

12-0272-53

CD 5,11

MOTION

TRANSPORTATION

FEB 07 2014

Lincoln Boulevard is a critical north-south connection on the Westside, serving as one of the few arterial connections west of the I-405 that provides continuous access. As Lincoln Boulevard crosses Ballona Creek, between Fiji and Jefferson, a travel lane is lost in each direction, sidewalks cease to exist and the shoulder narrows to a point that makes it uncomfortable to travel by bicycle. The existing conditions on Lincoln Boulevard between Fiji and Jefferson not only present problems for pedestrians, bicyclists and motorists alike, but as one of the few continuous arterial connections on the coastline, the chokepoint poses a significant barrier to future multi-modal improvements.

In 2001, a Draft Project Report was completed by Caltrans District 7 for widening the Lincoln Boulevard Bridge from Jefferson to Fiji. The project proposal was to widen Lincoln Boulevard to four travel lanes in each direction and included minimal accommodations for pedestrians and no accommodations for rail transit or bicycle lanes. The proposal also would have effectively constructed a new bridge adjacent to the existing bridge, which would have directly impacted Ballona Creek. The Coastal Commission and the community wisely rejected the proposal.

In 2012, recognizing the significant barrier that the Lincoln Bridge presented to future mobility improvements, the City Council approved a contract amendment to the Westside Mobility Plan adding a site specific analysis for a Lincoln Bridge Improvement Feasibility study (CF 12-0272-S1). The contract amendment, directed the Westside Mobility Plan consultant team to examine opportunities to improve pedestrian facilities, bicycle facilities, center running Bus Rapid Transit or Light Rail Transit facilities and minimize the impact to the Ballona Creek.

The Lincoln Bridge Improvement Feasibility study is the first phase in defining the parameters of the project. The Westside Mobility Project consultant team recently completed the feasibility study and will be seeking community input to refine the project over the coming months. Discussions with Caltrans and the Coastal Commission are also anticipated in the near future to further refine the bridge design.

Improvements must be made to the bridge to allow for the corridor to embrace multi-modal forms of transit (such as potential future bike lanes, pedestrian safety upgrades and public transportation options like bus and light rail projects), and as improvements to the bridge are considered, public participation and input in the process are essential.

I THEREFORE MOVE to instruct the Department of Transportation, in coordination with the Fehr & Peers consultant team, to provide an update to the Transportation Committee on the initial findings of the Lincoln Boulevard Improvement Feasibility Study, and provide a report on the upcoming community input and outreach efforts.



FEB - 7 2014

PRESENTED BY:



MIKE BONIN
Councilmember, 11th District

SECONDED BY:



ORIGINAL