

MASTER APPEAL FORM

City of Los Angeles - Department of City Planning

APPEAL TO THE: LOS ANGELES City Council
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: ENV - 2012 - 1470 - EIR

PROJECT ADDRESS: CITY WIDE

FINAL DATE TO APPEAL: SEPTEMBER 10, 2013

- TYPE OF APPEAL:
- Appeal by Applicant
 - Appeal by a person, other than the applicant, claiming to be aggrieved
 - Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION - Please print clearly

Name: DOMINICK W. RUBALCAVA

Are you filing for yourself or on behalf of another party, organization or company?

Self

Other:

SHAMMUS AUTO GROUP
(DARREL HOLTER)

Address: 714 WEST OLYMPIC BLVD.

Los Angeles CA Zip: 90016

Telephone: (213) 746-6300 E-mail: dholter@shammusgroup.com
743-5519

Are you filing to support the original applicant's position?

Yes

No

REPRESENTATIVE INFORMATION

Name: DOMINICK W. RUBALCAVA

Address: 2115 MAIN STREET

SANTA MONICA CA Zip: 90405

Telephone: (310) 202-0868 E-mail: DRUBALW@GMail.com

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

Your justification/reason must state:

SEE ATTACHMENT

- The reasons for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
 - Master Appeal Form
 - Justification/Reason for Appealing document
 - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

"If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."
 —CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: *[Handwritten Signature]*

Date: *9/10/13*

Planning Staff Use Only		
Amount: <i>100.00</i>	Reviewed and Accepted by: _____	Date: _____
Receipt No: <i>21303</i>	Declared Complete by: _____	Date: _____
<input type="checkbox"/> Determination Authority Noted	<input type="checkbox"/> Original Receipt and BTC Receipt (if original applicant)	

(U)

ATTACHMENT TO MASTER APPEAL FORM
ENV-2012-1470-EIR

JUSTIFICATION FOR APPEALING:

9/10/13

JUSTIFICATION

1. THE REASON FOR THE APPEAL
SHAMMAS AUTO GROUP, A LOS
ANGELES AUTO DEALER, HAS BEEN IN
BUSINESS SINCE 1955. SHAMMAS
OWNS SEVEN AUTO DEALERSHIPS IN
THE PROJECT AREA.

SHAMMAS BELIEVES THE
ECONOMIC IMPACT OF THE PROJECT
HAS NOT BEEN ADEQUATELY
CONSIDERED, MANY BUSINESS WILL
BE NEGATIVELY IMPACTED BY THE
PROPOSED PROJECT.

2. SHAMMAS AND THE OTHER AREA
BUSINESSES IN THE PROJECT WILL
SUFFER BECAUSE THEIR
CUSTOMER WILL BE SUBJECT
TO SUBSTANTIAL TRAFFIC DELAYS
THE REDUCTION OF TRAFFIC LANES
NORTH BOUND AND SOUTH BOUND
WILL NECESSARILY DELAY TRAFFIC,
AND DISCOUrage BUSINESS
ACTIVITY IN THE PROJECT AREA.
ARRIVING AT THE DEALERSHIPS.

2. WILL BE SLowed AND IMPEDED. POTENTIAL NEW CUSTOMERS WILL BE DETERRED FROM SHOPPING IN THE PROJECT AREA. EXISTING CUSTOMERS WILL SUFFER UNNECESSARY DELAYS ARRIVING AND LEAVING THE DEPENDENCIES.

STANWAS RESERVES THE RIGHT TO PRESENT ADDITIONAL INFORMATION AND EVIDENCE FOR THIS AREA.

3. THE PROPOSAL WILL ELIMINATE TWO TRAFFIC LANES FROM THE SOUTH TO THE NORTHERN PORTION OF THE PROJECT AREA.

4. THE NEGATIVE ECONOMIC IMPACT ON THE BUSINESSES ALONG HIGHWAY 520 WAS NOT ADEQUATELY CONSIDERED.

- STANWAS WILL BE PREPARED TO MORE FULLY ADDRESS EACH OF THE ABOVE QUESTIONS AT A LATER TIME

CITY OF LOS ANGELES
CALIFORNIA

Jaime de la Vega
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

Date: August 27, 2013
Public Hearing: Public Hearing held
February 4, 2013
Reference 08-3193, 08-3193-S1,
Council File 10-2385-S1
Nos.: 10-2385-S2
CEQA No.: ENV-2012-1470-EIR
Council No.: 1-Cedillo, 9-Price,
14-Huizar
Plan Area: Central City, South Los
Angeles, Southeast Los
Angeles

**SUBJECT: NOTICE OF GENERAL MANAGER'S DETERMINATION – FIGUEROA
STREETSCAPE PROJECT**

To Interested Parties:

The Figueroa Streetscape Project (Proposed Project) consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consist of three miles of a combination of new buffered bicycle lanes and cycle tracks along South Figueroa Street, from 7th Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11th Street, from Broadway to South Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. Cycle tracks (also known as protected bicycle lanes) are similar to Class II bicycle lanes, but physically separated from the adjacent travel lane. They are typically installed within the existing roadbed in the direction of adjacent traffic, either between the curb and on-street parking, or separated from vehicular traffic lanes by physical barriers. Buffered bicycle lanes are Class II bicycle lanes with a painted gore area between the bicycle lane and adjacent travel lane.

