



AGENDA STAFF REPORT

DATE: January 15, 2019

TO: Honorable Mayor and Members of the City Council

APPROVED BY: Jose Ometeotl, City Manager

PREPARED BY:

Sal Mendez, Director of Public Works
Nick Servin, Acting City Engineer

SUBJECT:

ENTER INTO A MUTUAL AGREEMENT BETWEEN THE CITY OF LYNWOOD AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS (GATEWAY) TO AUTHORIZE THE GATEWAY'S CONSULTANTS TO WORK ON A STUDY THAT WOULD IDENTIFY NEEDED IMPROVEMENTS ALONG THE ATLANTIC AVENUE CORRIDOR, INCORPORATING COMPLETE STREETS ENHANCEMENTS.

Comments:

The Gateway COG is implementing the third arterial corridor part of their Strategic Transportation Plan, which was previously approved. The Atlantic Avenue corridor is a major north-south travel corridor through the entire width of the Gateway Cities sub region, connecting the cities of Long Beach, Compton, Lynwood, South Gate, Cudahy, Bell, Maywood, Vernon, Commerce as well as unincorporated communities of the County of Los Angeles, including East Los Angeles, to the COG boundary at SR-60. The staffs of these agencies have met at the COG to discuss advancing this study of Atlantic Avenue as a "Complete Street", subject to local conditions and preferences, but with the idea of developing a plan that would put the corridor in line for construction funding opportunities that individual cities or a consortium of cities along the corridor could pursue.

The consensus of the cities and County representatives was to move forward with a study to be performed by the COG's two consultant engineers to be funded by the participating agencies under a formula based on the linear miles of Atlantic Avenue street frontage. The estimated cost of the study, which is expected to take one year to complete, is \$301,535, funded by contributions from the participating agencies through an Implementation Agreement with the COG.

Recommendation:

Staff recommends that the City Council adopt the attached resolution entitled: “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LYNWOOD APPROVING THE IMPLEMENTATION OF THE ATLANTIC AVENUE/BOULEVARD CORRIDOR STUDY IMPLEMENTATION AGREEMENT BY AND BETWEEN GATEWAY CITIES COUNCIL OF GOVERNMENTS AND THE CITY OF LYNWOOD.

Background:

The Gateway Cities Council of Governments (GCCOG) proposes to complete a comprehensive Atlantic Corridor Complete Street Evaluation and Master Plan. This effort will include close coordination and significant collaboration with the Cities of Commerce, Vernon, Maywood, Bell, Cudahy, South Gate, Lynwood, Long Beach and Unincorporated Los Angeles County.

The Atlantic Corridor is a major regional North-South travel corridor through the GCCOG jurisdictions. Recent studies have identified the Atlantic Corridor as deficient in many locations, with a wide range of technical issues. Identified issues along the Atlantic corridor include future 2035 volume/capacity and Average Daily Traffic (ADT) volume failure, vehicular delay, high accident/collisions rates, poor Level of Service (LOS), high truck volumes, and poor freeway ramps operations.

The study will evaluate the Atlantic Corridor beginning in the City of Long Beach traversing north to Unincorporated LA, for a complete street. Two primary alternatives considered include 1) the Atlantic Corridor as a “Complete Street” in an “unconstrained” condition to quantify the preliminary engineering and evaluate the feasibility, and 2) as a multi-modal Corridor evaluated for consistency across the sub-region, including a potentially phased approach to a Complete Street, along with any major challenges and the project benefits. The results would provide potential funding partners with an understanding of the holistic context of the improvements. Evaluation would include the existing and future 2035 traffic conditions, Levels of Service, truck volumes/impacts, pavement rehabilitation, pedestrian and bicycle traffic, transit connections, parking, commercial and residential linkages, City entryways/gateways, and potential safe routes to school options. The study would require participation and consensus from all stakeholders, including Commerce, Vernon, Maywood, Bell, Cudahy, South Gate, Lynwood, Long Beach and Unincorporated Los Angeles County, on the general consistency and aesthetic theme of the corridor.

