



# CITY OF COMMERCE AGENDA REPORT

**TO:** Honorable City Council

**FROM:** City Manager

**SUBJECT:** Slauson Corridor Improvements from I-5 to I-710 Project Concept Plan

**MEETING DATE:** September 26, 2023

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## **RECOMMENDATION:**

The City Council will consider:

1. Receiving and filing a presentation on the proposed Slauson Corridor Improvements Concept Plan by KOA Corporation, and
2. Approving the Slauson Corridor Improvements Concept Plan

## **BACKGROUND:**

Slauson Corridor between I-5 and I-710 is in need of improvements to enhance mobility, reduce congestion, enhance connectivity between major trip generators and transportation facilities by improving intersection capacity at various intersections, adding dedicated right turn lanes where possible, upgrading traffic signals at various intersections for efficient and traffic responsive operations, improve motorist and pedestrian safety by improving traffic signs, pavement markings, constructing new raised medians and/or modifying existing medians to provide for protected left turn lanes at some of the signalized intersections, improve street lighting along the corridor, eliminate uncontrolled crosswalks, and enhancing bus stops with bus shelters, benches, and trash cans where applicable.

On June 23, 2022, upon staff funding request to I-710 Technical Advisory Committee (TAC) and TAC approval, the Metro Board approved and programmed \$2,230,000 in I-710 Early Action Measure R Funds for Planning, Environmental and Engineering Phase (PAED and PS&E) of the Project. On November 8, 2022, City Council adopted a Resolution approving Metro's Measure R Funding Agreement for this project.

On March 28, 2023, City Council approved the agreement with KOA Corporation (KOA) for the Slauson Corridor Improvements Project from I-5 to I-710. KOA and City staff have since worked collaboratively to prepare a comprehensive analysis, conduct stakeholder outreach, and develop a preferred design concept for the corridor improvements.

The primary objective of the Slauson Corridor Improvement Project is to enhance both traffic flow and safety for all modes of transportation encompassing enhancements for trucks, buses, personal vehicles, cyclists, and pedestrians through:

- Efficiency: Increase the capacity efficiency of Slauson Avenue and reduce congestion along the corridor.
- Connectivity: Provide greater access to major trip generators and transportation facilities in Commerce.
- Mobility: Improve the overall mobility for all road users and all modes of transportation along Slauson Avenue.
- Safety: Improve the safety of all motorists, bicyclists, and pedestrians along Slauson Avenue.
- Develop corridor alternatives that considers both Metro's I-710 Measure R grant (traffic signal improvements, mobility, and safety for all modes, etc.) and the Caltrans ATP grant (provisions, infrastructure and amenities for bicyclists)

Since this past April, KOA has undertaken thorough data collection, analyses and has developed alternative solutions along with preferred concepts including:

- Field data collected, intersection turning movement counts, ADT, on-street parking counts, and collision data.
- Traffic analysis findings include:
  - Average daily traffic (ADT) on Slauson typically ranged from 18,800 vehicles per day (VPD) to 23,000 vehicles per day. Between I-5 and Telegraph the ADT is about 45,700 VPD.
  - Existing intersections levels of service (LOS) are mostly adequate (i.e., LOS "D" or greater); however, the intersections of Slauson/Garfield and Slauson/Gage experience LOS "E" and LOS "F" (heavy congestion), respectively, during the peak hour periods. Future/project opening year analyses indicated that the deficient level of service at Garfield Avenue may be mitigated to an acceptable LOS "D" by implementing capacity-enhancing improvements at the intersection, in conjunction with the proposed bike lanes, such as additional turn pockets and traffic signal timing adjustments.
  - On a typical weekday there were at most 88 cars parked on-street between the 7AM-7PM study period from Malt to Gage/I-5. Approximately 1,770 parking spaces, located within parking lots on adjacent private lots along this stretch were estimated to be available during the typical day. It was therefore concluded that the existing on-street parking demand may

be absorbed by the availability of on-site parking on these adjacent sites between Malt and Gage/I-5.

