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# CITY OF LOS ANGELES

CALIFORNIA



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ERIC GARCETTI MAYOR

March 18, 2014

Los Angeles City Council c/o City Clerk's Office Attn: Planning and Land Use Management Committee Room 395, City Hall Los Angeles, CA 90012

Dear Honorable Members:

# REPORT ON THE CONSIDERATION TAKEN IN THE REMOVAL OF TRAVEL LANES FOR THE MY FIGUEROA PROJECT, CF 13-1124

The following report is in response to a Planning and Land Use Management (PLUM) Committee request at its January 28<sup>th</sup> meeting, directing the Department of Transportation (LADOT) and the Department of City Planning (DCP) to report back on a preliminary evaluation of the impacts, benefits and constraints (including project costs and timeline) of pursuing a cycle track couplet concept on Figueroa Street and Flower Street as an alternative to the configuration currently proposed solely for Figueroa Street. In addition, this report responds to a Council Motion, Council File (CF) 13-1124, initiated by Councilmember Curren Price (Council District 9), requesting that LADOT and the DCP report back with an in-depth explanation of the considerations taken in determining what parts of the Figueroa Corridor justified the need for cycle tracks versus buffered bicycle lanes and extended pedestrian sidewalks. The Price Motion specified that the report should also include design alternatives that did not require removal of traffic lanes; identify traffic mitigation to relieve congestion resulting from traffic exiting from the I-110 Freeway onto Figueroa Street; describe the Project's impacts to emergency response times for police and fire vehicles; and analyze additional travel delays that could result once the Downtown Streetcar is in operation. The Motion also requested that the report describe the impacts and costs to local businesses and their patrons resulting from the expected travel delay.

#### BACKGROUND

The current proposal, "My Figueroa" (the Project) is part of an Infill Infrastructure Grant (IIG) Project, # 07-IIG-4214. The Project consists of four miles of new streetscape improvements: three miles along Figueroa Street from Martin Luther King Jr. Boulevard to 7<sup>th</sup> Street; ½ mile along Martin Luther King Jr. Boulevard from Vermont Avenue to Figueroa Street; and ½ mile along 11<sup>th</sup> Street from Figueroa Street to Broadway. The Project is part of a \$30 million Proposition 1C Infill Infrastructure Grant (the Grant) the State of California Department of Housing and Community Development (the Grantor) awarded to the City in 2008 for multi-modal transportation investments that support affordable housing in the project area. That project area, as defined by the grant, is generally bounded by 7th Street on the north, the I-110 Freeway (north of the I-10

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Freeway)/Vermont Avenue (south of the I-10 Freeway) on the west, 41st Street on the south, and Broadway (north of Adams Boulevard) and the I-110 Freeway (south of Adams Boulevard) to the east.

In addition to the programmatic objectives of the Grant, the Project's goals per the approved Scope of Work also include:

- Transform this portion of the Figueroa Corridor from a roadway focused as a regional travel corridor into a multi-modal "complete street";
- Improve safety by reducing collisions across all travel modes;
- Create a more vibrant street life through streetscape improvements;
- Improve multi-modal access to local businesses;
- Create healthy transportation options that serve affordable housing;
- Improve non-motorized transportation linkages to major job centers;
- Improve connectivity between new transit investments and employment and housing;
- Build stronger connections from South Los Angeles to Downtown including the regionally significant activity centers of Exposition Park, the University of Southern California (USC), the L.A. Live Sports and Entertainment District and the Central City's Financial District; and
- Implement facilities in conformance with the City's adopted 2010 Bicycle Plan.

The above goals were driven by and developed during four years of comprehensive community outreach. The process initiated with the preparation of the grant application in April of 2008 and continued with the public workshop and stakeholder meetings to early 2013. Components of the outreach process included formation of a Technical Advisory Committee comprised of City staff from multiple departments, City Council Staff and major corridor stakeholders; several focus group meetings for three different Project segments; several rounds of larger public meetings; and volunteer efforts that provided pedestrian survey data.

### DISCUSSION

# 1. Project Description and Existing Conditions

The Project includes high-visibility crosswalks, street trees, upgraded roadway lighting and new pedestrian-level sidewalk lighting, transit platforms with shelters, bicycle facilities and public art. The Project includes the city's first "cycle tracks", one-way protected bicycle paths within the roadbed that are physically separated from the adjacent travel lanes and which are generally located between the parking lanes and the existing curbs. Cycle tracks encourage higher levels of bicycle ridership than standard bicycle lanes by providing greater user safety and comfort as a result of the more robust separation from traffic. Post-evaluation performance surveys demonstrate that cycle tracks increase safety for all road users, reducing collisions involving pedestrian and bicyclists as well as those involving only motor vehicles. Some segments of the Project, south of Exposition Boulevard and from 23rd Street to 11th Street, would include a combination of standard and buffered bicycle lanes instead of cycle tracks. Buffered bicycle lanes do not include physical barriers but include a painted buffer between the bicycle lanes and the adjacent travel lanes. The width of this buffer typically varies between three to four feet. Parking will be prohibited where buffered bicycle lanes are installed on Figueroa Street.

In the current configuration, Figueroa Street is a complex and varying combination of full-time, peak period mixed-flow, and peak period bus-only travel lanes. Moving north from Martin Luther King Jr. Boulevard the roadway configuration generally features three lanes in each direction: two full-time (three full-time, north of Exposition Boulevard) and one peak-period lane in each direction up to 23rd Street where a northbound peak-period bus-only lane converges with the roadway. North of 23rd Street, the roadway asymmetrically favors northbound traffic with three full-time northbound mixed-flow lanes, one northbound peak-period bus-only lane, one southbound full-time mixed-flow lane and one southbound peak-period mixed-flow lane. The southbound peak-period mixed-flow lane transitions to an additional (second) full-time southbound travel lane north of Venice. North of Olympic Boulevard, Figueroa is northbound one-way only and the number of lanes expand to as many as four mixed-flow lanes plus the peak-period bus-only lane. Throughout the two-way segment, a center left turn lane is present.

In the project area, the Project would reconfigure Figueroa Street such that generally, two mixedflow northbound and two mixed-flow southbound lanes would remain from Martin Luther King Jr. Boulevard to 23rd Street; two northbound lanes, a northbound peak-period bus-only lane and one southbound mixed-flow lane would remain from 23rd Street to Venice Boulevard; two northbound lanes, a northbound peak-period bus-only lane and two southbound lanes would remain from Venice Boulevard to Olympic Boulevard. In the one-way section, two northbound lanes, expanding to four northbound lanes, and a northbound bus-only lane would remain from Olympic Boulevard to 7th Street.

