

**Board Report**

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**File #:** 2017-0089, **File Type:** Project

**Agenda Number:** 26.

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**PLANNING AND PROGRAMMING COMMITTEE  
APRIL 19, 2017**

**SUBJECT: RAIL TO RAIL/RIVER ACTIVE TRANSPORTATION CORRIDOR PROJECT**

**ACTION: ADOPT THE RAIL TO RAIL/RIVER ACTIVE TRANSPORTATION CORRIDOR  
PROJECT RECOMMENDATIONS**

**RECOMMENDATIONS**

CONSIDER:

- A. ADOPTING the **Rail to Rail Active Transportation Corridor (ATC) Project** - Segment A Preliminary Design (Attachment A); the findings of the environmental analysis that the project qualifies for CEQA Categorical Exemption under Section 15307 (Class 4) Minor Alterations to Land; and file the Notice of Exemption (NOE) (Attachment B);
- B. ADOPTING the Rail to River ATC - Segment B Locally Preferred Alternative, Randolph Street Alternative, as described in the Alternative Analysis (AA) (Attachment C) and advance into the Environmental Review/Clearance and Preliminary Design phase after more refined cost estimates for Segment A are developed from 30% design documents.

**ISSUE**

In June 2016, a twelve-month contract was awarded to Cityworks Design for the environmental review, clearance and 30% Preliminary Design for the Rail to Rail ATC - Segment A. The Project team completed Preliminary Design for the Rail to Rail ATC - Segment A which includes conceptual designs for the length of the corridor. In addition, an environmental analysis was completed in compliance with the California Environmental Quality Act (CEQA). Metro serves as the CEQA Lead Agency and has final approval of plans and environmental documents. Board adoption of Recommendation A for the Rail to Rail/River ATC Project - Segment A Preliminary Design, acceptance of the findings for the environmental analysis and authorization to file the NOE for Segment A is being requested.

In June 2016, a nine-month contract was awarded to Evan Brooks Associates for an AA to determine the preferred alternative route for Segment B. The AA was completed in March 2017 using evaluation criteria consistent with overall project goals and objectives. Board adoption of Recommendation B for the AA Rail to River - Segment B findings, which includes the identification of the Randolph Street Alternative as the Locally Preferred Alternative, is being requested.

## **DISCUSSION**

### **BACKGROUND**

In October 2014, upon Metro Board direction, the Rail to River Intermediate Active Transportation Corridor Feasibility Report was completed and it concluded that the corridor was feasible along the Metro-owned Harbor Subdivision. Two segments emerged from the Feasibility Study: Rail to Rail ATC - Segment A and Rail to River ATC - Segment B. Combined, the Rail to Rail/River ATC spans approximately 10 miles in length.

The Rail to Rail ATC - Segment A is an approximately 6-mile Class I bicycle and pedestrian path running along the Metro-owned Harbor Subdivision alignment connecting the future Metro Crenshaw/LAX Line (Fairview Heights Station) with the Metro Silver Line (Slauson Station) and the Metro Blue Line (Slauson Station). Environmental analysis was completed in March 2017 and 30% Preliminary Design is scheduled to be completed June 2017. The Rail to Rail ATC - Segment A primarily consists of Metro-owned 30' cross-section right-of-way (ROW) and includes a 12' bi-directional bicycle path, a 7' pedestrian path, landscape/safety buffers and drainage swales with bioinfiltration. There are also areas where the Metro-owned ROW exceeds 30' and are identified as opportunity sites designed to include open space, landscaping and active transportation infrastructure to enhance mobility and safety.

The Rail to River ATC - Segment B AA was conducted. An Alternatives Evaluation Methodology was developed and utilized as evaluation criteria to each of the four alternatives: Malabar Corridor (B-1), Utility Corridor (B-2), Slauson Avenue (B-3) and Randolph Street (B-4). The evaluation criteria were consistent with the overall goals and objectives of enhancing mobility/connectivity and access to major destinations, minimizing transportation impacts, improving cost effectiveness/ease of implementation and addressing local/regional communities. The Randolph Street Alternative (B-4) scored the highest overall when compared to the other three alternatives, but did score the lowest on the cost effectiveness/ease of implementation as it has a higher cost of implementation and would require an easement from Union Pacific and local jurisdiction cooperation. The Randolph Street Alternative (B-4) has the support from the local jurisdictions (Los Angeles County, Huntington Park, Vernon, Bell and Maywood).

Comprehensive outreach was conducted as part of the development of both Segment A and Segment B. Mailings were sent out to 58,000 households and 70,000 brochures distributed on 30 bus lines, 45 schools and 90 organizations to better inform the public. Social media awareness and live broadcasting of community meetings were conducted and contributed to greater participation at community meetings. The Technical Advisory Committees (TAC) for Segment A and Segment B have provided technical input from the various internal departments within Metro and external agencies (jurisdictions, bureaus/departments, LAPD, LAC Sheriff, LAC Fire Department, Caltrans D7). The Community Advisory Committee (CAC) was established as a combined Segment A and Segment B committee and is represented by various community-based organizations/ Los Angeles City Neighborhood Councils throughout the length of the corridor. The CAC has provided input/feedback on the project, circulated information, handed out surveys and engaged the community throughout the process of the project.