The Proposed Project also includes - where cycle tracks are installed - modified traffic signals to provide dedicated bicycle signal heads and phasing, combined with two-stage left-turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa Street onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas. Outboard bus platforms will be constructed between the cycle tracks and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the cycle tracks.

Streetscape improvements along South Figueroa Street include new pedestrian-scale street lighting and roadway lighting, new street trees and planting areas, repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture and public art. Similar improvements are also proposed along 11th Street, from Figueroa Street to Broadway, along Bill Robertson Lane, from Martin Luther King Jr. Boulevard to Exposition Boulevard and along Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane.

The Proposed Project would include restriping of lanes, installation of new curbs and minor excavation and construction associated with the streetscape improvements in the public right-of-way. There would be no change in access to existing facilities and properties.

The former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) initiated the Proposed Project through a \$20 million Proposition 1C grant to promote economic development and improve the bicycle, pedestrian and transit experience along the Figueroa Street corridor. After the State dissolved the CRA/LA in 2011, the Proposed Project was transferred to the Department of Transportation (LADOT).

LADOT is also the implementing agency of the 2010 Bicycle Plan, and serves as the Lead Agency pursuant to review required by the Division 13 of the Public Resource Code (PRC). The Bicycle Plan, adopted on March 1, 2011 identifies a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies. The Proposed Project implements several programs of the 2010 Bicycle Plan, including completion of a backbone bicycle network (Program 1.1.2 A), and development of protected bicycle lanes (Program 1.1.7 B). LADOT is also coordinating the Bicycle Plan's Five-Year Implementation Strategy in the Central Area, which includes a number of bicycle lane segments in Central Los Angeles, in addition to those on Figueroa and 11th Streets.

The Department of City Planning (DCP) released a Final Environmental Impact Report (EIR) on August 7, 2013, and a Staff Recommendation Report on August 19, 2013 that concluded that City of Los Angeles is in compliance with Division 13 of the PRC, also known as the California Environmental Quality Act (CEQA). DCP evaluated the environmental impacts of the Proposed Project, included measures to mitigate environmental impacts, and held a hearing in the area affected by the Proposed Project as described in the DCP Staff Recommendation Report. The DCP Staff Recommendation Report included the following recommended actions:

1. That the Department of Transportation (LADOT) install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along

- Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.
2. That LADOT Certify the Environmental Impact Report ENV-2012-1470-EIR included as Attachment 1:
 3. That LADOT Adopt the Environmental Findings included as Attachment 2.
 4. That LADOT Adopt the Statement of Overriding Considerations included as part of Attachment 2. (See Section IX)
 5. That LADOT Adopt the Mitigation Monitoring Program included as Attachment 3.

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 80.08.2 and Section 89.01, I hereby:

1. **APPROVE** to install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along Martin Luther King Jr. Boulevard, from to Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.
2. **CERTIFY** that the Environmental Impact Report (EIR) (EIR No. ENV-2012-1470-EIR; State Clearinghouse Number 2012061092, included as Attachment 1 of the DCP Staff Recommendation Report) has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines, and that the General Manager of LADOT has reviewed the information contained therein and considered it along with other factors related to this project; that this determination reflects the independent judgment of the City of Los Angeles; and that the documents constituting the record of proceedings in this matter are located in the files of DCP in the custody of the Citywide Section; and **ADOPT** the EIR.
3. **ADOPT** the **FINDINGS** made pursuant to and in accordance with Section 21081 of the Public Resources Code (included as Attachment 2 of the DCP Staff Recommendation Report), and the Statement of Overriding Considerations prepared by DCP included as part of Attachment 2 (See Section IX) of the DCP Staff Recommendation Report.

4. ADOPT the FINDINGS made pursuant to and in accordance with Section 21081.6 of the California State Public Resources Code, the Mitigation Monitoring and Reporting Program as the Findings of the General Manager of LADOT and ADOPT the Mitigation Monitoring Program included as Attachment 3 of the DCP Staff Recommendation Report.

EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing the Notice of General Manager's Determination.


for Jaime de la Vega
General Manager

Attachments

ORIGINAL FILED
COUNTY CLERK'S USE

AUG 27 2013

LOS ANGELES, COUNTY CLERK

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF
DETERMINATION

(California Environmental Quality Act Guidelines Section 15094)

CLERK'S USE
City Clerk's Office
DOCUMENT FILED
Certified by [Signature]
AUG 27 2013
Date: [Signature]
100-1100-13-007

Public Resources Code Section 21152(a) requires local agencies to submit this information to the County Clerk. ^{Guideline 15094} requires submittal of this notice to the State OPR if the project requires discretionary approval from a state agency. (State OPR, 1400 Tenth St, Rm 121 Sacramento, CA 95814). The filing of the notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.		
LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City, State) Los Angeles Department of Transportation 100 S. Main Street, Los Angeles, CA 90012		COUNCIL DISTRICT 1, 9, and 14
PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY) The Figueroa Streetscape Project		CASE NO. ENV-2012-1470-EIR
PROJECT DESCRIPTION AND LOCATION The Figueroa Streetscape Project (Proposed Project) is located within the public right-of-way along S. Figueroa Street (from 7th Street to Martin Luther King Jr. Boulevard); 11th Street (from Broadway to Figueroa Street); Martin Luther King Jr. Boulevard (from Figueroa Street to Bill Robertson Lane); and Bill Robertson Lane (from Martin Luther King Jr. Boulevard to Exposition Boulevard). The Proposed Project consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consists of three miles of a combination of new buffered bicycle lanes and cycle tracks along S. Figueroa Street, from 7th Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11th Street, from Broadway to Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. The streetscape improvements include pedestrian scale street lighting, new street trees and planting areas, repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture, and public art. The Proposed Project would also involve reconfiguration of roadway striping as necessary, which would result in the loss of several vehicular travel lanes and loss of existing parking spaces throughout the corridor.		
CONTACT PERSON David Somers	STATE CLEARING HOUSE NUMBER 2012061092	TELEPHONE NUMBER (213) 978-3307
This is to advise that on the City of Los Angeles has approved the above described project and has made the following determinations:		
SIGNIFICANT EFFECT	<input checked="" type="checkbox"/> Project will have a significant effect on the environment. <input type="checkbox"/> Project will not have a significant effect on the environment.	
MITIGATION MEASURES	<input checked="" type="checkbox"/> Mitigation measures were made a condition of project approval. <input type="checkbox"/> Mitigation measures were not made a condition of project approval.	
MITIGATION REPORTING / MONITORING	<input checked="" type="checkbox"/> A mitigation reporting or monitoring plan was adopted for the project. <input type="checkbox"/> A mitigation reporting or monitoring plan was not adopted for the project.	
OVERRIDING CONSIDERATION	<input checked="" type="checkbox"/> Statement of Overriding Considerations was adopted. <input type="checkbox"/> Statement of Overriding Considerations was not adopted. <input type="checkbox"/> Statement of Overriding Considerations was not required.	
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/> An Environmental Impact Report was prepared and certified and findings were made for project pursuant to the provisions of CEQA. The final Environmental Impact Report with comments and responses and record of project approval may be examined at the Office of the City Clerk.* <input type="checkbox"/> An Environmental Impact Report was not prepared for the project.	
NEGATIVE DECLARATION	<input type="checkbox"/> A Negative Declaration or Mitigated Negative Declaration was prepared for the project and may be examined at the Office of the City Clerk.* <input checked="" type="checkbox"/> A Negative Declaration or Mitigated Negative Declaration was not prepared for the project.	
SIGNATURE (Lead Agency)	TITLE	DATE OF PREPARATION
[Signature]	Transportation Engineer Associate III	8/27/13
SIGNATURE (Office of Planning and Research if applicable)	TITLE	DATE
DISTRIBUTION: Part 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Record Part 4 - Resp. State Agency (if any) Part 5 - Office of Planning and Research (if applicable)		* OFFICE OF THE CITY CLERK Room 396, City Hall 200 N. Spring Street Los Angeles, CA 90012



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



Department of Transportation

Date: August 19, 2013

Public Hearing: Public Hearing held
February 14, 2013

Reference 08-3193-S1,
Council File 10-2385-S1,
Nos.: 10-2385-S2
CEQA No.: ENV-2012-1470-EIR
Council No.: 1-Cedillo, 9-Price,
14-Huizar
Plan Area: Central City, South
Los Angeles,
Southeast Los
Angeles

PROJECT LOCATION

The project area is located in portions of the Central City, South Los Angeles, and Southeast Los Angeles Community Plans. The project is located in the public rights-of-way along the sidewalk and roadway segments identified in the project description below.

PROPOSED PROJECT

The Figueroa Streetscape Project (Proposed Project) consists of 4.5 miles of new bicycle facilities and streetscape improvements. The new bicycle facilities consists of three miles of a combination of new buffered bicycle lanes and cycle tracks along S. Figueroa Street, from 7th Street to Martin Luther King Jr. Boulevard; a one-way westbound buffered bicycle lane along six blocks of 11th Street, from Broadway to Figueroa Street; and new buffered bicycle lanes along Bill Robertson Lane between Martin Luther King Jr. Boulevard and Exposition Boulevard. Cycle tracks are dedicated bicycle lanes with additional separation from the adjacent travel lane. They are typically installed within the existing roadbed in the direction of adjacent traffic, either between the curb and on-street parking, or separated from vehicular traffic lanes by physical barriers. Buffered bicycle lanes are similar to standard Class II bicycle lanes though with an additional painted buffered striping next to the adjacent travel lane.

