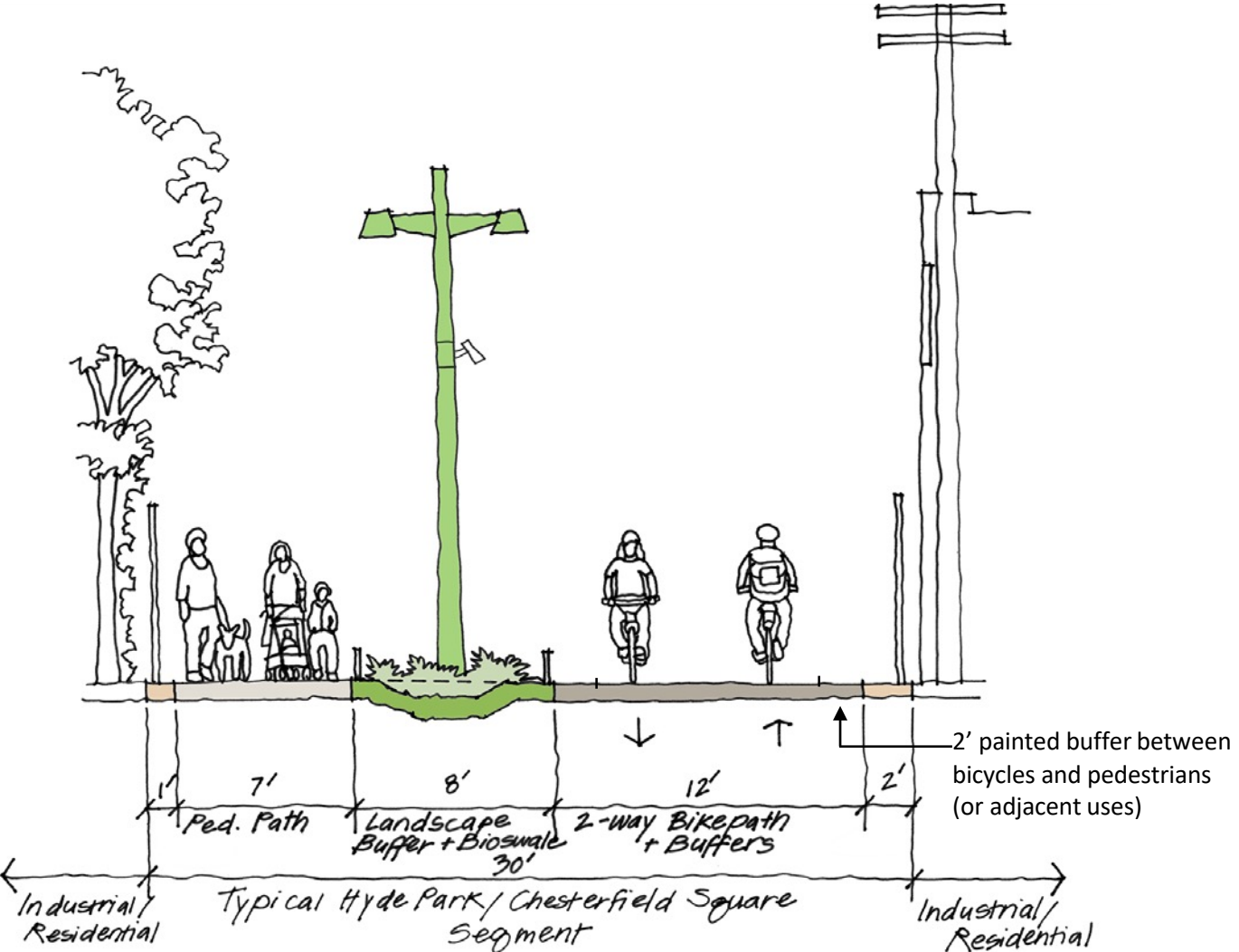
Refined Layout – Slauson 30' ROW



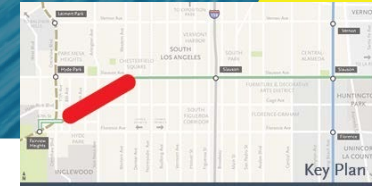
Refined Layout – Slauson 40'+ ROW



Refined Layout – Hyde Park Area



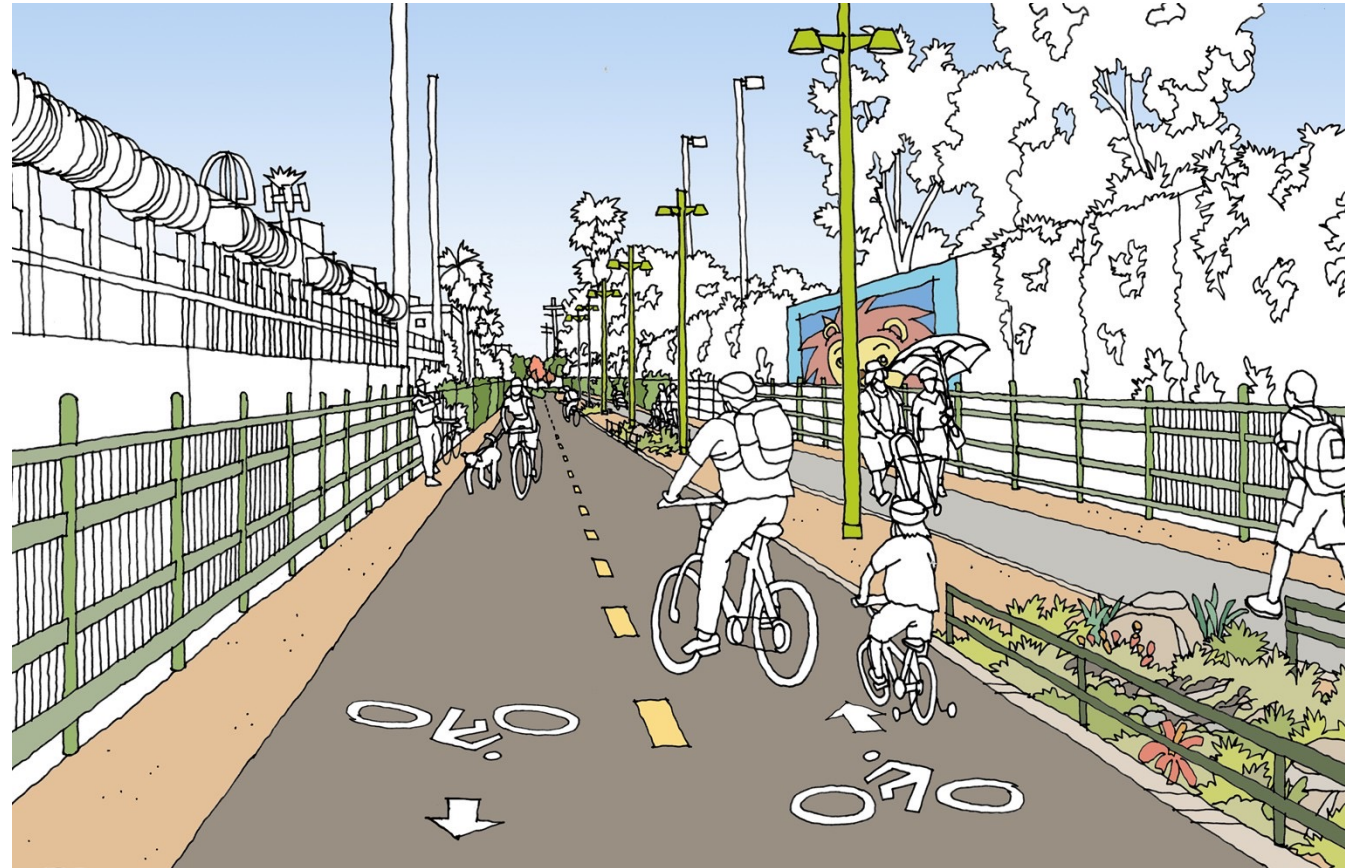
Hyde Park / Chesterfield Square



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)



View looking East

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

Mixing Zones



Existing photo of Slauson/Compton intersection

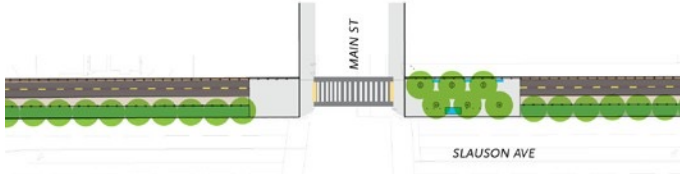


Existing photo of Metro ROW at Van Ness intersection

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



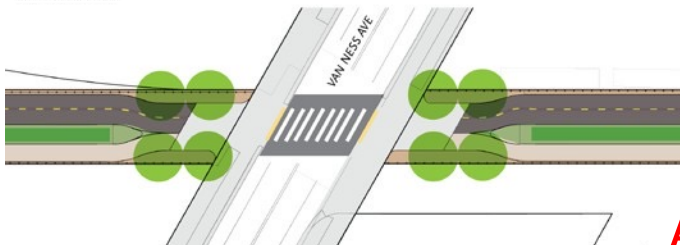
MIXING ZONES ALONG SLAUSON CORRIDOR - 40'+ RIGHT OF WAY