Segment	Before	After				
Olympic Boulevard to 7 <sup>th</sup> Street	3-4 N/B lanes and 1 peak- period N/B bus-only lane.	2-4 N/B lanes and 1 peak- period NB bus-only lane.				
Venice Boulevard to Olympic Boulevard	2 S/B lanes, 3 N/B lanes, and 1 peak-period N/B bus-only lane	2 S/B lanes, 2 N/B lanes (3 N/B lanes off-peak), and 1 peak-period N/B bus-only lane.				
23rd Street to Venice Boulevard	1 S/B lane, 1 peak-period S/B lane, 3 N/B lanes, and 1 peak-period NB bus-only lane	1 S/B lane, 2 N/B lanes (3 N/B lanes off-peak), and 1 peak- period N/B bus-only lane.				
Exposition Boulevard to 23rd Street	2 S/B lanes, 1 peak-period S/B lane (south of 30 <sup>th</sup> Street), 3 N/B lanes, and 1 peak- period N/B bus-only lane.	2 S/B lanes, and 2 N/B lanes				
Martin Luther King Jr. Boulevard to Exposition Boulevard	3 S/B lanes, 2 N/B lanes and 1 peak-period N/B lane	2 S/B lanes, and 2 N/B lanes				
Source: LADOT						

Table 1: Figueroa Street - before and after travel lane configuration (Project)

Industry-accepted design of a cycle track requires not only a dedicated through lane for bicyclists, but also protection from vehicular right turning movements by providing dedicated bicycle signal phasing and signal phasing, while also providing dedicated right turn pockets and signal indicators for vehicles making right turn movements. The extra signal phase is necessary because bicyclists riding against the curb are outside of a right turning vehicle's line of sight. Also, bicyclists will be

unable to leave the cycle track (due to physical barriers) in order to move to the left or in front of a right turning vehicles. Providing this physical separation and dedicated bicycle signalization is intrinsic to the goal of offering an exclusive space for bicyclists without the conflicts or interactions with vehicles associated with traditional bicycle lanes. The Project includes this special signal phasing where the cycle tracks are proposed. Also included along the cycle track segments are two-stage left turning "queue boxes" at signalized intersections to facilitate left turns for bicyclists, since they will not be able to merge into the vehicular left turn pockets as is traditionally done in cases with standard or buffered bicycle lanes. At potential conflict areas (such as driveways), the cycle tracks will feature green infill pavement markings to alert all roadway users to use extra caution in these areas. The green infill pavement markings will also be applied to highlight potential conflict areas where standard and buffered bicycle lanes are installed in the Project area.

To facilitate transit bus boarding and alighting on Figueroa Street within the cycle track segments, outboard bus platforms are proposed, positioned within the same linear space as the parking lane and right turn pockets for vehicles. Pedestrians will cross the cycle tracks at channelized, demarcated areas, via curb ramps to reach the platforms. This allows for the elimination of bus/bicyclist interactions typically found with traditional or buffered bicycle lanes, while meeting American with Disabilities Act (ADA) requirements.

# 2. Figueroa/Flower Couplet Concept

### a. Existing Conditions on Flower Street

Some stakeholders have expressed interest in exploring the feasibility of a "couplet" bicycle facility that would operate as a northbound cycle track along Figueroa Street, and a parallel southbound cycle track along Flower Street (Figueroa/Flower Couplet Concept), as an alternative to the cycle tracks running on either side of Figueroa Street as in the Project as currently proposed. A limited amount of streetscape improvements that are integral to the cycle track would also shift to Flower Street including the proposed outboard bus platforms.

In its current configuration, Flower Street, from 11<sup>th</sup> Street to where it terminates at Figueroa Street just south of Exposition Boulevard (2.2 miles) is a one-way southbound roadway that generally includes two full-time mixed-flow lanes and one PM peak-period mixed-flow lane. Metro's Blue and Expo Lines operate on the double trackway on the east side of Flower Street from 11<sup>th</sup> Street to just north of Exposition Boulevard.

From 7th Street to 11<sup>th</sup> Street, the curb-to-curb roadway width varies from 56 to 66 feet. This segment is already planned to have a southbound bicycle lane once Metro's Regional Connector Project is completed around 2019. The addition of a southbound bicycle lane will be feasible here while maintaining the existing lane configuration. Until that time, this section of Flower Street will be subject to periods of heavy construction.

Where Metro's double trackway emerges at-grade just south of 11<sup>th</sup> Street, the curb-to-curb roadway width substantially narrows and typically varies in width from 34 to 43 feet until the road reaches Exposition Boulevard, at which point the roadway widens and briefly becomes a two-way street prior to terminating at Figueroa Street.

#### b. Preliminary Analysis

#### **Operational Impacts**

In order to facilitate a southbound cycle track on Flower Street, similar special signalization would be required, including dedicated right turn pockets. Furthermore, because there is transit bus service on Flower Street (Metro Silver Line, Line 450, LADOT Commuter Express Line 438, Line 448, Orange County Transit Line 701, 721, Torrance Transit Line 4), bus platforms would need to be constructed similarly as proposed on Figueroa Street as part of the Project. While parking is largely restricted on Flower Street, there are segments where parking is permitted outside of the weekday 4-6 PM peak period: from 30th Street to Exposition Boulevard and south of 37th Street. Parking could remain in its present configuration within the same linear space as the proposed right turn pockets and bus platforms.

The aforementioned configuration assumes a cycle track positioned on the right side of the roadway. Some other cities have implemented cycle tracks on the left side of one-way streets. However in the case of Flower Street, light rail trains run on the left side of the roadway in both directions in "street running" operation, which means without the presence of gates and subject to traffic signal indicators. While positioning the cycle track to the very left of the roadway could eliminate the need for bus platforms and make use of the existing left turn pockets and protected left turn movements, such a placement of the cycle track would create operational complications for bicyclists desiring to turn left or right out of the cycle track and would result in safety concerns in that bicyclists would be traveling at close proximity to trains without gated operation or adequate protection and separation.