## Findings

### CEQA COMPLIANCE

Under the state CEQA Guidelines, Section 15304, the Project is categorically exempt from CEQA. This CEQA exemption applies to projects, such as the Rail to Rail Active Transportation Corridor - Segment A, which consist of minor alterations in the condition of land which do not involve removal of healthy, mature, scenic trees and where there is no reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. The Project will create bicycle lanes and a pedestrian/multi-purpose path within the existing street and public ROW. The Project will not have a significant, adverse effect on traffic, air quality, noise, and historical or other resources. Since projects of this type involving only minor alterations to land do not generally have a significant effect on the environment, they are declared by the state to be categorically exempt from the requirement for the preparation of environmental documents.

### **DETERMINATION OF SAFETY IMPACT**

The Board actions will not have any impact on safety impacts on Metro employees and patrons.

### **FINANCIAL IMPACT**

The FY17 budget includes \$2.85 million for the Rail to Rail/River ATC Project: (1) Segment A 30% Preliminary Design and environmental analysis; (2) Segment B Alternative Analysis; and (3) Outreach for both Segment A and Segment B, in Cost Center 4360 (Active Transportation), Project 405509 (Rail to River Bikeway Feasibility). Since this is a multi-year project, the cost center manager and Chief Planning Office will be responsible for budgeting the cost of future years, including any phase (s) the Board authorizes to be exercised.

### Impact to Budget

The source of funds is Measure R Admin 1.5% which is not eligible for bus and rail operating and capital expenditures. Development of the Life-of-Project budget will be established after the completion of the procurement process.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to adopt the Rail to Rail/River ATC project, findings of the environmental analysis, and selection of the Locally Preferred Alternative. This alternative is not recommended, as it is not in line with previous Board direction.

### **NEXT STEPS**


Upon Board adoption and authorization, the NOE will be filed, and the Rail to River ATC - Segment B will advance into the environmental analysis/30% Preliminary Design.

### **ATTACHMENTS**

Attachment A - Rail to Rail - Segment A Preliminary Design  
Attachment B - Rail to Rail - Segment A Notice of Exemption  
Attachment C - Rail to River - Segment B Alternative Analysis

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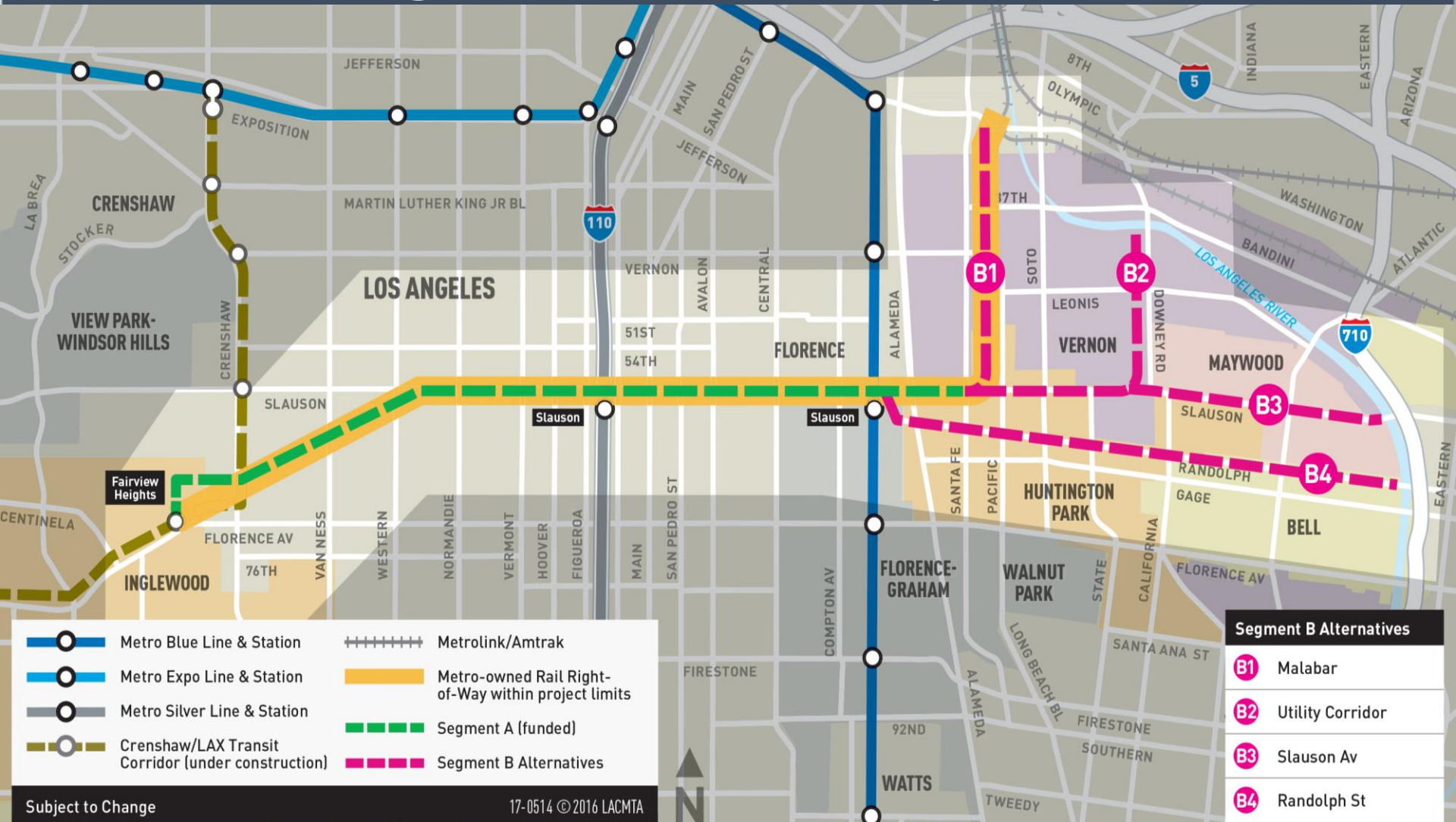


