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**TO:** BOARD OF DIRECTORS

**THROUGH:** PHILLIP A. WASHINGTON *PAW*  
CHIEF EXECUTIVE OFFICER

**FROM:** THERESE MCMILLAN *by CEF*  
CHIEF PLANNING OFFICER

**SUBJECT:** RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR (ATC)  
PROJECT REPORT

### ISSUE

At the June 14, 2017 Metro Planning and Programming Committee, Chairperson Hilda Solis requested a report back on items pertaining to the Rail to Rail Active Transportation Corridor Project (Attachment A).

### BACKGROUND

The Rail to Rail Active Transportation Corridor (ATC) Project is a 5.6 mile long segment of the Metro owned Harbor Subdivision rail right-of-way located in South Los Angeles. The Rail to Rail ATC Project area is home to more than 107,000 residents and has a population density more than six (6) times the county average. Over two-thirds of the area residents are minority; more than one-fifth of households within ½-mile of the Project corridor do not own a vehicle; and 16.8 % of area workers commute to work via public transit, walking, and/or by riding a bicycle. To reduce the high rate of accidents between vehicles and pedestrians or cyclists within the project area, the Project will adapt the right-of-way into a protected pedestrian and bicycle corridor.

The project will also bridge gaps in Los Angeles County's existing bicycle network and provide first/last mile connectivity to Metro's Crenshaw/LAX, Silver Line, Blue Line facilities, multiple bus routes, and 42 schools and 25 open space areas within 1/2 mile of the alignment.

The Slauson Avenue section of the Project's alignment has been identified as a High Injury Network corridor in the City of Los Angeles' Vision Zero initiative. The Vision Zero initiative is committed to eliminate all traffic deaths by 2025. Nearly two-thirds of all

severe and fatal collisions involving people walking and biking happen on just six percent of city streets, which the City Plan calls the High-Injury Network.

## **DISCUSSION**

The Rail to River Intermediate ATC Feasibility Study was completed in 2014 and determined the viability of developing this ATC. The project will convert the underutilized alignment to an ATC that will facilitate opportunities to improve safety, mobility, and access to major transit facilities providing local and regional transportation connectivity.

### **Design Considerations**

The location of the project along a heavily travelled urban arterial results in a number of challenges to development of a safe, effective active transportation corridor. Below are several of the unique project elements that were identified in the Preliminary Engineering (30% Design) Phase of the Project that are not typical of pedestrian and bicycle paths that do not share the Project's location and right of way attributes.

#### **Security:**

- Lighting – illumination throughout the alignment, motion sensors to activate lights after dark
- Closed-Circuit Television (CCTV) security cameras located throughout the diagonal section of alignment (67<sup>th</sup>/11<sup>th</sup> Intersection to Slauson Ave) for 100 percent visual surveillance
- Lighting fixtures with bullet proof lenses, use of anti-vandal paint and protective coatings on furnishings, use of vandal-proof practices to prevent loss of metals/furnishings
- Ingress/Egress for Emergency/Maintenance vehicles
- Emergency Phones

#### **Fencing:**

- Due to extensive residential/commercial/industrial/vacant adjacent properties and encroachment issues throughout the alignment, wire mesh fencing is provided to delineate Metro and private property lines.
- Freight trucks and commercial vehicles operate along Slauson Ave. and certain parallel streets; heavy duty guardrail (42" high) is provided to prevent vehicular entrance onto the path.

#### **Intersections:**

- Total of 26 new signalized intersections are needed (requires footings, signal poles, ATSCA/signal synchronization, conduit, cabinets, etc.). These new signalized intersections also include improved concrete paved areas where bus shelters are located.

- A total of 16 intersections along the Slauson Ave. segment will incorporate new pedestrian crosswalks, add new phase to ATSAC/synchronization.
- New north/south cross walk is needed between Western Ave. and Denker Ave. New crosswalks provide connectivity from the ATC into the diagonal segment of the alignment and into the entrances of the I-110 Silver Line and Blue Line Slauson Stations.
- Five cul-de-sac streets are opened on the diagonal portion of the alignment for ingress/egress access of emergency/maintenance vehicles and pedestrians/bicyclists.
- Need to modify turning curb radii to reduce right-turn speed below 15 mph (recommended by the NACTO Urban Street Design Guide to prioritize pedestrian/bicyclist safety).

#### ATC Path:

- The facility will consist of a 19' wide asphalt/concrete path, which includes a 12' bi-directional bicycle path and a 7' pedestrian path.
- At the current 30% design phase of the project, the path was designed to support the weight of emergency paramedic trucks, maintenance vehicles and occasional fire department pumper trucks.
- A total of 26 intersections corner areas will be constructed of concrete and permeable pavers, also referred to as Mixing Zones. These areas will have heavy use from adjacent bus shelters and pedestrians/bicyclists crossing streets.

#### Bioswales:

- A requirement from County and City of Los Angeles, part of the Low Impact Development elements to manage storm water runoff throughout the alignment.

#### Potential Additional Funding Sources

Current efforts include Metro Rail to Rail Project Development Team (PDT) coordinating with various elected official staff representatives, stakeholders and agencies for additional funding opportunities.

#### Rivers and Mountains Conservancy (RMC)

- With the coordination efforts of Supervisor Mark Ridley-Thomas' staff, meetings with the RMC have been ongoing to explore funding opportunities for the Bioswales/Buffers associated with the Rail to Rail Project. Further coordination will continue as the 30% cost estimates have been completed and identify the cost associated with the Bioswales/Buffers items.
- Funding for RMC efforts come from Proposition 1, the Water Quality, Supply and Infrastructure Improvement Act of 2014.

#### Active Transportation Program (ATP – future cycles)

- Funding for the Active Transportation Program was created by Senate Bill 99 and includes various federal and state funds appropriated in the annual budget. The next program cycle is scheduled for 2018

- Caltrans anticipates the California Transportation Commission to approve the Cycle IV ATP Guidelines by summer 2017. Internal discussions have taken place in order to better position and apply for the Rail to Rail/River in ATP Cycle IV.

#### Metro Net Toll Revenue (Express Lane funds)

- Funding for the Net Toll Reinvestment Grant Program revenues generated from the Metro Express Lanes is under consideration. The Rail to Rail Project Development Team (PDT) has been strategizing various components of the Project that may be eligible for the Net Toll Program funding. Project related components include the accessibility and safety into the I-110 Silver Line BRT system.

#### Cap & Trade – Transformative Climate Communities (TCC) Program

- Funding for the TCC Program will invest \$140 million of Cap and Trade funds in 2017, of which \$35 million has been allocated to the City of Los Angeles.
- The Rail to Rail PDT has been in close coordination with Council District 8 and Mark Ridley-Thomas staff for the preparation of the grant application. Funding from the program can assist with specific components of the project that can potentially lower the Metro contributions towards the Project.

#### Value Engineering

The Project will undergo Value Engineering to identify efficiencies in materials and methods with less expensive alternatives and without sacrificing functionality and scope of project. Analysis may include but not be limited to the following:

- Pavement
- Irrigation system
- Bioswales/Water Capture
- Lighting/CCTV

#### **NEXT STEPS**

Next step is to submit TIGER grant documents in June to the FTA in compliance with grant requirements. Staff will continue to explore funding options for the project.

#### **ATTACHMENT**

Attachment A – Rail to Rail – Segment A Map

# Rail to Rail Active Transportation Corridor Map