In order to implement a southbound cycle track on the right side of the roadway as proposed as part of the Figueroa/Flower Couplet Concept, two travel lanes would need to be removed in order to implement the cycle track itself (minimum 5 feet wide) and full-time parking/bus platforms/right turn pockets (a shared space of 11-12 feet), resulting in a single southbound through travel lane from 11th Street to Exposition Boulevard. Even if parking were to be completely prohibited from Flower Street, the removal of two travel lanes would still be necessary to implement the bus platforms and right turn pockets within that same shared linear space.

Segment	Before	After						
11th Street to Exposition Boulevard	2 S/B lanes and 1 peak-period S/B lane	1 S/B lane						
37th Street to Figueroa Street	2 S/B lanes, and 1 N/B lane	1 S/B lane and 1 N/B lane						
Any segments not listed would not be affected Source: LADOT								

### Table 2: Flower Street - before and after travel lane configuration (Couplet Concept)

Segment	Before	After							
Olympic Boulevard to 7 <sup>th</sup> Street	3-4 N/B lanes and 1 peak- period N/B bus-only lane.	2-4 N/B lanes and 1 peak- period NB bus-only lane.							
Venice Boulevard to Olympic Boulevard	2 S/B lanes, 3 N/B lanes, and 1 peak-period N/B bus-only lane	2 S/B lanes, 2 N/B lanes (3 N/B lanes off-peak), and 1 peak-period N/B bus-only lane.							
23rd Street to Venice Boulevard	1 S/B lane, 1 peak-period S/B lane, 3 N/B lanes, and 1 peak-period NB bus-only lane	1 S/B lane, 1 peak-period S/B lane, 2 N/B lanes (3 N/B lanes off-peak), and 1 peak-period N/B bus-only lane.							
Exposition Boulevard to 23rd Street	2 S/B lanes, 1 peak-period S/B lane (south of 30 <sup>th</sup> Street), 3 N/B lanes, and 1 peak- period N/B bus-only lane.	2 S/B lanes, 1 peak-period S/B lane and 2 N/B lanes							
Martin Luther King Jr, Boulevard to Exposition Boulevard	3 S/B lanes, 2 N/B lanes and 2 S/B lanes, and 2 N/B la 1 peak-period N/B lane								
Source: LADOT Shaded cells indicate there is no change from the Project travel lane allocations.									

# Table 3: Figueroa Street - before and after travel lane configuration (Couplet Concept)

By moving the southbound cycle track from Figueroa Street to Flower Street, a through travel lane could potentially be restored on Figueroa Street. However, such a move would result in the loss of two southbound travel lanes on Flower Street, resulting in a net loss of one lane and an overall net loss of capacity for southbound traffic along the couplet corridor.

Taking a closer look at the existing traffic volumes on Figueroa Street, the maximum peak period northbound volume at 18th Street is 2,337 vehicles (7:30 to 8:30 AM, 2012 count), southbound is 949 vehicles (3:45 to 4:45 PM, 2012 count). At Jefferson Boulevard, the maximum peak period southbound volume increases to 1,205 (4:30 to 5:30 PM, 2012 count). This data explains the asymmetrical layout of Figueroa Street, which favors northbound traffic, and which captures additional northbound traffic north of Adams where it receives vehicles coming off the 1-110 Freeway northbound off-ramps.

Taking a closer look at the existing traffic volumes on Flower Street, the maximum peak period southbound volume at Pico Boulevard is 1,659 (4:45 PM to 5:45 PM, 2012 count). At Venice Boulevard, the maximum peak period southbound volume increases to 1,838 (5:00 PM to 6:00 PM, 2011 count). At 37th Street, the maximum peak period southbound volume decreases to 1,287 (4:45 PM to 5:45 PM, 2009 count). This data demonstrates the complementary effect that Flower Street offers to Figueroa Street in terms of accommodating southbound traffic on Figueroa Street in the morning peak period. It also demonstrates the loss of volume south of Adams Boulevard as many vehicles merge onto the I-110 Freeway Express Lanes southbound on-ramp at this location.

From a regional traffic modeling perspective, and based on the above data, it can be inferred that many of the same vehicles traveling northbound on Figueroa Street in the morning peak period use Flower Street southbound in the evening peak period. Thus, it is desirable to balance, to the extent feasible, the vehicle capacity on both streets. Reducing Flower Street to a single southbound lane would likely result in significant diversion of traffic back onto southbound lane would be restored. However, the loss of two southbound lanes on Flower Street would not be adequately mitigated by the restoration of one southbound lane on Figueroa Street and would ultimately likely result in the significant degradation of the Level of Service (LOS) when examining the couplet as a whole, and a net degradation of LOS compared to the Project. Restoring a northbound lane on Figueroa Street in lieu of a southbound lane would exacerbate this condition even further.

If the Couplet Concept were to incorporate a standard or buffered southbound bicycle lane in lieu of a cycle track on Flower Street, there is not enough available width to include a standard bicycle lane while still maintaining on-street parking and preserving more than one southbound through lane for mixed-flow traffic. If parking were to be removed entirely, two southbound mixed-flow lanes could be preserved, but such a configuration would compromise one of the Project's hallmark goals - attracting a broader set of bicycle users along the corridor – since a standard bicycle lane would not have the level of operational comfort, protection and safety benefits offered by a cycle track. It may also encourage less comfortable bicycle riders to ride south, or against traffic, within the northbound cycle track on Figueroa Street.

#### Procedural and Funding Impacts

If the City were to pursue the Figueroa/Flower Couplet Concept, the City staff and consultant team would need to restart the community outreach, environmental review and the design and engineering process. The following tasks would need to be redone for the re-scoped project:

- New detailed engineering survey would be required for Flower Street
- Conceptual design and engineering for the couplet project including alternatives
- Community outreach for the new conceptual design including alternatives (1-2 workshops)
- Scoping, preparation, and circulation of new Draft Environmental Impact Report (EIR), including a new traffic study.
- Preparation of Final EIR including the response to public comments, corrections and additions, mitigation monitoring report and EIR certification.
- Design development for the selected alternative design
- Community outreach for the EIR and design development plan review (1-2 workshops)
- Detailed design and engineering for the selected alternative design

An estimate of the aforementioned tasks was calculated, in part based on City staff and consultant costs to date for similar improvements as part of the Project. Staff identified a total unbudgeted cost of approximately \$2.5 million necessary for the completion of these tasks. Such an undertaking would take a minimum of approximately 2½ years to complete.