Phillip A. Washington  
Chief Executive Officer

# Rail to Rail Active Transportation Corridor Segment A 15% Preliminary Design



# Rail to Rail/River Active Transportation Corridor Segments A & B Map



- Metro Blue Line & Station
- Metro Expo Line & Station
- Metro Silver Line & Station
- Crenshaw/LAX Transit Corridor (under construction)
- Metrolink/Amtrak
- Metro-owned Rail Right-of-Way within project limits
- Segment A (funded)
- Segment B Alternatives

- Segment B Alternatives**
- B1 Malabar
  - B2 Utility Corridor
  - B3 Slauson Av
  - B4 Randolph St



# Walk/Bike Path – Slauson Corridor



## Mid-block Concept (Typical 30' ROW)

- Asphalt paved walkway and 2-way bike path
- Lighting (spaced every 60')
- Fencing at ROW edge where needed (Metro standard panelized)
- Furnishings & signage
- Bioswales for stormwater run-off treatment with low fencing at edge
- Shade trees
- Diversity of trees/plant species
- Boulders and low, drought tolerant landscape in street buffer



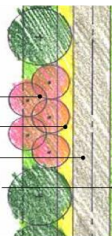
Existing photo of Slauson west of San Pedro (Note: Metro ROW ends 10' from building face in ballast area)



Looking West

COMPOSITION  
30' typical ROW

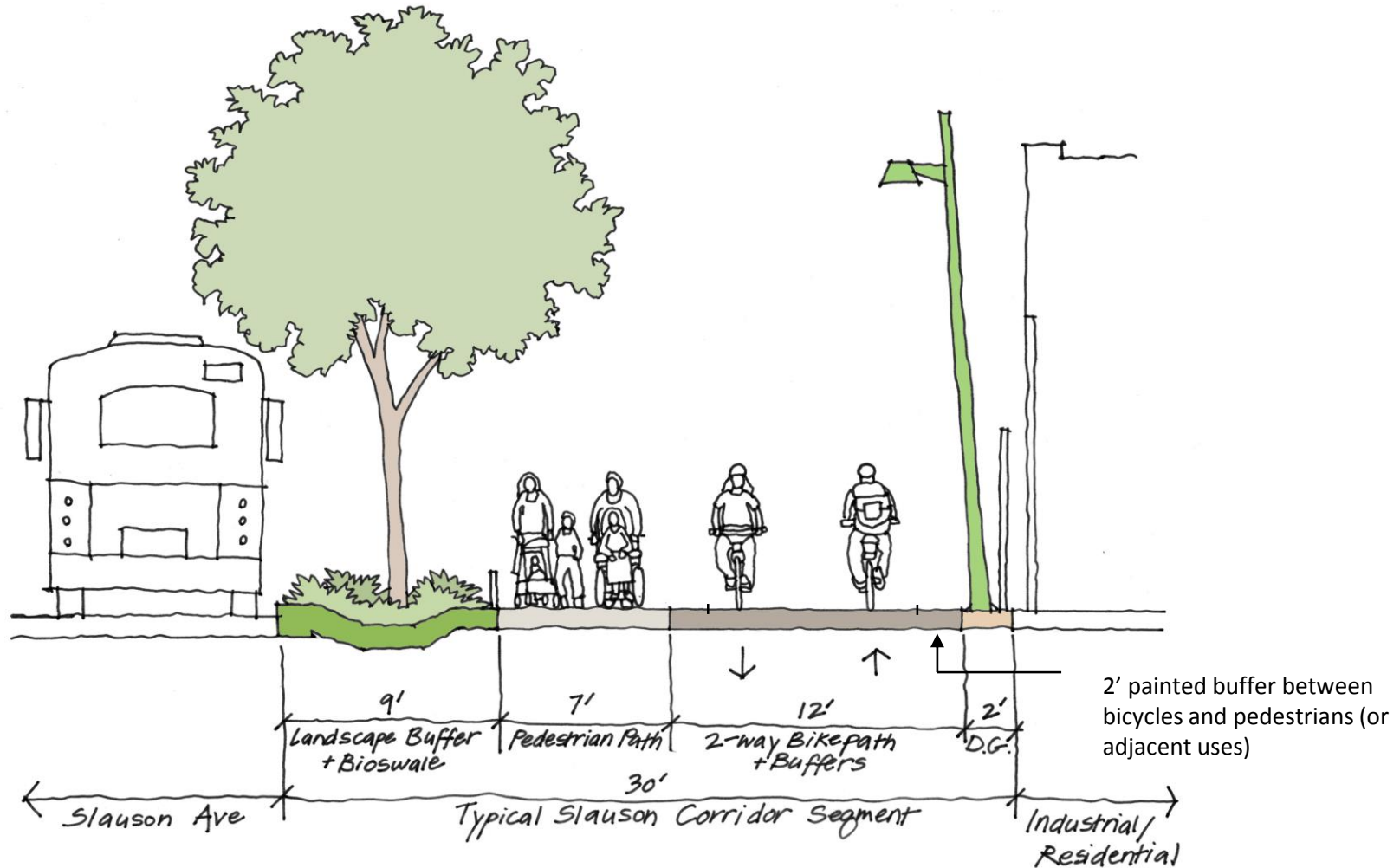
- 11' street buffer
- 5' walking path
- 12' bike path
- 2' property line buffer



