



Board Report

File #: 2019-0747, File Type: Project

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Active Transportation Access for the Doran Street and Broadway/Brazil Grade Separation Project (refer to Attachment A).

ISSUE

In January 2017, the Metro Board approved the Doran Street and Broadway/Brazil Grade Separation Project with the Salem/Sperry Overpass and the Northerly Point of Access that includes a two-way traffic connection to Fairmont Avenue with a protected bike lane and sidewalk as the preferred alternative in the California Environmental Quality Act (CEQA)/National Environmental Pollution Act (NEPA) environmental documents (refer to Attachment B). Since then, staff determined the Northerly Point of Access structure was not able to include active transportation for it connects to the Fairmont Avenue Bridge that does not allow for non-motorized traffic.

The City of Los Angeles staff along with the City of Glendale staff preferred the active transportation of the Northerly Point of Access compromise of two separate proposed pedestrian/bicycle bridge structures. One pedestrian/bicycle bridge structure is called the River Walk Bridge and the other pedestrian/bicycle bridge structure is called River Access Bridge. Staff's recommendation is to approve the River Walk and River Access bridges which are designed to provide dedicated and safer pedestrian connectivity over the existing Verdugo Wash. In addition, staff is recommending approval of the active transportation on the Salem/Sperry Overpass (refer to Attachment C). The active transportation access creates an environment that encourages more residents, employees and visitors to choose non-motorized modes of transportation.

DISCUSSION

On August 28, 2017, the City of Glendale hosted a coordination meeting with the City of Los Angeles to propose the inclusion of active transportation elements into the Doran Street Grade Separation Project. All parties agreed on the importance of providing dedicated pedestrian connections to and along the Los Angeles River and adjacent trails.

In January 2019, the California Transportation Commission (CTC) approved the award of \$16,319,000 million from Active Transportation Program (ATP) funds for the Doran Street Grade Separation Active Transportation Access Project, which is a component of the Doran Street and Broadway/Brazil Grade Separation project. All project stakeholders provided letters of support for the ATP grant with both the City of Glendale and Los Angeles including letters of intent to assume responsibility for maintenance and operations of the two active transportation structures once constructed. In April 2019, staff received an approved California Environmental Quality Act Statutory Exemption for Doran Street and Broadway/Brazil Grade Separation Project including the River Walk and River Access bridge structures. Staff will continue to seek federal, state and local grants to fund the Doran Street and Broadway/Brazil Grade Separation project.

The Active Transportation Access component for the project that comprises of the River Walk Bridge and the River Access Bridge will improve safety and increase non-motorized access between employment centers, residencies and newly developed recreational opportunities in an area that are currently land locked by the Los Angeles River, Interstate 5 and State Route 134 freeways, and the Antelope Valley Line railroad corridor with up to 90 trains per day. With train volumes in this corridor expecting to increase with planned improvements to the commuter and intercity rail service and eventual arrival of High Speed Rail service, a project like this is essential to minimize risk of bicycle and pedestrian collisions.

The River Walk Bridge will provide new access across the Verdugo Wash and under the State Route 134 freeway, connecting residents of North Atwater Village in Los Angeles directly to the new Glendale Narrows Riverwalk Trail along the Los Angeles River. Travelers in the opposite direction from Glendale will now have direct access to businesses and restaurants in Atwater Village without having to cross the railroad tracks. Future active transportations projects illustrate a Los Angeles River Bridge in the area that will provide access from the Glendale Narrows Riverwalk Trail to the Los Angeles Zoo and Autry Museum of the American West. The River Access Bridge is designed to provide a safer route spanning over the railroad corridor for the City of Glendale and Los Angeles residents and businesses alike.

DETERMINATION OF SAFETY IMPACT

This active transportation component for the project will enhance safety along the commuter corridor and the Los Angeles River by providing two separate active transportation structures while allowing improved non-motorized circulation for the Atwater Village community and City of Glendale residents.

FINANCIAL IMPACT

Adoption of the active transportation access to the Doran Street Grade Separation Project would have no impact to the FY20 budget at this time. Staff will work with Metro Planning to identify an additional ATP funding estimated at approximately \$8,681,000 required for the final design of the Doran Street Grade Separation Active Transportation Access Project with a total preliminary estimate at approximately \$25,000,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to continue to complete the design documents for the active transportation components to the Doran Street Grade Separation Project. This alternative is not recommended due to the significant benefits this project provides to commuter rail transportation and active transportation. In addition, not recommending this alternative will risk the \$16 million in grant funding already awarded to this project.

NEXT STEPS

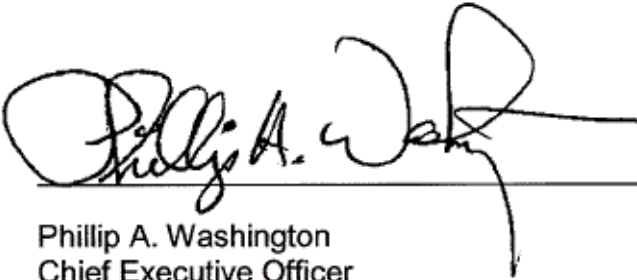
Staff shall report back to the board to program funding for the final design phase and return to the board should the final construction cost estimate exceed the ATP award of \$16.3 million.

ATTACHMENTS

- Attachment A - Doran Active Transportation Conceptual Plan
Attachment B - Doran Street and Broadway/Brazil Grade Separation Project
January 2017 Board Report
Attachment C - Salem Sperry Overpass

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