- 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

Silver Line Station / 110 Freeway



Before photo of Metro ROW at 110 Freeway Underpass looking West



Silver Line Station / 110 Freeway

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

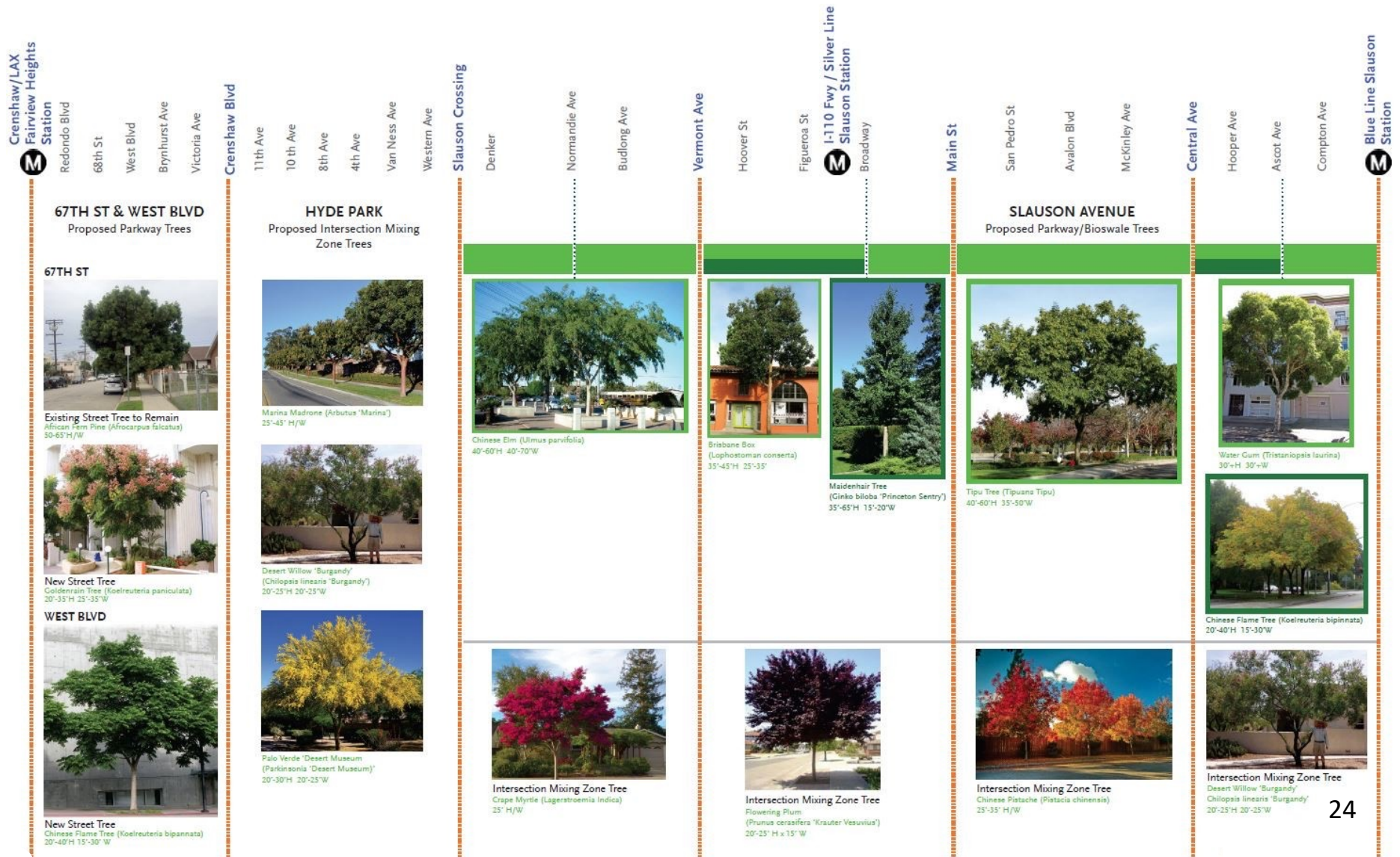


View looking West
Note: 2' painted buffers will be provided between walk and bike path and adjacent uses

