Slauson Corridor Improvements Project I-5 to I-710

Presented By:

KOA
A LOCHNER COMPANY

CITY COUNCIL MEETING
September 26, 2023

Purpose of Presentation

Slauson bridge over I-710

Slauson undercrossing at I-5

- Inform City Council on Project Progress.
- Present proposed Slauson Corridor Concept Plan
- Seek Council approval on the preferred corridor concept plan.

Corridor Background

- Regional corridor between I-710 & I-5
- A key east-west arterial corridor in the Gateway Cities COG
- Key link in the regional goods movement to/from POLA, POLB, UPRR & BNSF Terminals, and Regional Businesses.

Corridor Background

- 6 Lanes (3 per direction) with mixture of painted and raised concrete medians
- Serves as an alt. route to 710 N-S to/from I-5 E-W
- 9 signalized intersections

Corridor Background

- Existing on-street daytime parking - Malt to Gage/I-5
- Designated Future Class-II Bike Lane Facility
- Approximately 21,000 vehicles per day, including ~20% truck traffic
- Transit Route – 19 existing bus stops: Metro Local Line 108 & City of Commerce Yellow/Green/ Orange lines

Project History

- KOA collected traffic data, conducted a detailed transportation impact study, developed conceptual design plans and collaborated with City Staff to identify a preferred alternative

- Two Outreach meetings conducted to obtain feedback from local stakeholders who may be potentially be impacted by on-street parking removal

Goals

1. Increase capacity efficiency of the street, and reduce congestion along Slauson Avenue.

2. Improve motorist, bicyclist and pedestrian safety.

3. Enhance connectivity between major trip generators and transportation facilities.

4. Consider new/modified raised medians to improve driveway access and intersection safety.

5. Enhance bus stops with shelters, benches, trash cans, and other amenities.

Key Project Features

- Traffic signal upgrades and signal timing improvements

- Protected/Separated On-Street Bike Lanes in place of existing curb/parking lanes

- Traffic signage, striping & roadway marking improvements, and pavement rehabilitation

Key Project Features (cont.'d)

- Raised/landscaped median modifications

- Bus stop improvements and amenities

- Street lighting improvements

Summary of Traffic/ Transportation Studies

- Level of Service (LOS) Analysis for Signalized Intersections
- Daily Traffic Roadway Capacity Analysis (ADT)
- Left-turn Delay, Turn Pocket Queuing, and Protected LT Phase Signal Feasibility Analyses
- Truck Turning Analyses
- 5-Year Collision Assessment (Intersections and Mid-blocks) and Lighting Analysis
- On-Street Parking Analysis
- Bus Stop Amenities Survey & Boarding Counts Analysis

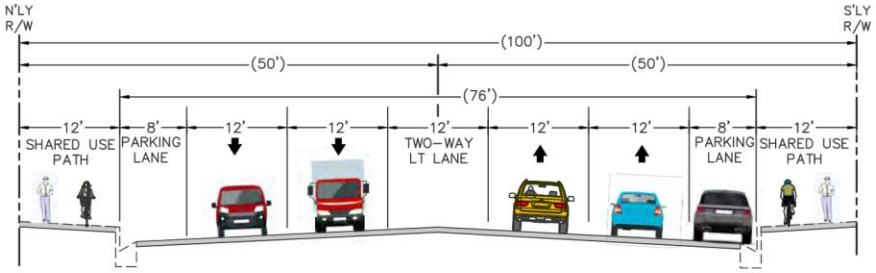
Summary of Traffic/Parking Analysis Findings

- Existing peak-hour LOS is adequate, except at Garfield and Gage/I-5. Future Year LOS, with the addition of bike lanes by lane reduction, can be mitigated to acceptable LOS with additional signal timing/operational improvements.
- Overall traffic levels during the Horizon Year will degrade, to an extent. However, the corridor's daily traffic-carrying capacity will maintain acceptable LOS.
- Currently a maximum of 88 cars park at a time on-street between Malt and Gage. Analysis shows that adjacent properties, cumulatively, have sufficient on-site parking to adequately absorb the existing on-street parking demand.
- Traffic collisions occurred most frequently at Eastern, Gage/I-5, Greenwood, and Garfield. Intersection improvements will target minimizing crash risk & severity at these locations.
- Highest bus boardings at Eastern, Boxford and Garfield