Examples of bioswale on pedestrian path (Woodman Ave) and between bikeway & thoroughfare (Queens Plaza Bikeway, NY)



# Layout – Slauson Corridor



Looking West



# Walk/Bike Path – Diagonal Corridor



## 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
- Lighting (spaced every 75') 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



### COMPOSITION

30' typical ROW

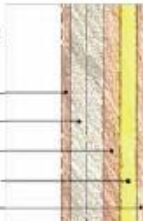
3' edge zone

12' bike path

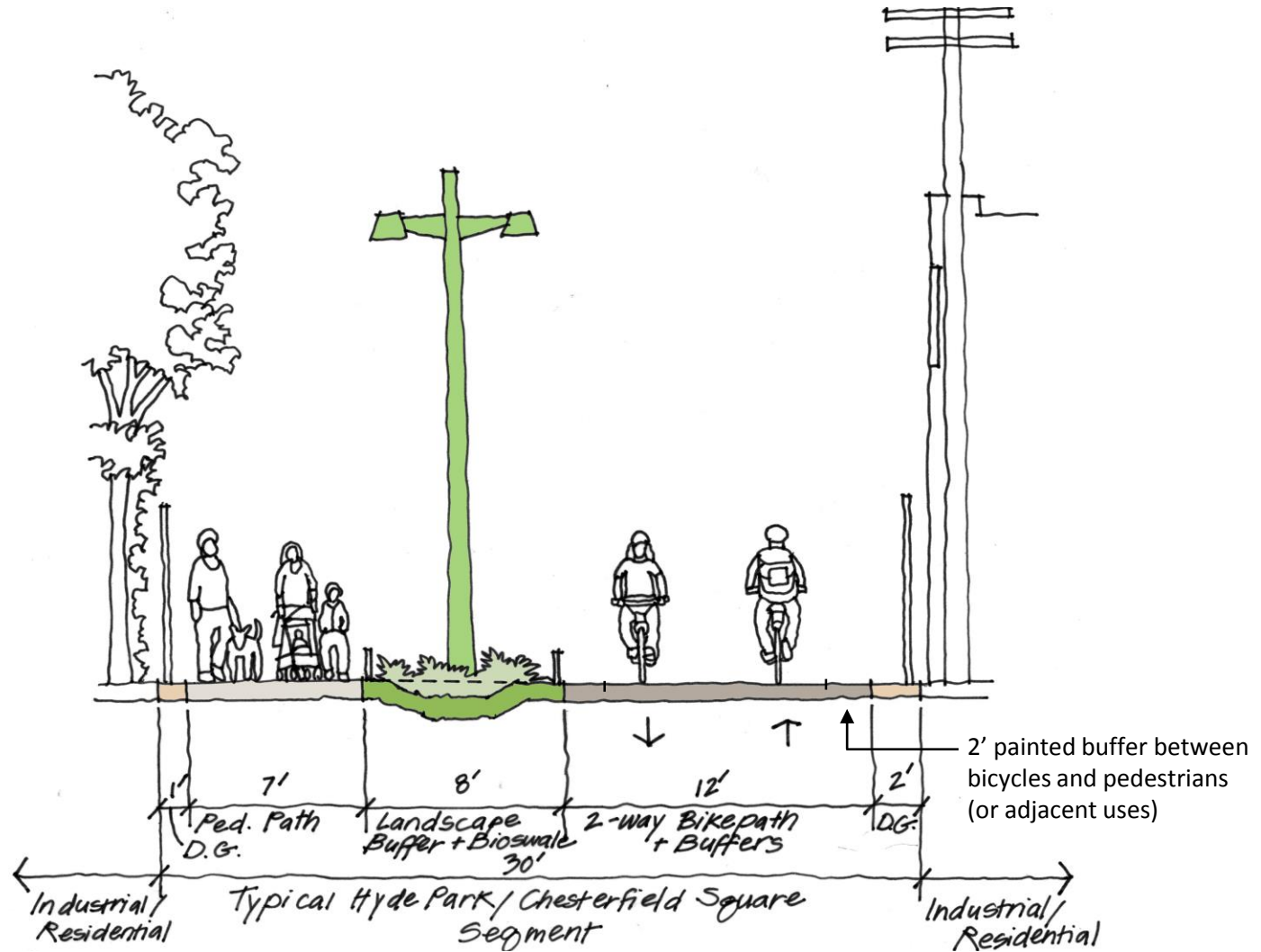
6' bioswale

6' walking path

3' edge zone



# Layout – Diagonal Corridor

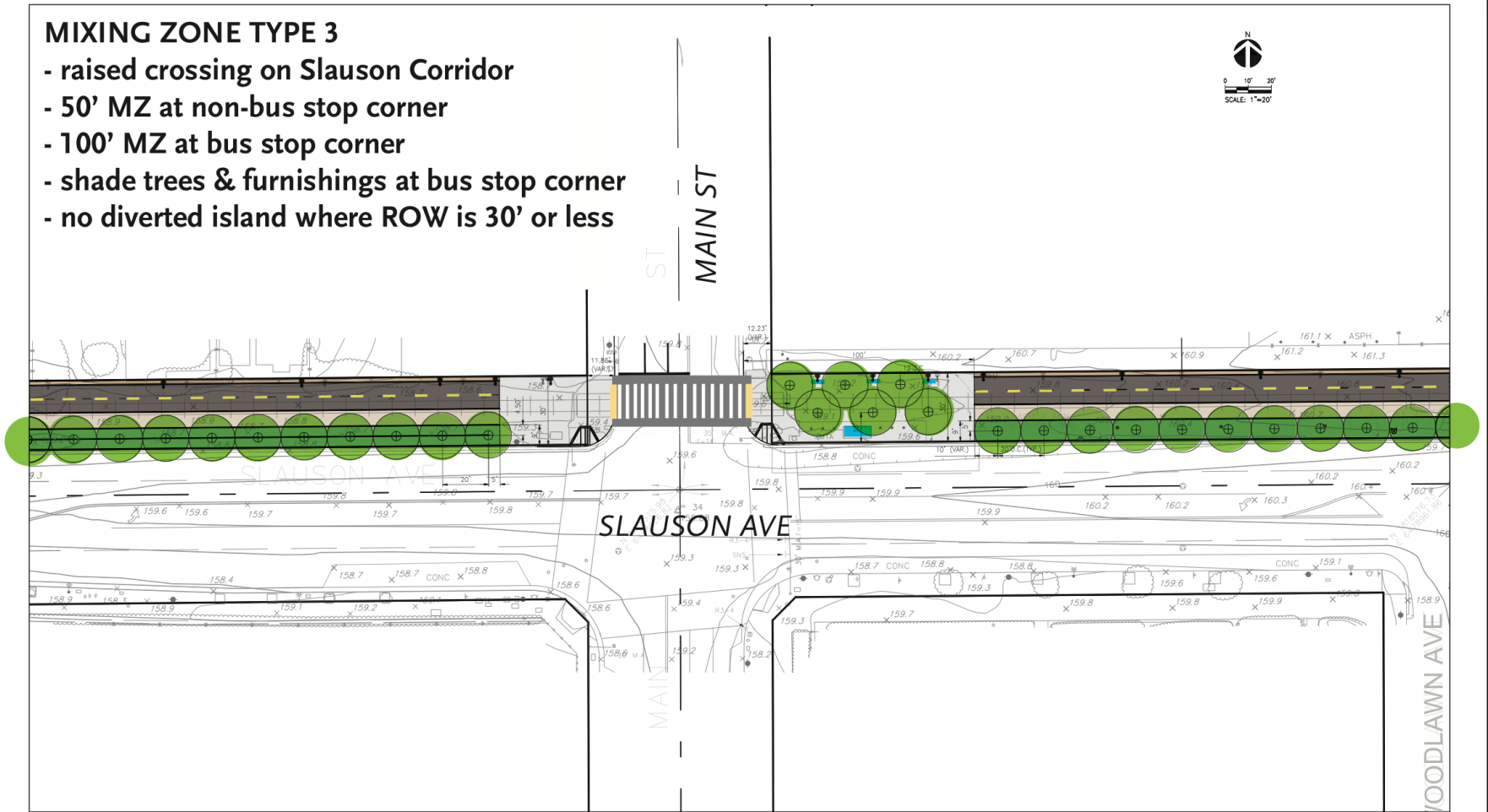


Looking West

# Mixing Zone

## MIXING ZONE TYPE 3

- raised crossing on Slauson Corridor
- 50' MZ at non-bus stop corner
- 100' MZ at bus stop corner
- shade trees & furnishings at bus stop corner
- no diverted island where ROW is 30' or less