The Proposed Project also includes, where cycle tracks area installed, modified traffic signals to provide separate bike signal heads combined with two-stage left-turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa Street onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas. Outboard bus platforms would be constructed between the cycle tracks and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the cycle tracks.

The streetscape improvements along S. Figueroa Street include pedestrian scale street lighting, new street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired and enhanced sidewalk paving at transit stops, enhanced crosswalk treatments, transit furniture, and public art. Similar pedestrian scale improvements such as lighting, new street trees, enhanced crosswalks, and art are also proposed along 11th Street, from Figueroa Street to Broadway; Bill Robertson Lane, from Martin Luther King Jr. Boulevard to Exposition Boulevard; and Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane. **Table 1** summarizes the general improvements proposed for each Proposed Project segment.

Figure 1 shows the location of the Proposed Project in relation to nearby existing bicycle lanes and other bicycle lanes proposed for the Central Area. The Proposed Project is part of 40.4 miles of new bicycle lanes proposed as part of the First-Year of the First Five Year Implementation Strategy of the 2010 Bicycle Plan.¹ The Proposed Project implements several programs of the 2010 Bicycle Plan, which includes completion of a backbone bicycle network (Program 1.1.2 A), and development of protected bicycle lanes (Program 1.1.7 B).

The Proposed Project would include restriping of new lanes, installment of new curbs and minor excavation and construction associated with the streetscape improvements in the public right-of-way. Implementation of the proposed bicycle lanes would not change access to existing facilities and properties.

TABLE 1: PROPOSED BICYCLE LANES, CYCLE TRACKS AND STREETScape BY PROJECT SEGMENTS

Street / Facility Type	Limits	Length (miles)	Area/Connection
S. Figueroa Street / cycle tracks, buffered bicycle lanes, and streetscape improvements	Martin Luther King Jr. Blvd. to 7 th St.	3.0	Central City, South and Southeast LA
11 th Street / cycle tracks, and streetscape improvements	Figueroa St. to Broadway	0.5	Central City
Martin Luther King Jr. / bicycle lanes ² , streetscape improvements	Bill Robertson Lane and S. Figueroa St.	0.4	South Los Angeles
Bill Robertson Lane / buffered bicycle lanes, and streetscape improvements	Martin Luther King Jr. Blvd. to Exposition Blvd.	0.5	South Los Angeles
TOTAL		4.5	Central and South Areas

SOURCE: City of Los Angeles, LADOT, 2012.

¹ A Draft EIR was prepared and made available on January 17th, 2013 that evaluated the traffic and safety impacts of 39.5 miles proposed bicycle lanes including the Proposed Project. An additional 0.9 miles of transit-bicycle only lanes was evaluated in a separate Traffic and Safety Assessment pursuant to the procedures of Section 21080.20.5 of the Public Resource Code (PRC).

² The bicycle lanes were evaluated in the Draft EIR, and described in the DCP Staff Recommendation Report for the First Year of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, dated on June 19, 2013. Available here: http://cityplanning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/CentralArea_Staffrpt.pdf

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The implementation of the Proposed Project would result in greater bicycle network benefits by connecting to the existing bicycle lanes along Exposition Boulevard, Figueroa Street, 7th Street, Grand Avenue, Olive Street and Main Street, as well as bicycle lanes proposed for the Central Area, thereby facilitating inviting and safe bicycle travel from the neighborhoods of South and Southeast Los Angeles into the Downtown area.

The following is a brief description of the roadway reconfiguration, bicycle facilities, streetscape improvements, and parking losses for each of the segments in the Proposed Project.

Figueroa Street – Martin Luther King Jr. Boulevard to 7th Street

Along Figueroa Street, the Proposed Project would eliminate the peak-period northbound travel lane from Martin Luther King Jr. Boulevard to Adams Boulevard, the peak-period southbound travel lane from Martin Luther King Jr. Boulevard to Venice Boulevard, and one full-time northbound mixed-flow travel lane from Exposition Boulevard to 8th Street.

Along Figueroa Street, the Proposed Project would install standard bicycle lanes in each direction from Martin Luther King Jr. Boulevard to Exposition Boulevard, and from 21st Street and 11th Street. Cycle tracks are proposed in each direction from Exposition Boulevard to 21st Street, and in the northbound direction only from 11th Street to 7th Street along Figueroa Street.