Proposed Bicycle Facility Alternatives

Alternatives Considered Where On-Street Parking is Affected (Malt to Gage/I-5):

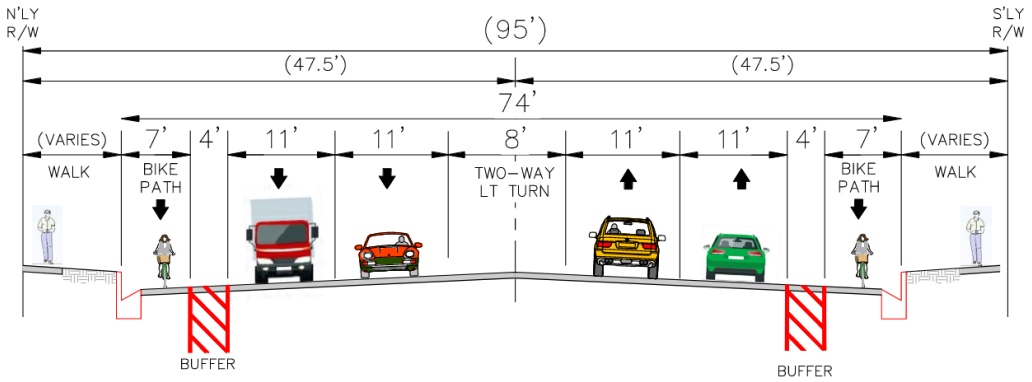
- **Alternative 1** – Maintain On-Street Parking; Bring Bicyclists onto the Sidewalk and Create a Shared Pedestrian/Bicycle Pathway



4 LANES + PARKING LANE + 12' SHARED USE PATH

Proposed Bicycle Facility Alternatives (cross-sections)

Alternative 2 – Remove On-Street Parking Lane; Repurpose the "curb lane" area as a buffered Class 2 (on-street striped) bike lane – *Preferred Option*