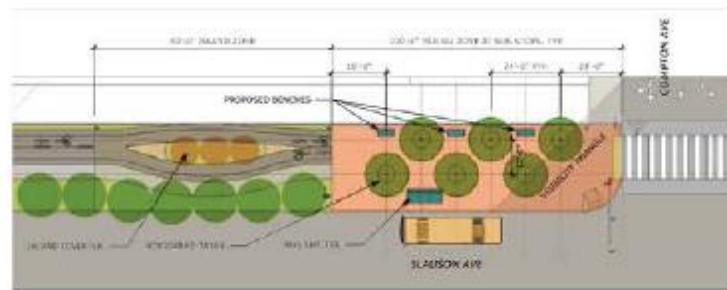


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# Mixing Zone

## Slauson Corridor Concept at Bus Stop



Concept plan at bus stop mixing zones



Existing photo of Slauson/Compton intersection



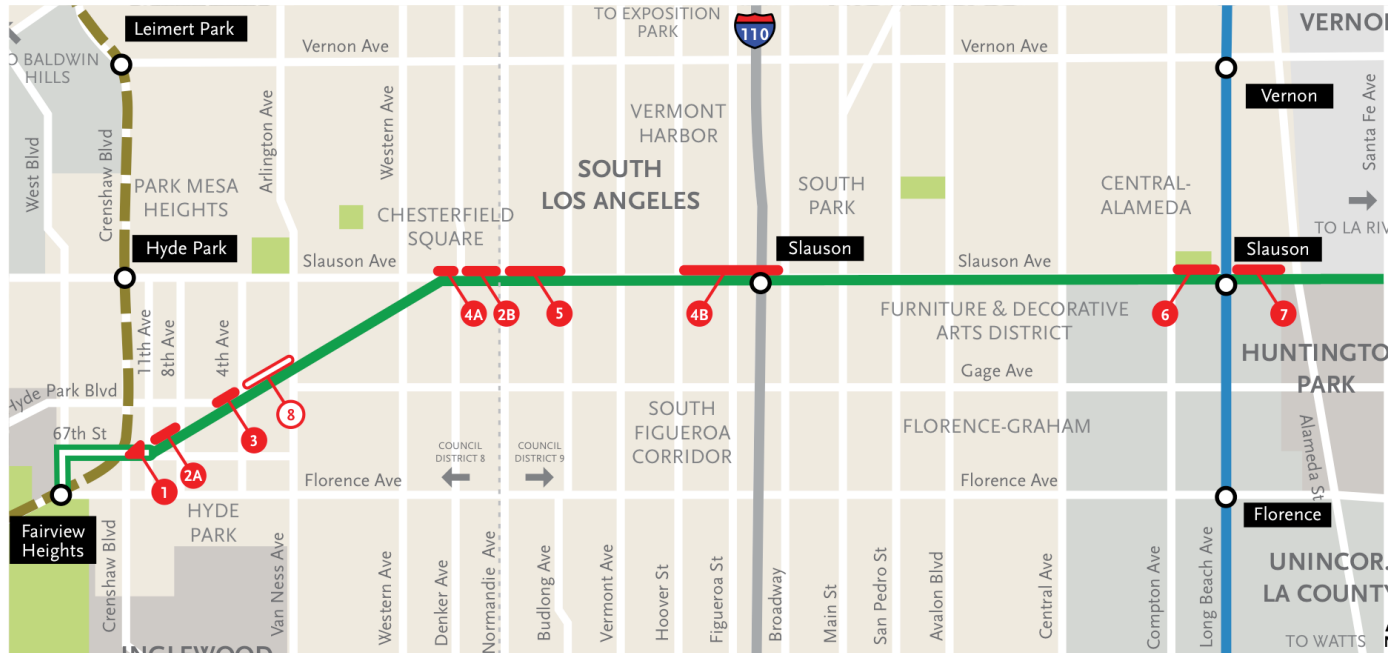
Example of diverter planted with drought tolerant flax



Example of street bond graphic (Auckland, NZ), a relatively inexpensive way to enhance mixing zones

# Opportunity Sites

Areas with additional ROW beyond typical 30' width



### Legend

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

#	Additional ROW	Opportunity Sites
1	n/a	Trailhead Plaza at 67th St & 11th Ave (7,500 sq ft)
2A 2B	20 ft	11th Ave to 8th Ave & Denker Ave to Normandie Ave (44,000 sq ft)
3	10-14 ft	Hyde Park Neighborhood (13,500 sq ft)
4A 4B	10 ft	Slauson Ave Crossing and Silver Line Station / 110 Freeway Underpass (29,000 sf)
5	50 ft	Normandie Ave to Budlong Ave (65,000 sq ft)
6	n/a	Augustus F. Hawkins Natural Park Frontage (partial segment included in 30 ft ROW)
7	40 ft	Blue Line Station and Trailhead (72,000 sq ft)
8	25-48 ft	Potential: BNSF Parcel (43,000 sq ft)



Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, MS 99-22-02
Los Angeles, CA 90012

County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

Project Title: Metro Rail to Rail Active Transportation Corridor – Segment A

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location - Specific:

The Project would extend from the Crenshaw/LAX Fairview Heights Light Rail Station in the City of Inglewood through the City of Los Angeles, Florence-Graham (an unincorporated area of Los Angeles County), the City of Vernon, to the Harbor Subdivision right-of-way (ROW)/Santa Fe Avenue intersection in the City of Huntington Park. The western portion of the Project (approximately 0.5 miles in length) would be within the City of Los Angeles and City of Inglewood public street ROW while the remaining 5.9 miles would be located within the Metro-owned Harbor Subdivision ROW.

The Project would start at the western terminus (i.e., Crenshaw/LAX Fairview Heights Light Rail Station) and travel north on West Boulevard until it meets 67th Street. The sidewalk and parkway on the west side of West Boulevard is within the City of Inglewood, while the street, parkway, and sidewalk on the east side of West Boulevard are within the City of Los Angeles. At 67th Street, the Project would travel east until the street meets 11th Avenue and the Harbor Subdivision ROW. From there, the Project would travel northeast within the Harbor Subdivision ROW. After the ROW crosses Slauson Avenue (east of Western Avenue), the Project would travel east to its eastern terminus, which is located just north of the Slauson Avenue/Santa Fe Avenue intersection in the City of Huntington Park.

Project Location - City: Cities of Inglewood, Los Angeles, Vernon, and Huntington Park; Unincorporated Florence-Graham community of Los Angeles County

Project Location - County: Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

The Project would install on- and off-street bicycle and pedestrian/multi-purpose paths within the existing street and Metro-owned ROW. The Project would use existing sidewalks and extend existing Class II bicycle lanes on West Boulevard. On 67th Street, the Project would use the existing sidewalks and will designate the street as a Class III bicycle route. Street markings would be provided and bike route signs would be installed along the parkways of 67th Street. The City of Los Angeles 2010 Bicycle Plan identifies West Boulevard and 67th Street within the Project corridor as designated bikeways and bicycle friendly streets. This Plan also identifies the streets as part of a neighborhood bikeway network. At the Harbor Subdivision ROW (between 67th Street and Santa Fe Avenue), the Project would create two-way Class I bike paths and a separate pedestrian/multi-purpose pathway.

The purpose of the Project is to provide safe dedicated walking and cycling transportation options to promote healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, transit hubs, and other key destinations. It would facilitate opportunities for improved access to major transit facilities, such as the Metro Crenshaw/LAX Light Rail Transit Line, the Harbor Transit Way, the Metro Blue Line, and various rapid and local bus lines. The Project would also remove a prominent social equity barrier within the South Los Angeles community with new and improved access for pedestrians, cyclists, and transit riders traveling to and from schools, jobs, health care providers, as well as religious, commercial and cultural institutions.