Project consultants have requested a grant extension beyond the original required project completion date of January 2015. Even with the approval to extend the deadline to February 2017, the Couplet Concept would likely not be completed within that timeframe. This would jeopardize the opportunity for project cost reimbursements that are expended beyond the grant deadline. Furthermore, if not able to deliver the Project as currently scoped or subject to mutually agreed-upon scope revisions, the City could be found in breach of the grant agreement with the Grantor.

In this circumstance the City may be required to refund all of the expended project costs for a partially designed or built project, which includes the \$4.2 million spent to date as discussed below.

There are major constraints to allocating Grant funding to any additional design, engineering, and community outreach beyond what was identified in the Project scope, and it should be assumed that the City would need to identify and procure other funding sources to cover all of these costs. The City has spent approximately \$4.2 million on the design, engineering, community outreach and grant administration for the Project, to date. All design and engineering funds have already been expended. The Grantor has indicated that it does not typically allow re-allocation of construction monies for design and engineering line items, outside of an already anticipated reallocation of approximately \$1 million for remaining final design and construction-support costs. Furthermore, based on the current design of the Project, the construction budget amount is fully allocated for expected construction costs based on the most recent estimates. Any theoretical reallocation of the construction budget for design and engineering, even if possible, would require a down-sizing of the ultimate project to be constructed.

If an outside source of funds were identified to cover the costs of redesigning the Project to include the Figueroa/Flower Couplet Concept, LADOT would need to submit a request to the Grantor to revise the scope of the Project. Section 303 of the IIG Program Guidelines states that to be eligible for funding, "a Capital Improvement Project must be an integral part of, or necessary for the development" within a Qualifying Infill Area (QIA). The project area met the definition of a QIA due to the minimum number of affordable housing units under development at the time of the grant award. The Grantor would need to determine if the Project, as revised would meet this grant requirement.

#### Community Impacts

The My Figueroa project has always been intended as more than a set of bicycle, pedestrian, and streetscape enhancements: it is integrally connected to broader economic development, revitalization, and affordable housing goals. The intention of the Project, based on the preparation, award and grant agreement, was to build infrastructure that provides healthy and low-cost transportation options for low-income residents in the project area; and to connect them to the major employment opportunities, the greater transit network, recreational, retail and entertainment facilities and the educational institutions that exist along the corridor. Figueroa Street was selected to provide the backbone of infrastructure improvements because it directly connects the aforementioned activity centers such as the museums of Exposition Park, the Coliseum, the University of Southern California, Staples Center and L.A. Live, and the Financial District of Downtown Los Angeles. Numerous hotels and restaurants, automobile dealerships, religious institutions and businesses also line the Figueroa corridor. While Flower Street may lie within the QIA and run only one block east of Figueroa Street, it does not provide similar direct connections or frontage. Rather, particularly in its southern stretches, Flower Street primarily serves regional southbound "pass-by" traffic in addition to light industrial and service access for the back side of businesses along Figueroa Street.

## 3. Response to Council Motion, Council File CF 13-1124 - Other Alternatives Considered

With respect to other alternatives considered to the My Figueroa Project, it is important to understand the compromises LADOT previously made that resulted in a shorter extent of cycle tracks proposed along Figueroa Street as compared to what was originally envisioned (Initial Design Alternative) along the corridor as a result of the outreach process. The Initial Design

Alternative included 2.5 miles of continuous cycle tracks from Flower Street (south of Exposition Boulevard) to 7<sup>th</sup> Street. Due to early concerns from institutional stakeholders, portions of the cycle track were replaced with buffered bicycle lanes. The Draft EIR released in early 2013 reflected these changes (referred herein as the Original Project<sup>1</sup>). This compromise advanced a non-continuous treatment reducing the cycle tracks by approximately 0.5 miles on the west side of the street, and 0.7 miles on the east side of the street. At that time the Project still included cycle tracks for the segment from Exposition Boulevard north to Washington Boulevard on the south side of the street, and north to Venice Boulevard on the north side of the street.

Subsequent to the release of the Draft EIR, LADOT determined, after meeting with some concerned stakeholders, to replace the cycle track between 23<sup>rd</sup> Street and Venice Boulevard with buffered bicycle lanes and adjust the proposed lane widths to preserve two full-time southbound lanes south of 23<sup>rd</sup> Street. This final configuration that included approximately 1.6 miles of non-continuous cycle tracks (compared to original 2.5 miles of continuous cycle tracks) was evaluated in the Final EIR as the Project.

The Draft EIR also evaluated an alternative (Alternative 2A) that would include installation of standard bicycle lanes for the entire study area in lieu of the cycle tracks and buffered bicycle lanes. The projected travel delay impacts of the Project as revised were evaluated in the Final EIR. The Draft EIR provides the projected travel performance of two alternatives, and demonstrates the projected gains in travel capacity resulting from the travel lane adjustments from the Original Project. The following summarizes the projected impacts to travel delay of the Original Project, the Project and Alternative 2A.

#### **Original Project**

The Original Project proposed to reconfigure Figueroa Street such that, generally, a single mixedflow southbound lane would remain from Venice Boulevard to Exposition Boulevard and two mixed-flow southbound lanes would remain from Exposition Boulevard to Martin Luther King Jr. Boulevard. Mixed-flow northbound lanes would be reduced to two south of 23<sup>rd</sup> Street, and one north of 23<sup>rd</sup> Street, with the adjoining northbound bus-only lane north of 23<sup>rd</sup> Street remaining in place. The northbound lane configuration would gradually expand to four mixed-flow lanes at 7<sup>th</sup> Street. The full length of the project included cycle tracks with the exception of south of Exposition Boulevard, and from around Venice Boulevard to 11<sup>th</sup> Street; these segments would feature buffered bicycle lanes.

The Original Project was projected to result in significant travel delay at ten intersections along Figueroa Street during both the AM and PM peak period. The average additional delay of those intersections would amount to 177 seconds in the AM peak period, and 117 seconds in the PM peak period. The highest reported additional travel delay was projected to be 335.9 seconds during the AM peak period at 18<sup>th</sup> Street, and 267.9 seconds during the PM peak period at Washington Boulevard.

<sup>&</sup>lt;sup>1</sup> The Original Project includes some changes that have been made since the Initial Design Alternative, and reflects the Project at the time of the release of the Draft EIR. However, since the Project underwent additional revisions prior to release of the Final EIR, the Project as described in the Draft EIR is referred to as the Original Project.