The Proposed Project would maintain: two northbound mixed-flow travel lanes, two southbound mixed-flow travel lanes, and a center left-turn lane from Martin Luther King Jr. Boulevard to Adams Boulevard; two northbound mixed-flow travel lanes, one northbound peak-period bus-only lane, and one southbound mixed-flow travel lane, and a center left-turn lane from Adams Boulevard to Venice Boulevard; two full-time mixed-flow travel lanes in the southbound direction, two full-time northbound mixed-flow travel lanes and one northbound peak-period bus-only lane, and a center left-turn lane from Venice Boulevard to Olympic Boulevard; two full-time northbound mixed-flow travel lanes and a northbound peak-period bus-only lane from Olympic Boulevard to 9th Street; and two full-time northbound mixed-flow travel lanes, a northbound peak-period bus-only lane, and an additional peak-period mixed-flow lane on the west side of the roadway from 9th Street to 8th Street. The northbound peak-period mixed-flow lane becomes a full-time mixed flow travel lane just north of 8th Street. The northbound peak-period bus-only lane is a mixed-flow travel lane during the off-peak period.

The Proposed Project would eliminate a maximum of 160 parking spaces along Figueroa Street between Martin Luther King Jr. Boulevard and 7th Street. Where parking is already restricted in either the AM or PM peak periods along certain segments of Figueroa Street, the Proposed Project would impact parking only during the non-peak period.

11th Street (Figueroa Street to Broadway)

The Proposed Project would eliminate one eastbound travel lane between Figueroa Street and Broadway, and would install an eastbound buffered bicycle lane and maintain one eastbound travel lane between Figueroa Street and Broadway.

Bill Robertson Lane (Exposition Boulevard to Martin Luther King Jr. Boulevard)

The Proposed Project would install bicycle lanes in each direction, and maintain one travel lane in each direction. On-street parking on the west side of Bill Robertson Lane opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would be retained.

Martin Luther King Jr. Boulevard (Figueroa Street to Bill Robertson Lane)

As stated above, the Proposed Project includes new streetscape elements between Figueroa Street to Bill Robertson Lane. However, as part of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, one full-time motor vehicle lane would be eliminated in each direction from Leimert Boulevard to Figueroa Street to install bicycle lanes.³

REQUESTED ACTIONS

1. That the Department of Transportation (LADOT) install 4.5 miles of new bicycle facilities and streetscape improvements (including 3.0 miles of a combination of cycle tracks and buffered bicycle lanes along South Figueroa Street, from Martin Luther King Jr. Boulevard to 7th Street; 0.5 miles of one way buffered bicycle lane along 11th Street from Broadway to South Figueroa Street; and 0.5 miles of buffered bicycle lanes along Bill Robertson Lane from Exposition Boulevard to Martin Luther King Jr. Boulevard; and 0.5 miles of streetscape elements along Martin Luther King Jr. Boulevard, from Figueroa Street to Bill Robertson Lane) in accordance with the Figueroa Streetscape Project and the 2010 Bicycle Plan.
2. That LADOT **Certify** the Environmental Impact Report ENV-2012-1470-EIR included as Attachment 1.
3. That LADOT **Adopt** the **Environmental Findings** included as Attachment 2.
4. That LADOT **Adopt** the **Statement of Overriding Considerations** included as part of Attachment 2. (See Section IX)
5. That LADOT **Adopt** the **Mitigation Monitoring Program** included as Attachment 3.

³ The bicycle lanes were evaluated in the Draft EIR, and described in the DCP Staff Recommendation Report for the First Year of the Five Year Implementation Strategy of the 2010 Bicycle Plan in the Central Area, dated on June 19, 2013. Available here: http://cityplanning.lacity.org/cwd/gnlpln/tranself/NewBikePlan/Txt/CentralArea_Staffrpt.pdf

BACKGROUND

2010 Bicycle Plan Implementation

The former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) initiated the Proposed Project through a \$20 million Proposition 1C grant to promote economic development and improve the bicycle, pedestrian and transit experience along the Figueroa Street corridor. After the State dissolved the CRA/LA in 2011, the Proposed Project was transferred over to LADOT, which is coordinating the implementation of the 2010 Bicycle Plan's (Bicycle Plan) Five-Year Implementation Strategy in the Central Area. The Bicycle Plan, which was adopted on March 1, 2011 identifies a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies.

The Bicycle Plan establishes the Five-Year Implementation Strategy as a logical process to design, analyze and build 1,227 miles on the Backbone and Neighborhood Networks in five-year increments within the next 35 years. Program 1.1.2 C of the 2010 Bicycle Plan calls for funding and construction of at least 200 miles of on-street bicycle facilities on the Backbone and Neighborhood Networks every five years until the networks are complete.

At the time of adoption, the bicycle lanes included in the 2010 Bicycle Plan were in various stages of planning. Some were well defined but others required additional study to determine exact routes and/or roadway design. To the extent that impacts of the Bicycle Plan could be analyzed they were addressed in a Mitigated Negative Declaration. However, as some bicycle lanes are further defined it has become apparent that some require additional analysis because the implementation could potentially impact travel delay. In general, bicycle lanes typically have the potential to significantly impact traffic, (as well as related environmental issues such as air quality) if the result is a loss of a travel lane in a high-traffic area, or the loss of a parking lane adjacent to land uses without off-street parking available. The implementation of the Proposed Project would require the removal/reallocation of mixed-flow travel lanes and a limited amount of on-street parking and, as such, would potentially result in travel delay requiring further traffic and safety analysis.