Beneficiaries of the Project include residents and employees who live and/or work within the vicinity of the Project Corridor. The area surrounding the Project Corridor has a high proportion of residents who are transit dependent and rely on walking and bicycling for both work commuting and daily life activities.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Class 4, Section 15304(h)
- Statutory Exemptions. State code number: \_\_\_\_\_

**Reasons why project is exempt:**

The Project would create bicycle lanes and a pedestrian/multi-purpose path within the existing street and public ROW. The Project would not involve the removal of healthy, mature, scenic trees. The Project would have no impacts on traffic, air quality, noise, historical resources, or other impact categories. The Project would follow Metro standard practices and procedures in coordinating and complying with the regulatory permit requirements of the affected jurisdictions, as well as other requirements from the South Coast Air Quality Management District, California Public Utilities Commission, and the California Department of Toxic Substances Control Voluntary Cleanup Program. In addition, it is standard Metro practice to comply with local noise ordinances.

**Lead Agency**

**Contact Person:** Roberto Machuca      **Area Code/Telephone/Extension:** \_\_\_\_\_

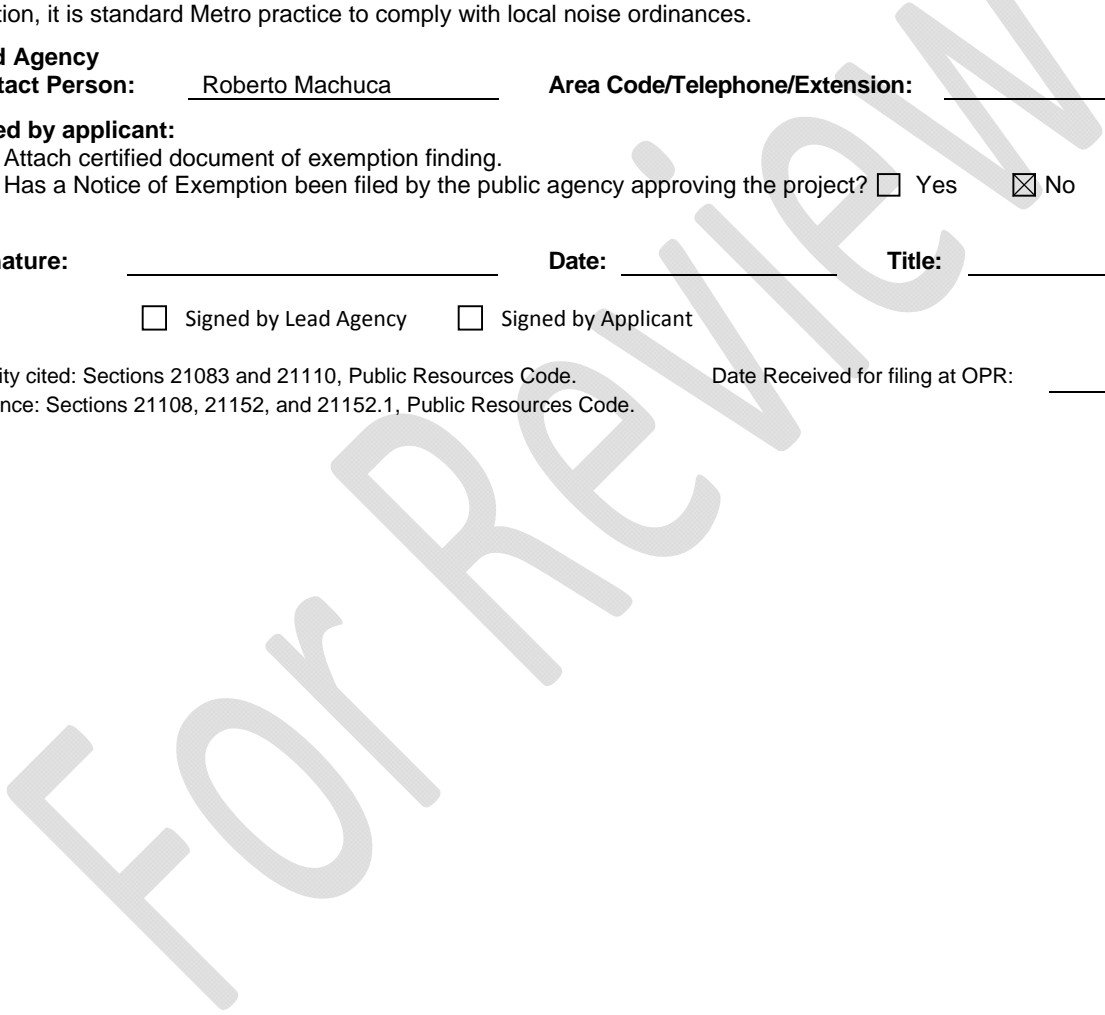
**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes     No