		AM Peak Hour PM Peak Hour									
te	Study Intersection <sup>(1)</sup>	Post	Change	LOS		Sig	Post	Change	L	os	Sig
Stre		Project	in		·····	Impact	Project	in			Impact
		Delay	Delay	Pre	Post	]	Delay	Delay	Pre	Post	_
		(sec)	(sec)				(sec)	(sec)			
	8th St	24.9	-0.7	C	C	NO	109.2	-26.1	F	F	NO
	Olympic Blvd	287.8	260.8	C	F	YES	·159.2	137.9	С	F	YES
	Pico Blvd	260.6	243.1	В		YES	176.2	157.4	В	F	YES
]	Venice Blvd	332	309.2	С	F	YES	294	254.4	D	F	YES
St.	18 <sup>th</sup> St	347	335.9	В	F	YES	187.5	178.1	A	F	YES
	Washington	474.9	332.7	F	F	YES	334.6	267.9	E	F	YES
08		DC F	70.0	Ð	<b>E</b>	VEC	76.4	60.0		r	A CO
Đ	20:01	00.0	12.3	<u> </u>	<u>г</u>		/0.4	00.0	<u>D</u>	<u> </u>	l ⊑9
5	Adams Blvd	167.2	134.8	C	F	YES	96.4	57.8	D	<u>-</u>	YES.
ļ I.T.	Jefferson Bivd	120.5	76.8	D	F	YES	131.1	92.2	D	F	YES
	Exposition Blvd	109	78.7	С	F	YES	108.7	69.9	D	F	YES
	Martin Luther King Jr. Blvd.	185.3	108	Ē	F	YES	131.8	38.6	F	F	YES
Sou	irce: LADOT, 2	012									

# Table 4: Intersection Level of Service (Original Project)

### Project

In comparison to the Original Project, the Project preserves two northbound and two southbound mixed-flow lanes from Martin Luther King Jr. Boulevard to 23<sup>rd</sup> Street; this is in contrast to the single southbound lane originally proposed for much of this segment. This revision was achieved by narrowing the widths of the lanes from what was originally proposed.

The Project also preserves two northbound lanes plus a northbound bus-only lane from 23<sup>rd</sup> Street to Olympic Boulevard; this is in contrast to the single northbound mixed-flow lane originally proposed for this segment. This revision was achieved by converting the cycle tracks to buffered bike lanes from 23<sup>rd</sup> Street to Venice Boulevard.

The Project is projected to result in significant travel delay at nine intersections along Figueroa Street during both the AM and PM peak period (See Table 4). The average additional delay of those intersections would amount to 64.6 seconds in the AM peak period, and 28.0 seconds in the PM peak period. The highest reported additional travel delay is now projected to be 123.1 seconds during the AM peak period at Adams Boulevard, and 75.5 seconds during the PM peak period at Venice Boulevard. These values constitute a substantial reduction in both average and maximum travel delay as compared to the Original Project. It is important to also highlight that travel delay analysis does not predict changes to travel behavior and conservatively assumes that there will be no shift to bicycling from existing motorists. However, evidence from other cities around the country demonstrates bicycle ridership increases relative to auto travel as bicycling becomes a more attractive travel option.<sup>2</sup>

<sup>&</sup>lt;sup>2</sup> Dill, Jennifer and Theresa Carr. 2003. Bicycle Commuting and Facilities in Major Cities: If You Build Them, Commuters Will Use Them. Transportation Research Record 1828:116-123

[			AM Pe	ur		PM Peak Hour						
Street	Study Intersection <sup>(1)</sup>	Post Project	Change in Delay		os	Sig Impact	Post Cha Project in D	Change in Delay	L	os	Sig Impact	
		Delay (sec)	(sec)	Pre	Post		Delay (sec)	(sec)	Pre	Post		
	8 <sup>th</sup> St	20.9	-4.7	С	С	NO	105.2	-30.1	F		NO	
	Olympic Blvd	74,4	47.4	С	E	YES	56.6	35.3	С	E	YES	
	Pico Blvd	52.4	34.9	В	D	YES	25.0	6.2	В	С	YES	
	Venice Blvd	72.4	47.7	C	E	YES	113.9	75.5	Ď	F	YES	
a St.	18 <sup>th</sup> St	17.0	5.8	В	В	NO	9.8	0.3	A	Á	NO	
	Washington Blvd	251.8	109.3	F	F	YES	113.2	47.1	Ш	F	YES	
L C	23rd St	86.2	72	В	F	YES	54.1	33.4	В	D	YES	
] Ju	Adams Blvd	155.5	123.1	С	F	YES	72.0	33.4	D	E	YES	
Ē	Jefferson Blvd	120.7	77	D	F	YES	100.5	61.6	D	F	YES	
	Exposition Blvd	122.1	92	С	F	YES	45.4	6.6	D	D	YES	
	Martin Luther King Jr. Blvd.	185.1	106.6	E	F	YES	132.3	39.1	F	F	YES	
Sou	Source: LADOT, 2012											

# Table 5: Intersection Level of Service (Project)

### Alternative 2A

The Draft EIR included the evaluation of an alternative, Alternative 2A, in order to provide meaningful comparison to the Project in compliance with CEQA. Alterative 2A proposes to install standard bicycle lanes (without buffers) from Martin Luther King Jr. Boulevard to 7<sup>th</sup> Street. The lane configuration would generally remain the same as the Project, however, Alternative 2A would not require the same signalized protection of turn movements as would be required with the inclusion of cycle tracks, and would therefore result in slightly reduced traffic delay increases.

#### Table 6: Intersection Level of Service (Alternative 2A)

	Study		AM Pe	ak Ho	ur	······································	PM Peak Hour					
treet	Intersection <sup>(1)</sup>	Post Project	Change in Delay	L	os	Sig Impact	Post Change Project in Delay	Change in Delay	LOS		Sig Impact	
0		Delay (sec)	(sec)	Pre	Post		Delay (sec)	(sec)	Pre	Post	•	
	8 <sup>th</sup> St	54.1	28.5	С	D	YES	223.9	88.6	F	F	YES	
*****	Olympic Blvd	27	0	С	С	NO	19.9	-1.4	С	В	NO	
	Pico Blvd	60.8	43.3	В	E	YES	28.8	10	В	С	YES	
	Venice Blvd	76.4	53.6	С	F	YES	114.9	75.3	D	F	YES	
a St.	18 <sup>th</sup> St	23.7	12.6	В	C	YES	12.2	2.8	А	В	NO	
	Washington Blvd	309.9	167.7	F	F	YES	170.3	103.6	E	F	YES	
2	23 <sup>rd</sup> St	13.1	-1.1	В	В	NO	59.4	43.8	В	E	YES	
ar a	Adams Blvd	79.3	46.9	С	E	YES	76.5	37.9	D	Е	YES	
Ш.	Jefferson Blvd	79.5	35.8	D	E	YES	117.9	79	D	F	YES	
	Exposition Blvd	70	39.7	С	Ш	YES	48	9.2	D	D	YES	
	Martin Luther King Jr. Blvd.	185.2	107.9	Е	F	YES	132.2	39	F	٣	YES	
Sou	Source: LADOT, 2012											