What We've Heard – Tree & Plant

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

Proposed Trees



Proposed Plants

HYDE PARK - MIXING ZONE PLANTS



Chalk Sticks



Agave 'Marginata'



Red Yucca



Foothill Penstemon



Lantana



Agave 'Boutin Blue'

SLAUSON CORRIDOR - PLANTS



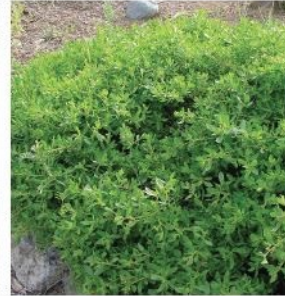
Verbena de la Mina



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



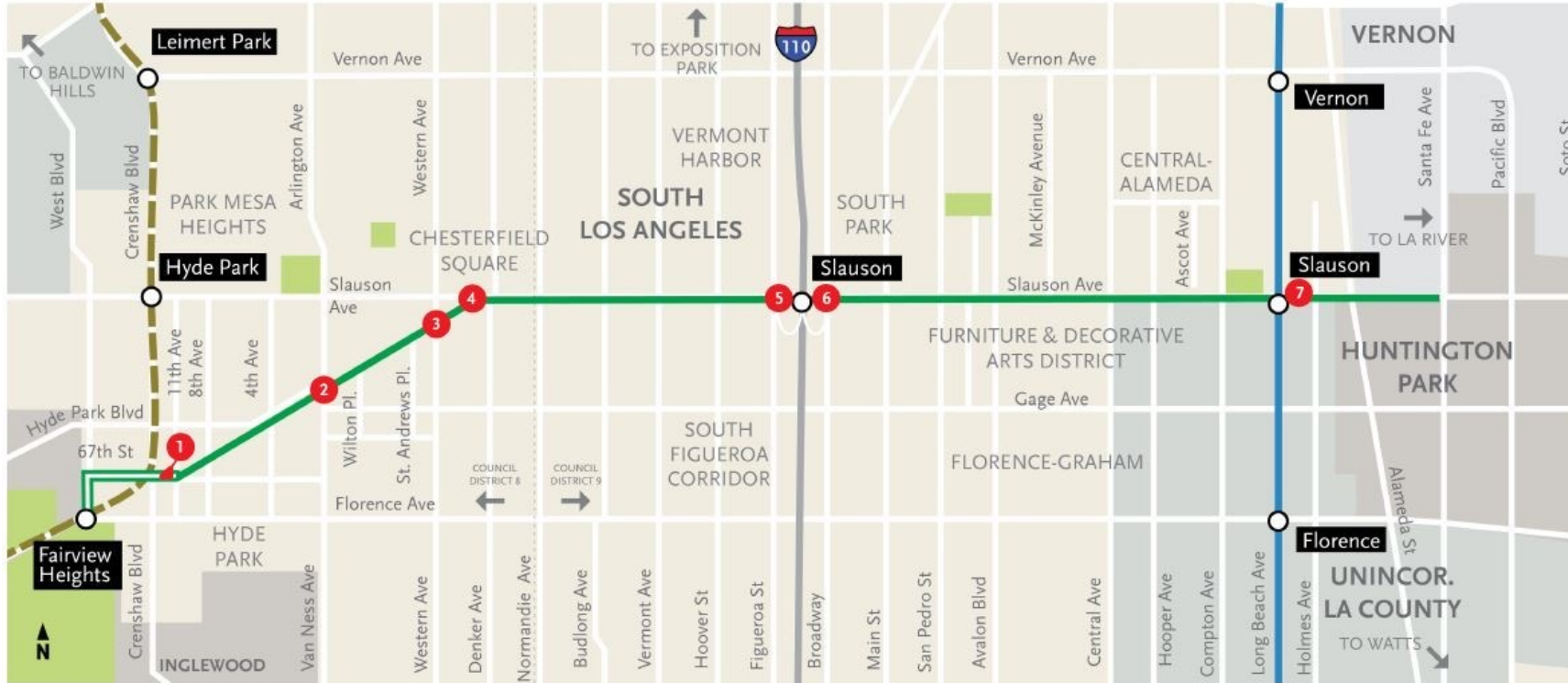
Canyon Prince Wild Rye

What We've Heard – Safety* Features

Community Recommendations	Team Response
Accessibility	Paths and crossings are ADA compliant
Cyclist awareness	Diverter islands slow cyclists entering mixing zones where space permits
Signals at crossings	New signalized crossings provided at key locations
Protection from cars	Signals, signage and continental crosswalks added