**Signature:** \_\_\_\_\_      **Date:** \_\_\_\_\_      **Title:** \_\_\_\_\_

- Signed by Lead Agency     Signed by Applicant

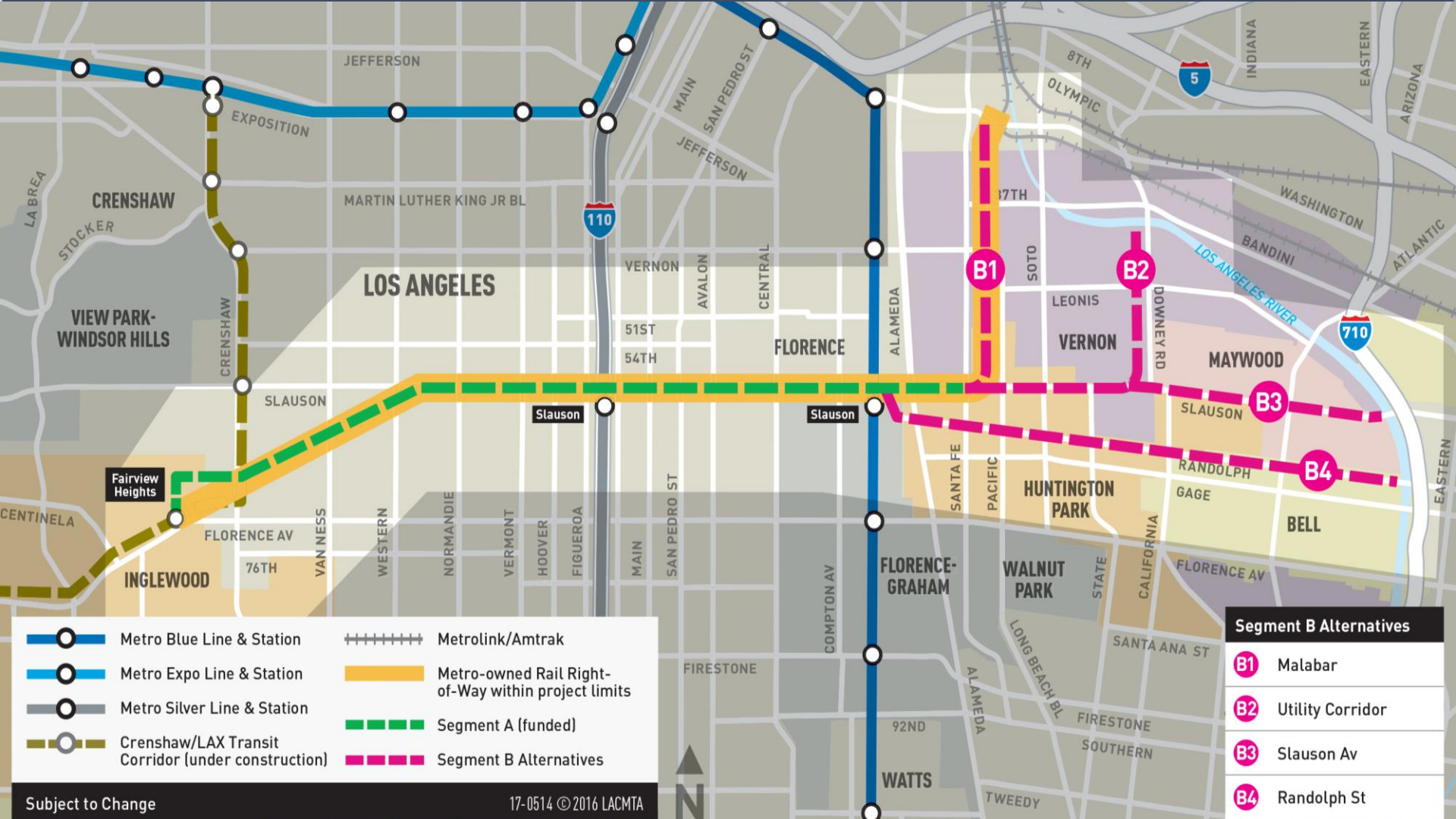
Authority cited: Sections 21083 and 21110, Public Resources Code.      Date Received for filing at OPR: \_\_\_\_\_  
 Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



# Rail to River Active Transportation Corridor Segment B







# Rail to Rail/River Active Transportation Corridor Segments A & B Map



- Metro Blue Line & Station
- Metro Expo Line & Station
- Metro Silver Line & Station
- Crenshaw/LAX Transit Corridor (under construction)
- Metrolink/Amtrak
- Metro-owned Rail Right-of-Way within project limits
- Segment A (funded)
- Segment B Alternatives

- Segment B Alternatives**
- B1 Malabar
  - B2 Utility Corridor
  - B3 Slauson Av
  - B4 Randolph St

# Segment B – Alternatives

	Malabar Corridor	Utility Corridor	Slauson Avenue	Randolph Street
Corridor Length	2.8 miles	3.3 miles	4.1 miles	4.3 miles
Proposed Bicycle Facility Type	Class I	Class I (1.8 miles) and Class II (1.5 miles)	Class I (0.6 miles) and Class II (3.5 miles)	Class I or Class II/IV
Proposed Pedestrian Facilities	No planned pedestrian facility (sidewalk exists along Malabar St)	New pedestrian walkway alongside bike path	Improved pedestrian crossings and amenities	Improved pedestrian crossings and amenities
Overall Evaluation Rating	 Lowest	 Medium	 Medium/High	 Highest



# Segment B – Evaluation Summary

	Malabar Corridor	Utility Corridor	Slauson Avenue	Randolph Street
<b>Goal 1:</b> Enhance Mobility/ Connectivity	○ Low	◐ Medium	● High	● High
<b>Goal 2:</b> Access to Major Destinations	○ Low	◐ Medium	● High	● High
<b>Goal 3:</b> Minimize Transportation Impacts	◐ Medium	○ Low	◐ Medium	● High
<b>Goal 4:</b> Cost Effectiveness/ Ease of Implementation	◐ Medium	◐ Medium	● High	○ Low
<b>Goal 5:</b> Address Local Communities	○ Low	◐ Medium	◐ Medium	● High
<b>Overall Ranking</b>	○ Lowest	◐ Medium	◐ Medium/ High	● Highest