Alternative 2A would result in significant travel delay at nine intersections along Figueroa Street during both the AM and PM peak period. The average additional delay of those intersections would amount to 48.6 seconds in the AM peak period, and 44.3 seconds in the PM peak period. The highest reported additional travel delay is now projected to be 167.7 seconds during the AM peak period, and 103.6 seconds during the PM peak period at Washington Boulevard, which constitutes similar average and maximum travel delay as compared to the Project.

# 4. Response to Council Motion, Council File CF 13-1124 - Related Projects

### I-110 HOT Lanes

The Council Motion also requested LADOT and DCP to identify potential mitigations that could address traffic congestion caused by traffic exiting from Interstate 110 (I-110) onto Figueroa Street. Figueroa Street is parallel and adjacent to I-110 for its entire length within the Project area. In its current configuration, Figueroa Street has the capacity to facilitate northbound regional commuter travel, functioning as an alternative to the I-110 when the I-110 is most congested. The vision of the Figueroa Streetscape Project is to re-position Figueroa Street to facilitate and improve local trip access for multiple transportation modes and to encourage commuter traffic, which has no local trip purpose, to remain on the freeway or utilize alternate routes. While this may hinder one option available to commuters, High-Occupancy Toll (HOT) lane operation improvements along the I-110, as described below, will provide additional options to commuters to reduce their overall travel times.

The California Department of Transportation (Caltrans), in conjunction with Los Angeles County Metropolitan Transportation Authority (Metro), is nearing the completion of a one-year demonstration period that converted existing High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes (the I-110 HOT Lane Project). The overall goal of the I-110 HOT Lane Project is to decrease congestion and increase capacity along the I-110 corridor by allowing single-occupancy vehicles in the HOT lanes via a demand-based toll price, in addition to HOV which are allowed in the lanes at no charge. These operational improvements to the I-110 are intended to reduce commuting time, and may deter vehicles from diverting to local streets earlier than necessary.

A part of the I-110 HOT Lane Project, which mainly included adding overhead tolling equipment and signage, included widening along the Adams Boulevard overcrossing of I-110, and restriping of Figueroa Way (a connector road between Adams Boulevard and Figueroa Street) to add an additional storage lane to accommodate northbound traffic exiting from the I-110. The City is also in the process of converting Figueroa Way to allow mixed-flow traffic in order to relieve congestion at the Adams Boulevard/Figueroa Street intersection (the connector road is currently only open to buses and HOV).

An EIR/Environmental Assessment (EA), completed by Caltrans in April 2010 for the I-110 HOT Lane Project, did not identify potential significant traffic impacts as the result of this project. The demonstration period expires on December 2014. At that time Caltrans is required to report back to the legislature on travel speeds and traffic volumes in the general-purpose lanes, as well as changes in mode shift, greenhouse gas emissions and introduce measures to minimize impacts to affected communities and commuters. LADOT will continue to coordinate with Caltrans and Metro through this process.

In addition to the I-110 HOT Lane Project, Caltrans is currently in the planning stages of a project, the I-110 High Occupancy Toll/HOV (HOT) NB off-ramp (I-110 HOT NB Off-Ramp), to increase capacity for northbound traffic exiting from the I-110 HOT lanes at Adams Boulevard/Figueroa

Street. Caltrans is currently reviewing the feasibility of several alternatives, each with a different approach to routing northbound exiting traffic. Metro and LADOT are both involved in project coordination, and are mutually coordinating design review for both the Figueroa Streetscape Project and the proposed Caltrans projects. Caltrans will need to consider the final configuration of Figueroa Street as proposed under the Project when analyzing the final selection of their preferred alternative. However, since a final design of the I-110 HOT NB Off-Ramp has not been identified, DCP and LADOT staff cannot evaluate any overlapping impacts with the Figueroa Streetscape Project EIR. However, all of the proposed alternatives currently under evaluation by Caltrans are geometrically compatible with the Figueroa Streetscape Project, since the project does not alter the roadway configuration north of Figueroa Way.

#### Downtown LA Streetcar

The Council Motion requested LADOT and DCP to identify expected travel delays on Figueroa Street that could occur upon completion of the Downtown LA Streetcar. The Downtown LA Streetcar is proposed to operate northbound along Figueroa Street between 11<sup>th</sup> Street and 7<sup>th</sup> Street, a segment which overlaps with the Figueroa Streetscape Project. The Project includes a northbound cycle track along this segment. Within these limits, the streetcar is proposed to operate within the proposed northbound full-time bus-only lane, and will not require any additional capacity reduction beyond what is currently proposed in this location under the Project. The Downtown Streetcar Draft EIR has not yet been released, and the traffic study is currently under internal review. However, the review of traffic impacts of the two projects are being coordinated with the Metro Section of LADOT's Development Services Division which has confirmed that travel delay as a result of the Streetcar is not anticipated beyond what has already been assumed under the traffic analysis for the Project.

## 5. Response to Council Motion, Council File CF 13-1124 - Emergency Response Times

The Council Motion also requested LADOT and DCP to identify any adverse impacts to emergency response times of fire and police vehicles. Emergency response times were addressed in Master Response 26 on page 3-12 in the Final EIR. The Final EIR concluded that the Project would not impact emergency response times since emergency vehicles are able to use audible devices to clear a path of travel. In addition, the Project maintains a center left-turn lane that can be used by through-traveling emergency response vehicles; in addition, the peak-period northbound bus only lane would allow a space for northbound vehicles to pull into to clear the path for emergency response vehicles during peak travel times.

The EIR also included mitigation measure T6 that ensured LAFD would review final design of the Project to ensure emergency response access is adequately maintained. LADOT and DCP met with the LAFD Hydrants and Access Unit Captain on September 24<sup>th</sup>, 2013. The Captain was given an overview of the Project design, and verified that due to existing emergency priority protocol, the street reconfiguration should not lead to a delay in emergency response times. DCP also reached out to staff in New York City and Chicago transportation departments to inquire if the fire departments had any concern with the cycle tracks recently completed in their cities. The transportation staff verified that their fire departments were involved in the cycle track review and did not raise concerns about added response times.