** “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)*





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

-  Van Ness Ave
-  Western Ave
-  Transition between Western Ave & Denker Ave
-  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



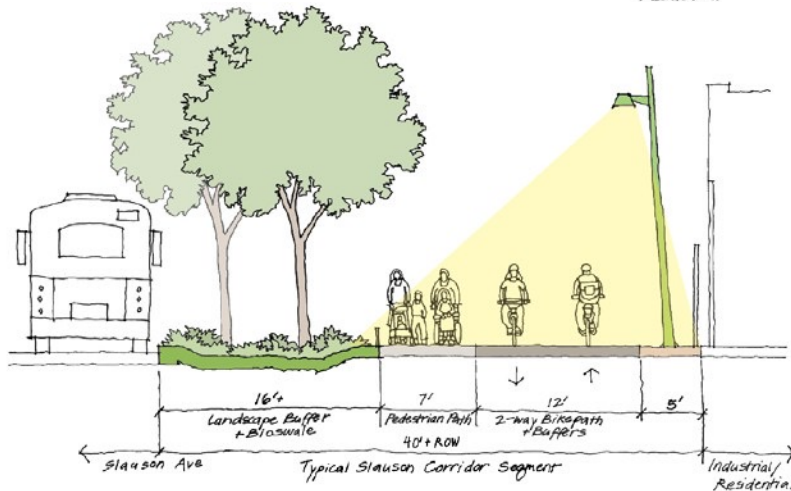
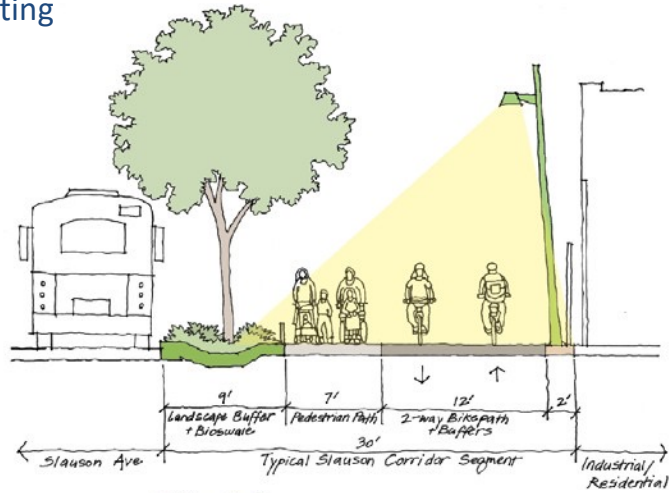
Pedestrian countdown and push button equipment

What We've Heard – Security Features

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

Security Features

Lighting

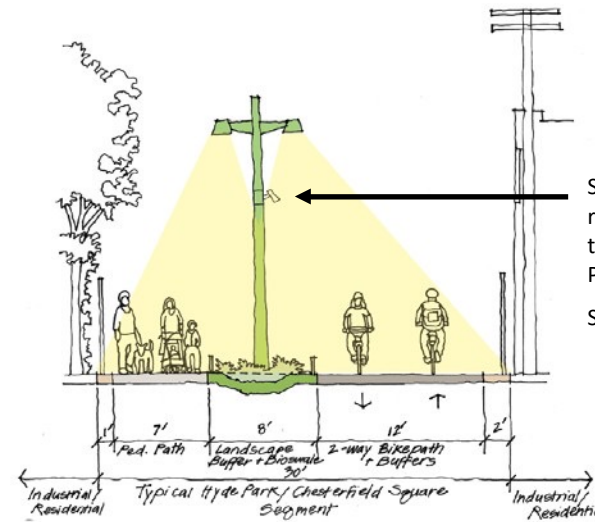


Note: 2' painted buffers will be provided between walk and bike path and adjacent uses

Emergency Telephones



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



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

Rail to Rail Project– 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 and improved signage

Rail to Rail Project– Upcoming Work

- > May 2022-Demolition work- Diagonal area, moving from west to east
- > May 2022-Hauling of dirt and debris
- > May 2022- Construction trailer set up
- > August 2022- Temporary Intersection lane closures, directional vehicular closures, etc.



Please ask questions
and submit comments
via the Q&A feature.

Contacts & Resources

- > Brett Roberts, Community Relations Manager
 - r2r@metro.net
 - 213.922.9228