The City initiated a Draft Environmental Impact Report (EIR), for the First Year of the First Five-Year Bicycle Plan Implementation Strategy and Figueroa Streetscape Project. On September 2012, Governor Brown signed Assembly Bill (AB) 2245 (adding Section 21080.20.5 to the Public Resources Code (PRC)), which allows (through January 1, 2018) a Statutory Exemption from the California Environmental Quality Act (CEQA) for the striping of new bicycle lanes on existing urban streets that are lanes included in an adopted bicycle transportation plan. The bicycle lanes that were included in the Five-Year Bicycle Plan Implementation Strategy qualified for this exemption, and were excluded from the Final EIR. Since the Proposed Project includes physical improvements beyond striping bicycle lanes, it was not eligible for the CEQA exemption process pursuant to AB 2245. Therefore, a Final EIR was prepared for the Figueroa Streetscape Project (Proposed Project).

DISCUSSION

Environmental Analysis

An Environmental Impact Report (EIR) has been prepared as part of the Proposed Project to fully analyze and identify significant impacts of the Proposed Project, evaluate project alternatives, develop feasible mitigations, and create a mitigation monitoring plan. This report also includes Findings (Attachment 2) to support the adoption of the Proposed Project, including environmental findings in detail. There is also a Statement of Overriding Considerations (included as part of Attachment 2 - See Section IX) in this report that is recommended for adoption.

Section 15088 of the CEQA Guidelines requires the lead agency to evaluate comments on environmental issues from public agencies and interested parties who review the Draft EIR and provide written responses. DCP prepared responses in writing to all the comments received in the Final EIR, which is included as Attachment 1 of this report.

As shown in Table 2, the traffic analysis in the Final EIR concluded that the implementation of the Proposed Project would result in a significant and unavoidable impact due to travel delay at nine intersections in the AM and the PM peak periods along Figueroa Street.

TABLE 2: INTERSECTION LEVEL OF SERVICE: PROPOSED PROJECT

Street	Study Intersection ⁽¹⁾	AM Peak Hour					PM Peak Hour				
		Post Project Delay (sec)	Change in Delay (sec)	LOS		Sig Impact	Post Project Delay (sec)	Change in Delay (sec)	LOS		Sig Impact
				Pre	Post				Pre	Post	
Figueroa St.	8 th St	20.9	-4.7	C	C	NO	105.2	-30.1	F	F	NO
	Olympic Blvd	74.4	47.4	C	E	YES	56.6	35.3	C	E	YES
	Pico Blvd	52.4	34.9	B	D	YES	25.0	6.2	B	C	YES
	Venice Blvd	72.4	47.7	C	E	YES	113.9	75.5	D	F	YES
	18 th St	17.0	5.8	B	B	NO	9.8	0.3	A	A	NO
	Washington Blvd	251.8	109.3	F	F	YES	113.2	47.1	E	F	YES
	23 rd St	86.2	72	B	F	YES	54.1	33.4	B	D	YES
	Adams Blvd	155.5	123.1	C	F	YES	72.0	33.4	D	E	YES
	Jefferson Blvd	120.7	77	D	F	YES	100.5	61.6	D	F	YES
	Exposition Blvd	122.1	92	C	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

Source: LADOT, 2012

Of the 11 study intersections on Figueroa Street, nine currently operate at LOS D, or better, in the AM peak hour and eight currently operate at LOS D, or better, in the PM peak hour. The Proposed Project would cause six additional intersections to operate at LOS E or F in the AM peak hour, and four additional intersections to operate at LOS E or F in the PM peak hour.

Traffic impacts on parallel facilities that result from trip redistribution are expected where parallel arterial streets serve the same trip purpose. However, given the urban character of the project area, there are no adjacent residential streets that would experience higher traffic volumes. While some degree of trip diversion may occur, this is not expected to result in a significant impact to neighborhood streets. In addition, the analysis of traffic impacts along S. Figueroa Street conservatively assumes that all existing traffic would remain along S. Figueroa Street after the lane reconfiguration. Trip diversion along parallel streets would reduce the travel delay increases along S. Figueroa Street from what was reported in the Draft EIR.

Traffic impacts from the Proposed Project are expected to be aggravated during USC games at the Sports Arena and the Memorial Coliseum, and during basketball games at the Staples Center, and special events at the Los Angeles Convention Center. However, pursuant to **Mitigation Measure T3**, the Special Event Section of LADOT shall revise the traffic management program to maintain adequate access to the parking lots to the west of the Memorial Coliseum during USC games.