- Between 2018 and 2023, there were an estimated 434 traffic collisions along the corridor. The most prominent collision frequencies occurred at the intersections of Eastern (81 collisions), Gage/I-5 (60 collisions), Greenwood (56 collisions) and Garfield (52 collisions), and along the roadway segment between Eastern and the west city limits (I-710/LA River) (23). An evaluation of nighttime collisions showed that the most prominent nighttime collision frequencies occurred at the same Top 4 intersections (Eastern = 22 nighttime collisions; Gage/I-5 = 18; Greenwood = 15; and Garfield = 15).
  - The intersection left-turn pocket queuing analysis revealed that the existing turn pockets at Eastern Avenue (eastbound), Garfield Avenue (eastbound and westbound), and Greenwood Avenue (westbound) experience traffic backups beyond the turn pocket's available storage during the peak hour period. The left-turn delay study revealed that the intersection at Greenwood Avenue is warranted to implement a protected left-turn sign phase ("green arrow") in the eastbound and westbound directions. KOA and City Staff are also considering use of a flashing yellow arrow to enhance vehicular safety.
- Concept Development – A buffered or protected bike lane was determined to be most feasible by replacing/repurposing the existing curb lane in each direction with an on-street bikeway. Between I-710 and Garfield Avenue, the no. 3 lane would be removed in lieu of a bike lane, reducing the total traveled way to two lanes per direction. Between Garfield and Gage/I-5, the existing on-street parking lane would need to be removed and replaced with buffered bike lanes.
  - Design Options – KOA developed a design option for the segment between Garfield and Gage/I-5 which would allow on-street parking to remain. The alternative would require minor narrowing of the street to widen the parkway area, and creation of sidewalk-level bike lanes between the curb and pedestrian path of travel on the sidewalk. City Staff expressed a preference for maintaining the bike lane on the street, rather than at the sidewalk level.
  - Public Outreach – Due to the proposed removal of on-street parking provisions between Malt and Gage/I-5 to accommodate the on-street buffered bike lanes, KOA and the City determined that an outreach effort would need to occur to inform and obtain feedback from adjacent property owners, businesses and residents. Two outreach meetings were arranged to meet with local stakeholders on this project segment, including a meeting on August 23<sup>rd</sup> and September 14<sup>th</sup>. For the first outreach meeting, in addition to the initial outreach meeting mailers which reached 223 addresses between Malt and Gate, a total of 66 businesses and residents were directly visited and provided with the meeting flyer. For the follow-up outreach meeting, approximately 80 businesses and residents were contacted/re-contacted and provided with notices regarding the second outreach engagement meeting.

KOA will be making a presentation to City Council at tonight's meeting. Upon conclusion of the presentation staff recommends that City Council consider approval of the proposed preferred alternative concept for Slauson Corridor for the following reasons:

- The project is consistent with the goals, policies and principles identified in the City's General Plan Circulation Element
- The project responds dually to the need for traffic congestion mitigation and improved bicycle and pedestrian safety/accessibility along the corridor.
- The project is consistent with the City's adopted Bicycle Master Plan

#### **ALTERNATIVES:**

1. Approve staff recommendation
2. Disapprove staff recommendation
3. Provide further direction to staff

#### **FISCAL IMPACT:**

The total cost of KOA contract including 10% for project management services is \$1,537,885.80 which is covered through Metro I-710 Measure R Funds in the amount of \$2,230,000 based on reimbursement. Adequate Approved Measure AA funds are available in account number 41-5170-57010.10380 to cover the project design and environment phase.

#### **RELATIONSHIP TO STRATEGIC GOALS:**

This agenda item relates to the 2016 Strategic Plan, Community Quality of Life

#### Guiding Principle 4:

Support and evaluate community services, programs and events that promote healthy and quality lifestyles for our residents. Enhance public safety and social services through innovative programs that meet the needs of the residential and business communities.

Respectfully submitted: Edgar P. Cisneros, City Manager  
Recommended by: Gina Nila, Department of Public Works  
Reviewed by: Vilko Domic, Assistant City Manager  
Approved as to form by: Noel Tapia, City Attorney

#### **ATTACHMENTS:**

1. Resolution
2. KOA Presentation