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April 30, 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:

**PROGRESS REPORT ON STAKEHOLDER OUTREACH ON MY FIGUEROA
PROJECT, CF 13-1124 MISC**

The following report is in response to a Planning and Land Use Management (PLUM) Committee request directing the Department of Transportation (LADOT) and the Department of City Planning (DCP) to report back on progress of the instructions transmitted at the PLUM meeting held on March 25, 2014.

Item 2.a. Continue design and engineering work to implement the MyFigueroa Streetscape Project (MyFig Project).

Design and engineering work continues to move towards complete construction drawings with an expected construction start date of winter 2014/15.

Item 2.b. Quantify the traffic impacts and report on the actual expected delays, as opposed to the analysis in the Environmental Impact Report, and prepare an educational/marketing campaign for implementation of the Project.

City staff reviewed an earlier traffic analysis prepared for the MyFig Project, that modeled trip diversion, and applied the most recent traffic analysis to create a revised estimate of the potential future traffic volumes along with assumptions about traffic diversion. The model rebalanced traffic volumes under project conditions to available parallel streets and assumed that 5% of local trips would shift to a bicycle mode. This revised estimate shows that the Project would contribute to an added cumulative delay (above the existing travel delay) of four minutes along the entire study area (from Martin Luther King Jr. Blvd. to 7th Street) in the AM peak period and 3 minutes in the PM peak-period. This is substantially less than the 12 minute AM peak-period and the 5 minute PM peak-period added delay shown for the MyFig Project without any assumed trip diversion.

City staff met with the Figueroa Corridor Business Improvement District (BID) and University of Southern California (USC) representatives on April 28, 2014 and Expo Park representatives on April 29, 2014 to review the results of the trip diversion analysis.

City staff is preparing a grant application to Metro as part of the I-110 Toll Revenue Reinvestment program to fund a marketing and safety campaign that will build awareness and provide updates as the project goes into construction, communicate route and modal alternatives, and educate bicyclists on the proper operation of the Cycle Track. Irrespective of whether this grant is received, City staff will commit a reasonable amount of the existing project budget to cover an educational/marketing campaign.

Item 2.c. Conduct further analysis in regards to the Motion Picture Association of America (MPAA) concerns regarding lane closures for filming purposes. Request that LADOT meet with FilmLA, MPAA, and other industry stakeholders to discuss how filming/lane closures will occur once the MyFig Project is adopted.

City staff met with representatives from FilmLA, MPAA and other industry stakeholders on April 17, 2014. One of the main items of discussion was LADOT's lane closure requirements and how they may evolve as the City continues to repurpose roadways. LADOT staff stated that those requirements are flexible and will adapt as conditions change. As a result of the meeting, future quarterly meetings were agendaized to continue discussions concerning filming/lane closures and the MyFig Project. Also, staff investigated whether the rubber separators for the cycle track were removable, at the request of industry stakeholders. It was determined that the separators are in fact removable.

Item 2.d. Conduct technical working groups with the following individual entities to address their concerns regarding ingress/egress:

- *Auto dealerships*
- *Chano's Drive In*
- *University of Southern California (USC)*
- *Expo Park*

City staff met with Mr. Darryl Holter of the Shammass Auto Group, owner of the affected auto dealerships along the MyFig Project corridor. The first meeting occurred on March 24, 2014, and a follow-up meeting occurred on April 3, 2014. A number of specific access issues were discussed such as driveway locations, tree locations and length and design of left turn pockets.

It was determined that some minor adjustments could and would be made to the left turn pockets as part of the project in order to better accommodate access to the auto dealership properties.

City staff met with Ms. Christina Macias, owner of the two Chano's restaurant locations along the MyFig Project corridor, on March 26, 2014. Project configurations and specifics

fronting both properties were discussed and staff will attempt to incorporate additional bicycle parking elements at the request of Ms. Macias.

City staff met with USC transportation and government relations staff on April 1, 2014. Road configurations and design specifics, for the portion of the project fronting USC's property, were discussed. A request was made to examine the potential relocation of the northbound bus stop/platform planned for the far side of Figueroa St. at Exposition Blvd. Staff subsequently scheduled an on-site visit with USC and Metro staff to continue the discussion. That meeting occurred on April 24, 2014. It was determined that the bus stop relocation was not feasible but that City staff would investigate adjustments to signal timing at the same location in an effort to mitigate circulation issues.

City staff met with Expo Park representatives including the California Science Center, Natural History Museum of Los Angeles County, California African American Museum and USC/Coliseum on April 8, 2014. Road configurations and design specifics for the project portion fronting the Exposition Park property were discussed. It was agreed that a Special Events Advisory Group would be formed to coordinate and approve special events in the Expo Park area. The Group would be modeled after a similar group already formed in the Hollywood area. A first meeting would be set sometime in May or June.

City staff conducted a follow-up meeting with Expo Park representatives on April 29, 2014 and walked the site to explore further ingress and egress constraints and opportunities. Expo Park representatives requested that LADOT explore the feasibility of converting bicycle lanes to vehicular "flex" lanes during large special events. LADOT agreed that such "flex" lanes would be retained in the toolbox of implementable measures to facilitate efficient ingress and egress during special events.

Item 2.e. Establish Special Events Advisory Groups to address special events for Expo Park and USC. Members shall include:

- Expo Park Special Events Advisory Group - All permitting agencies, including LADOT, Bureau of Street Services, and representatives from Expo Park.
- USC Special Events Advisory Group - All permitting agencies and representatives from USC.

See Item 2.d. last paragraph. A joint group will be formed to include both event groups.

Item 2.f. Create an advisory board for post-evaluation studies that includes representatives from the Figueroa stakeholders.

DCP staff have initiated a contract with the consultants, IBI Group and JBG Research & Consulting for a post-evaluation study of several corridors, within the city, where bicycle lanes have been previously installed. The work program will also include baseline surveys and economic data collection for the MyFig Project. A working group of Figueroa corridor stakeholders will be assembled to define which set of performance metrics will be used

to evaluate the MyFig Project corridor. The first meeting should convene early this summer.

Item 2.g. Make necessary preparations to implement the 11th Street Spur as soon as possible.

Staff has prioritized the completion of design and engineering documents for the 11th Street Spur and construction will start as soon as possible.

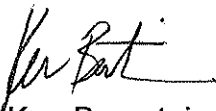
Conclusion

This report highlights the substantial progress that LADOT and DCP staff have made on all the items directed by PLUM at the March 25th meeting. In the spirit of greater participatory involvement initiated by the Mayor's MyFig Summit, LADOT and DCP offer their sustained commitment to continue to work with Figueroa Corridor stakeholders as we proceed further into the implementation phase of the MyFig Project.

Sincerely,



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City of Los Angeles, Dept. of Transportation



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City of Los Angeles, Department of City Planning