The Proposed Project could cause a net decrease in a maximum of 160 parking spaces along Figueroa Street that include 23 spaces from Martin Luther King Jr. Boulevard to Exposition Boulevard, 38 spaces from Jefferson Boulevard to Adams Boulevard, 61 spaces from 23rd Street to 17th Street, 10 spaces from Venice Boulevard to Pico Boulevard; and 28 spaces from 8th Street to 7th Street. Along these segments, there exists a mix of off-street parking supply and nearby on-street parking sufficient to compensate for the spaces reduced due to the Proposed Project. The removal of on-street parking tends to have greater impacts to businesses reliant on pass-by trips. The retail businesses that would likely be more reliant on pass by trips are located on the southern end of the project area, and have high access to pedestrian foot traffic due to the close proximity to USC. They are also located within newer constructed buildings that provide on-site parking, as opposed to older buildings that predate the City's off-street parking requirements.

The inclusion of cycle tracks and buffered bicycle lanes also provides a greater degree of non-motorized access in proximity to a large student population, which would further off-set decreased availability of on-street parking. Conversely, the elimination of on-street parking would likely not deter many potential customers of some regional attracting businesses, considering the continued availability of a mix of off-street parking supply and nearby on-street parking sufficient to compensate for the spaces reduced due to the Proposed Project. However, the Draft EIR included **Mitigation Measure LU1**, which requires where parking would be removed by the Proposed Project, that the City identify parking strategies for locations where parking for commercial uses are both highly utilized and consists only of on-street parking.

The traffic analysis in the Draft EIR found that the travel delay increases that would result from the Proposed Project would generally lead to increased bus travel times. However, due to the high frequency and volume of buses along S. Figueroa Street, the Proposed Project would maintain a peak-period northbound bus-only lane on S. Figueroa Street from Adams Boulevard to 7th Street that would continue to accommodate the high volume northbound transit service during the peak period.

The Draft EIR found that the Proposed Project would result in either less than significant impacts or no impacts to General Plan consistency and emergency access. However,

Mitigation Measure T6, which requires review of the Los Angeles Fire Department (LAFD), is included to ensure that emergency response access is adequately maintained along S. Figueroa Street

The Draft EIR found that the Proposed Project would improve bicycle accessibility, connectivity and safety, would encourage bicycle use (potentially resulting in improved health of the population), and would not decrease the safety of bicyclists, pedestrians and transit riders. Rather, the proposed bicycle lanes would significantly improve bicycle safety, as well as safety for all road users, by installing buffered bicycle lanes and/or cycle tracks along Figueroa Street, 11th Street and Bill Robertson Lane.

Mitigation Measures

The following mitigation measure is recommended to ensure biological impacts related to removal of streets trees are less than significant:

MM BIO1: Any tree removal that occurs under the Proposed Project would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project area would be netted to prevent birds from inhabiting the trees prior to tree removal and construction.

The following mitigation measure is recommended to reduce impacts related to removal of on-street parking:

MM LU1: The City should facilitate the implementation of feasible parking strategies (such as shared parking) in locations where parking supply for commercial uses are highly utilized, and where the on-street parking would be removed by the Proposed Project.

The following mitigation measures are recommended to reduce impacts to traffic circulation:

MM T1: LADOT will adjust traffic signal timing after the implementation of the proposed bicycle lanes (both along project routes and parallel roadways if traffic diversions have occurred as a result of the proposed bicycle lanes). This adjustment could be necessary, especially at the intersections where roadway striping will be modified. LADOT shall provide preferential signal timing for transit vehicles through the transit priority system (TPS). Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)

MM T2: The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and "next bus" technologies), crosswalk improvements, pedestrian wayfinding

signage, etc. (Such improvements shall also be required of private projects in the project area as part of the review and approval process.)

MM T3: The Special Event Section of LADOT shall revise the Traffic Management Program to maintain adequate access to the Exposition Park parking lots along Bill Robertson Lane during special events and games, which may include temporary travel access along bicycle lanes.

The following mitigation measure is recommended to reduce impacts from the construction phase:

MM T4: Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will extend for the duration of construction and could include such measures as a temporary traffic signal or the use of flagmen as appropriate. The plan shall also coordinate review of construction activities along cross and parallel streets accordingly.

Mitigation Measure T6 is recommended to address potential pedestrian and bicycle conflict areas around the bus loading platforms.

MM T5: LADOT shall incorporate appropriate pavement markings, and signs to highlight potential conflict zones into the design, to indicate to bicyclists to yield the right-of-way to pedestrians walking to, and from, transit platforms.

The following mitigation measure is recommended to ensure emergency access is maintained along S. Figueroa Street:

MM T6: Los Angeles Fire Department (LAFD) shall review final design of the Proposed Project to ensure that emergency response access is adequately maintained along S. Figueroa Street.