Bike Lane Buffer - Alternatives Considered

Striped Buffer

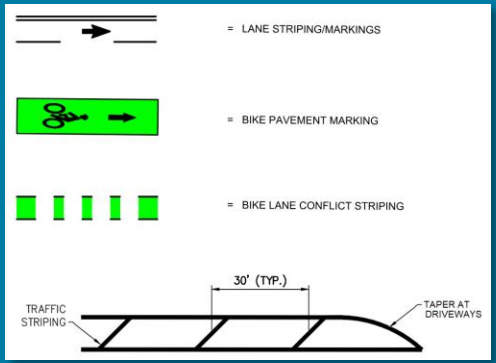
Preferred Alternative

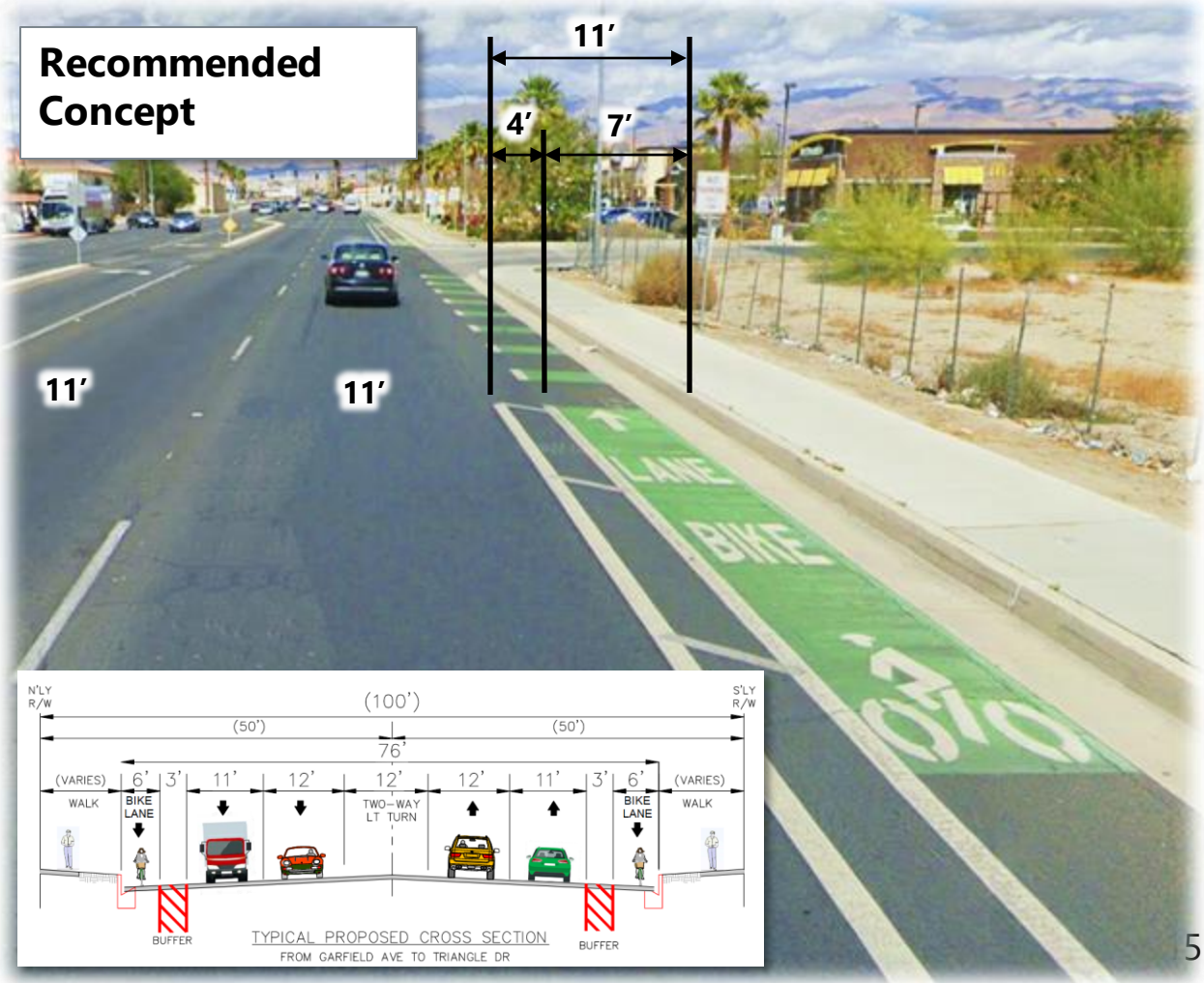
Vertical Delineator/ Plastic Bollard

Curb Stops ("armadillos")

Rolled/Median Curb

Buffered Bike Lane Concept - Details





Stakeholder Outreach and Results

Two Outreach Meetings:

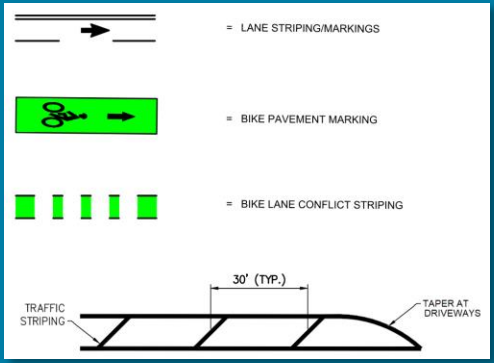
<u>August 23 (Evening)</u>

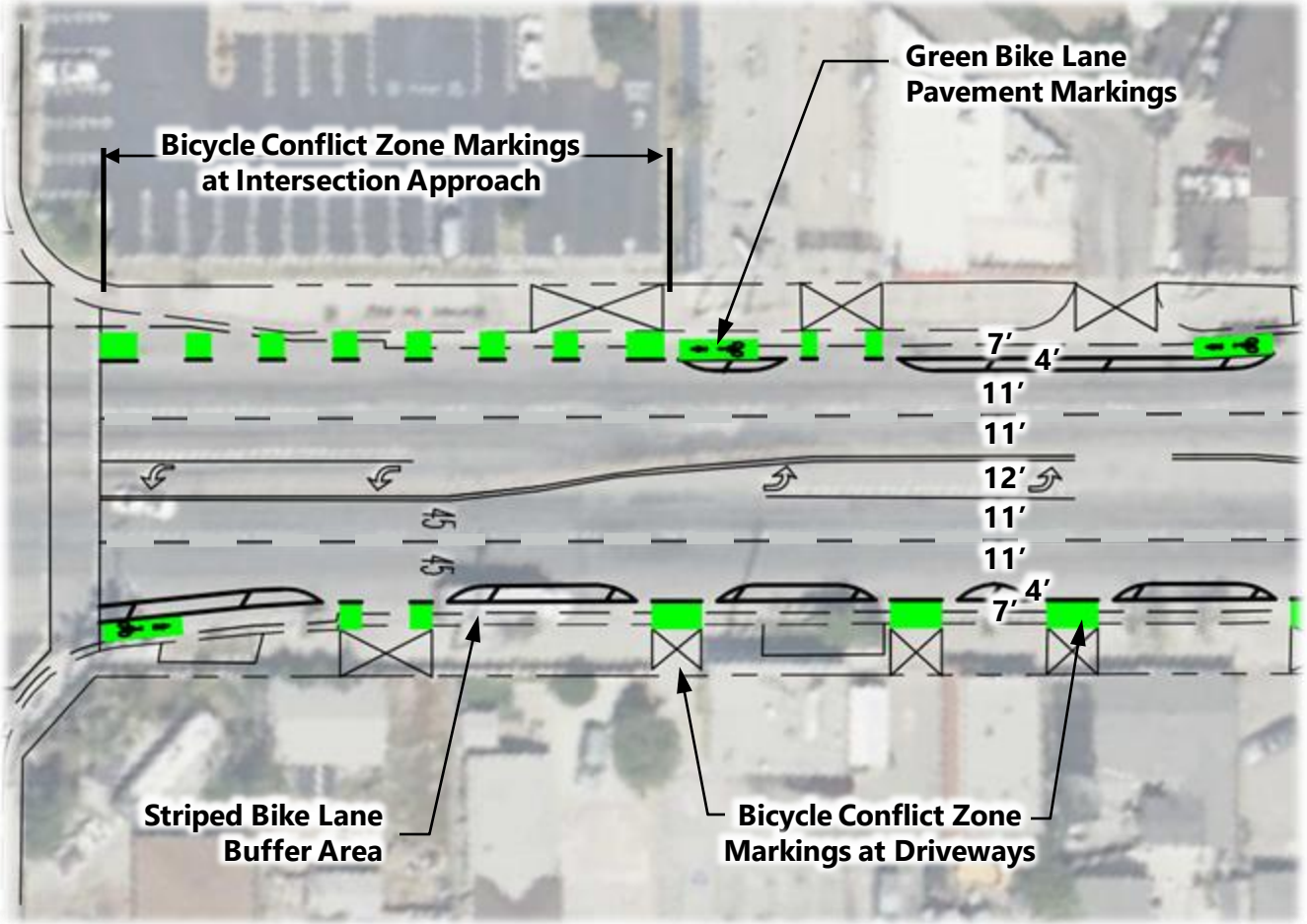
- 223 addresses mailed to between Malt and Gate
- 66 businesses and residents directly visited and provided with the meeting flyer

<u>September 14 (11:30 am to 1:30 pm)</u>

- 223 addresses sent mailers to
- 80 businesses and residents contacted/re-contacted in person with flyers/notices

Buffered Bike Lane Concept – Plan View





Questions and Answers!