# 6. Response to Council Motion, Council File CF 13-1124 - Benefits/Costs to Local Businesses

The Council Motion also requested that LADOT and DCP evaluate the potential impacts on local businesses due to the expected project-related travel delay impacts and concerns regarding ingress and egress of vehicles to those businesses. It should be noted that all existing access points (such as driveways) along business frontages will be maintained throughout the Project area.

Fiscal or economic impacts, while important, are typically outside of the scope of the California Environmental Quality Act (CEQA), unless they aggravate a physical impact that was not already disclosed as significant. Traditional economic evaluation related to congestion has generally focused on travel-time savings and losses in terms of productive hours,<sup>3</sup> rather than impacts to business activity related to increased congestion. Some major cities have begun to evaluate business performance along commercial corridors where bicycle lanes and cycle tracks have been installed. However, these evaluations are conducted after implementation, and track performance over a two to three year timeframe. Availability of multi-year sales tax data after project implementation permits comparison with a pre-project base year to help determine if the cycle track resulted in a localized negative impact.

Recent studies in New York City and Seattle indicate that, when assessed collectively, bicycle lanes and cycle tracks have not hindered commercial activity at the site of implementation, even where the number of mixed-flow travel lanes was reduced. In fact, some corridors experienced improvements after project implementation. While the results of the studies are encouraging, they cannot be generalized to predict the outcome along Figueroa Street. In order to determine the actual impacts of the Project, DCP and LADOT have committed to evaluating the Project post-implementation. The Southern California Association of Governments (SCAG) recently awarded the City a grant to evaluate a full set of performance measures along corridors where bicycle lanes and cycle tracks are installed. The performance measures include tracking economic performance in addition to travel delay, bicycle ridership and safety data. The scope of the grant includes evaluating S. Figueroa Street within the project limits, contingent upon the ability to implement the Project during SCAG's fiscal year 2014/2015-grant timeline.

As part of the post-project evaluation, we expect that the prevailing factors that reinforce positive economic performance found in other cities to be applicable to Los Angeles and Figueroa Street specifically. One underlying factor that supports sustained or increased retail patronage is that this type of infrastructure increases access to a broader set of bicyclists who may patronize businesses more frequently, and spend more than motorists. Cycle tracks have been demonstrated to encourage a broader and more diverse range of people into bicycling.<sup>4</sup> Coupled with increases in bicycling population, studies show that bicyclists individually patronize types of retail establishments more frequently than motorists, and spend more money over time.<sup>5</sup> Traffic calming effects of road capacity reduction projects have also shown to yield crime reduction

<sup>&</sup>lt;sup>3</sup> Litman, T. 2011. Transportation Cost and Benefit Analysis, Techniques, Estimates and Implications, 2nd ed. –

Travel Time Costs Victoria Transport Policy Institute (www.vtpi.org)

<sup>&</sup>lt;sup>4</sup> Scmidt, A. (2013, August-September). The Rise of the North American Protected Bike Lane. *Momentummag.com*, Page 60

<sup>&</sup>lt;sup>5</sup> Clifton, K.J., S. Morrissey, and C. Ritter (2012, May-June). Business Cycles: Catering to the Bicycling Market. *TR* News, Page 29.

benefits, irrespective if they include bicycle facilities.<sup>6</sup> Reduced vehicle speeds correspond with increased surveillance and have been shown to further help induce neighborhood investment.<sup>7</sup>

The prevalence of a robust bicycle community among students, faculty and staff at USC are an indication of the potential customer demand along Figueroa Street. Travel survey data collected for 2012 reveals that 12.6 percent of the campus population of approximately 53,000 faculty, staff and students<sup>8</sup> bicycle as the primary commute mode, contrasted to the 1 percent that do so Citywide. This amounts to an existing bicycling population of over 6,700 that would have greater access to retail and services along Figueroa Street and the greater Downtown area as a result of the Project.

#### 7. Congestion and Safety Costs

While the Project is projected to impose adverse impacts to the existing travel patterns, it is important to also weigh the potentially overriding safety benefits. Research conducted across the State has demonstrated that bicycle lanes improve safety for both bicyclists and motorists.<sup>9</sup> Data is beginning to emerge which demonstrates that protected bicycle lanes yield greater safety benefits compared to standard bicycle lanes. New York City implemented the first cycle tracks in the country. The facilities installed in New York City on 8<sup>th</sup> Avenue and 9<sup>th</sup> Avenue resulted in 35 percent and 58 percent decreases respectively in injuries to all road users.<sup>10</sup> Protected bicycle lanes along Prospect Park West reduced vehicular speeding from 74 percent to 20 percent and crashes and injuries across modes have dropped by 63 percent.<sup>11</sup>

The American Automobile Association (AAA) conducted a study in 2008, (updated in 2011), to examine the cost of crashes on society relative to the cost of congestion. The study found that when all costs are taken into account, including lost earnings, and medical costs, the costs that result from vehicle collisions are higher than costs related to congestion. On average, the costs due to vehicle collisions are nearly double the costs related to congestion, with an average \$1,406 cost of crash per person compared to \$733 cost of congestion per person in very large urban areas.<sup>12</sup> However, this gap is narrowed in Los Angeles where there is an average \$974 cost of crash per person compared to \$892 cost of congestion per person, resulting in a per person cost ratio of 1.09.<sup>13</sup> The study showed the gap in costs is wider in less urban areas where congestion is less prevalent. As such, the expected safety improvements as a result of the Project should be carefully considered and weighed against any potential costs or inconveniences associated with travel delay.

#### 8. National Rise in Cycle Tracks

As of last year, there were 140 cycle tracks built and 98 planned or in construction throughout the country. The list includes cities known for high levels of bicycle and pedestrian activity such as New York City, San Francisco and Chicago, as well as cities with lower levels of pedestrian and

<sup>&</sup>lt;sup>6</sup> Litman, Todd. 1999. *Traffic Calming: Benefits, Costs and Equity Impacts*, Victoria Transport Policy Institute. Page 16.

<sup>&</sup>lt;sup>7</sup> Lockwood, Ian M.; Stillings, Timothy , 1998. *Traffic Calming for Crime Reduction and Neighborhood Revitalization*, ITE Annual Meeting Compendium.