Discussion & Analysis:

The goal of this study is to improve the Atlantic Corridor by promoting a balanced, comprehensive multimodal transportation system in an effort to enhance sustainability of the communities it serves and address local and regional transportation needs and issues. The study results and the Complete Street Master Plan are expected to lead to

programming and implementation of the transportation improvements of complete streets. Specific goals include improving multimodal mobility and access, promote and preserve multimodal transportation system, improve safety and security, foster livable and healthy communities, promote social equity and environmental justice, improve the air quality, and support economic vitality and quality of life of its communities.

Objectives include:

- Identify improvements to reduce transportation related greenhouse gases
- Identify concepts to creating sustainable communities
- Identify and develop community to school or safe routes to school plans
- Identify and develop complete street plans and streetscapes plans
- Identify and develop bike and pedestrian safety enhancement plans
- Identify traffic operations and safety enhancements opportunities
- Evaluate for Corridor enhancements for multimodal mobility, access, safety, and linkages
- Evaluate transit improvement opportunities to preserve transit facilities and optimize transit infrastructure
- Evaluate accessibility and connectivity of the multimodal transportation network

Fiscal Impact:

The Gateway Cities Council of Governments (GCCOG) proposes to complete the Atlantic Corridor Complete Street Evaluation and Master Plan for approximately \$301,534.69, which includes GCCOG consultant staff time and overhead GCCOG expenses. As shown in the report below, the fiscal impact for the City of Lynwood would be \$30,473.44.

The initial breakdown, below, is based on linear mile for each jurisdiction.

Jurisdiction	Corridor Designation	Segment Limits	Linear Miles Through Jurisdiction	Cost Per Jurisdiction
Unincorp. LA County (East LA)	Atlantic Boulevard	Telegraph Road to SR-60	1.63	\$ 24,835.85
Commerce	Atlantic Boulevard	Telegraph Road south to 26 th Street	0.65	\$ 9,903.87
Vernon	Atlantic Boulevard	26 th Street to Leonis	0.38	\$ 5,789.95
Vernon/Maywood	Atlantic Boulevard	Leonis to 52 nd Drive	1.2	\$ 18,284.06
Maywood	Atlantic Boulevard	52 nd Drive to Randolph Street	0.83	\$ 12,646.48
Bell	Atlantic Avenue	Randolph Street to Florence Avenue	0.77	\$ 11,732.27
Cudahy/Bell	Atlantic Avenue	Walnut Street north to Florence Avenue	0.09	\$ 1,371.30
Cudahy	Atlantic Avenue	Walnut Street south to Patata Street	0.97	\$ 14,779.62
South Gate	Atlantic Avenue	Patata Street to just North of Abbott Rd.	1.5	\$ 22,855.08
Lynwood	Atlantic Avenue	Abbott Road south to McMillan Street	2	\$ 30,473.44
Unincorp. LA County (East Rancho Dominguez)	Atlantic Avenue	McMillan Street to just north of Alondra Blvd.	1.24	\$ 18,893.53
Compton	Atlantic Avenue	Just north of Alondra Boulevard to LA River	0.43	\$ 6,551.79
Long Beach	Atlantic Avenue	Los Angeles River south to Ocean Boulevard	8.1	\$ 123,417.43
Total Corridor Miles			19.79	\$ 301,534.69

Additionally, there was discussion at the initial meeting regarding funding scenarios, and how Cities would 1) pay for this effort; 2) could receive credit for work already completed or economy of scale; and 3) if there were additional outside sources that could pay or contribute to the cost of the study.

Regarding each jurisdiction paying their per linear mile proportional share, it was noted that there are several funding options, including a City's Prop C, Local Return Measure R, AB 2766 funds, since part of the project involves bicycle and pedestrian facilities, gas tax and/or general funds.

Regarding credit for work already completed or economy of scale, it was difficult to quantify a cost on planning/design already completed, which likely does not consider all complete street, master plan, and/or Corridor collective goals and variables included in this scope of work that sum, that create the overall Corridor vision.

Lastly, regarding outside sources, this Corridor is a regional corridor, with a nexus to both the 605/405/91 Measure R Hot Spots and 710 Early Action revenue stream sources. However, in discussions with GGCCOG management and MTA staff, it was determined that the initial effort should be locally sponsored to show commitment to the vision and effort. Once the vision is established, with unanimous participation, there has been a high success rate of additional funds being infused into the project to take it to the next phase of implementation.