<sup>&</sup>lt;sup>8</sup> University of Southern California. 2012. Air Quality management District (AQMD) Commuter Transportation Survey Data

<sup>&</sup>lt;sup>9</sup> Marshall, Wesley E., N. W. Garrick. 2011. Evidence on Why Bike-Friendly Cities Are Safer For All Road Users. Environmental Practice 13 (1) March 2011

<sup>&</sup>lt;sup>10</sup> NY DOT, 2012. Measuring the Street: New Metrics for 21st Century Streets

<sup>&</sup>lt;sup>11</sup> Schmitt, A. (2013, August-September). The Rise of the North American Protected Bike Lane. *Momentummag.com*. Retrieved from <u>http://momentummag.com/features/the-rise-of-the-north-american-protected-bike-lane/#sthash.eVJFOVqb.dpbs</u>

 <sup>&</sup>lt;sup>12</sup> American Automobile Association (AAA). 2011. Crashes Vs. Congestion: What's the Cost to Society?
<sup>13</sup> Ibid.

bicycle activity such as Memphis, Austin, and Atlanta. The design of cycle tracks varies across the country, with some cities choosing to implement several different types. Cycle tracks can be grouped into three main categories that include: bi-directional cycle tracks installed with one direction aligned on either side of a two-way street (referred to here as 'one-way, each side', similar to the Project); bi-directional cycle tracks consolidated on one side of the street (two-way cycle tracks); and cycle tracks divided over two one-way streets (referred to here as one-way couplets, similar to the Fig/Flower Couplet Concept). The City of Chicago has installed 14 cycle tracks in similar configuration to the Project (one-way, each side). The City of Memphis has an aggressive bicycle program which calls for one-way each-side cycle tracks on over 15 miles of roadways. The large number of one-way, each-side cycle tracks currently in planning stages across the country are indicative of the increasing interest in utilizing this configuration.

Cycle tracks are also found in similar contexts as the Figueroa Corridor. In Chicago, a 2.1 milelong stretch of cycle tracks provides a key linkage between the downtown district and neighborhoods to the northwest. This stretch includes a 0.85 mile section on Milwaukee Avenue (on a northwest axis) that connects to a 1.2 mile section along Kinzie Street leading into the downtown district. As a primary corridor, land uses along the route are primarily commercial and residential, with some industrial uses. The next planned phase would add a two mile extension along Milwaukee Avenue, providing a four-mile-long protected route between the northwest and downtown.

San Francisco recently completed one way, each-side cycle tracks on a one-mile section of Cesar Chavez Street in a medium-density industrial and commercial district. The bikeway provides a strong east-west linkage between the City's burgeoning bayside district and its inner neighborhoods. Traffic volumes along this stretch are reported within the range of 18,000 to 27,000 average daily trips (ADT) (SF DOT 2008, 2011), which is comparable to the travel volumes along some segments of Figueroa Street.

## 9. Downtown Bicycle Network

At the January PLUM meeting, Councilman Cedillo inquired if other one-way streets could be explored for providing north-south connections into Downtown from South LA neighborhoods via cycle tracks. The grant-delineated Project Area extends eastward only to Broadway north of Adams Street and the Harbor Freeway (I-110) south of Adams Street. However, it is worth noting that the City has recently made significant strides in completing a bicycle network east of the Project areas. Bicycle lanes have been added on Grand Avenue and Olive Street (from 7<sup>th</sup> Street to Washington Boulevard) and Main Street and Spring Street (from Cesar E. Chavez Avenue to 9<sup>th</sup> Street), with Main Street bicycle lanes continuing on both side of the street south to 16<sup>th</sup> Street).

In addition, the Draft Mobility Plan 2035 (Plan) proposes a citywide Bicycle Enhanced Network (BEN) that includes cycle tracks to facilitate low-stress bicycle connections. The current Draft Plan designates Figueroa Street, Main Street and Central Avenue on the BEN to support low-stress bicycle connections into Downtown from South LA.

## 10. Filming Lane Closure Requests

Some concerns have been brought up from film industry representatives regarding the procedure for lane and road closures after the Project is implemented and how the new roadway configuration might impact such procedures. It should be noted that for the majority of the Project corridor, there will be at least two lanes in each direction and the general location of the dividing line between directions of traffic will not change significantly. The only section of the corridor of the Project that will operate with only one lane in one direction will be in the southbound direction from Venice Boulevard to just north of Adams Boulevard. In this section today, there is only one full-time southbound lane and a second lane which operates during peak hours with parking allowed off-peak. Similar to the other street sections, the general location of the dividing line between directions of traffic within this section will not change significantly after the Project is implemented. In this particular location, a filming operation requiring the closure of the curb lane under the Project conditions would follow the same procedure as in the existing conditions, since the filming located in the bicycle lane and buffer space would be in the same place as the curb lane, and therefore, would not require full street closure, since the adjacent southbound lane is still available for traffic. In conclusion, procedures for lane closures associated with filming along the corridor would not be adversely impacted by the project, would remain largely unchanged, and in some cases may be less intensive in that fewer vehicular lanes would need to be closed for similar areas of filming.

#### CONCLUSION

The City of Los Angeles is currently taking decisive actions to rethink and transform its streets for multi-modal access. The City is pursuing policy initiatives that include the Mayor's Great Streets Initiative, the 2010 Bicycle Plan, the People Street program, as well as plans in progress such as the Mobility Plan 2035, the South and Southeast Community Plans, and the Plan for Healthy Los Angeles, The My Figueroa Project should be viewed in context of these policy shifts, with the intended goal to redefine Figueroa Street as a safe and active corridor that builds stronger connections between Exposition Park, the USC campus, the L.A. Live entertainment complex. and Downtown. In addition to the cycle tracks, the project includes a host of streetscape improvements that will enliven and redefine the public realm. By initiating the first cycle tracks in the City, the Figueroa Streetscape Project is expected to attract a larger portion of the population to commute, shop and recreate by bicycle along the corridor, as well as improve safety for all road users. The achievement of these goals is expected to come with some cost, in the form of some additional travel delay (though less than previously anticipated from the Original Project). However, such costs should be viewed within the context of the project's larger vision: to repurpose Figueroa Street from a regional travel corridor into a destination-based corridor - a vital economic development tool and a vibrant link among some of Los Angeles' most highly used and cherished activity centers.

Sincerely,

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