Public Hearing

The Department of City Planning (DCP) held a total of four public hearings for the proposed bicycle lanes included in the First Year of the First Five-Year Implementation Strategy. The hearings were located in areas affected by the proposed bicycle lanes as required by PRC Section 21080.20.5 (b)(2). For the purposes of the public hearing, the Proposed Project was included with the other proposed bicycle lanes in the First Year of the First Five-Year Implementation Strategy that were proposed in the central area of the City. The DCP held this public hearing on February 14, 2013 at the District 7 Caltrans Building on 100 S. Main Street. 78 members of the public attended the public hearing. At the hearing, LADOT and DCP staff were available to present the Proposed Project, and summarized the results of traffic and safety impacts from the Draft EIR as described above. Additionally, one webinar-style public hearing was held on February 20th where interested public could provide feedback on all of the proposed bicycle lanes in the First Year of the First Five-Year Implementation Strategy, including the Proposed Project.

A Notice of Availability (NOA) of the Draft EIR and Public Hearing was included in the January 17th, 2013 edition of the Los Angeles Times. Additionally, notices were sent to multiple public agencies and organizations including Metro, the City Council offices and neighborhood councils with jurisdiction in the area. Notices were also distributed electronically to over 1,400 individuals who were either participants involved in the adoption of the 2010 Bicycle Plan or have been involved in the implementation process. Hard copies of the Draft EIR were made available at the Central Library at 630 W. 5th Street, and the Jefferson Branch Library at 2211 West Jefferson Boulevard, as well as the City Clerk Vault, and the Department of City Planning offices in City Hall. An electronic copy of the Draft EIR was made available on the Department of City Planning website, and information about the electronic copy was included on the notices described above.

Summary of Public Hearing Testimony and Communications

Of the 78 people attending the public hearing, 43 people gave verbal testimony during the hearing and five submitted written comments at the hearing. Of the 43 people who gave verbal testimony, all 43 spoke in support of implementing the bicycle lanes in the First Year of the First Five-Year Implementation Strategy in the Central Area, which included the Proposed Project. Several comment letters were also submitted during the comment period that directly addressed the Proposed Project. Of the letters received, there was a mix of support and opposition to the Proposed Project for reasons discussed in more detail below.

The comments favorable about the Proposed Project stated that the proposed bicycle lanes would create safer riding conditions by allocating space for the bicyclist whereas, currently bicyclists must contend with mixed-flow traffic or are forced to ride on the sidewalk. The comments also indicate that the Proposed Project would provide a much needed connection between Downtown Los Angeles and existing bicycle lanes in the surrounding neighborhoods, improve access to destinations and job centers, and result in traffic calming attributed to the revised roadway allocation. Some comments expressed that the Proposed Project improves equity by increasing access to low-cost transportation choices for a low income population. The comments stated that these benefits would outweigh the cost of increases in travel delay that would result from the Proposed Project.

Summary of Key Issues from Comments Received

The Draft EIR was made available on January 17th, 2013 for a 45-day comment period that ended on March 4th, 2013. Comments on the analysis were received at the public hearing as described above, and submitted electronically and by mail. The following discussion highlights key issues that were raised, during the public comment period, by members of the public, as they relate to the Proposed Project. Since the Draft EIR evaluated over 40 miles of proposed bicycle lanes included in the First Year of the First Five Year Implementation Strategy, not all comments had direct relevance to the analysis of the Proposed Project. However, responses to comments that addressed the analysis in general have been included. A complete set of responses, to the comments received on the Draft EIR analysis in general and as they relate to the Proposed Project, are included as Attachment 1 of this Report. Responses that address impacts to other bicycler lanes, not including the Proposed Project, proposed as part of the First

Year of the First Five Year Implementation Strategy either were,⁴ or will be, addressed in subsequent staff reports.

Network and Safety Benefits

Individuals and organizations, such as the Los Angeles County Bicycle Coalition (LACBC) expressed support for the addition of the portion of the Proposed Project that provides cycle tracks as a high priority due to the encouragement of expanding bicycle ridership and increased low-stress bicycle access to major destinations. Cycle tracks attract a broader demographic into bicycle travel due to the greater level of separation from general traffic, offering a lower-stress facility to the bicyclists. The Proposed Project is also seen to close important network gaps in proximity to USC and Downtown, which are two areas known to support high bicycle ridership.

The Proposed Project's contribution to completing the bicycle network is predicted to result in a higher mode of bicycle ridership for all trip purposes. However, the LACBC indicates the network benefits of the Proposed Project would be compromised by not including full cycle tracks along the entire length of Figueroa Street in the project area. As stated elsewhere, the Proposed Project was revised since the release of the Draft EIR to install buffered bicycle lanes instead of cycle tracks to help address concerns of the level of travel delay impacts that would result from implementing the Proposed Project as described in the Draft EIR.

Many comments expressed support for the safety benefits that the Proposed Project would bring in promoting safer road conditions for bicyclists. In general, safety benefits are expected where bicyclists become more visible in response to increases in ridership that would result from filling critical network gaps. As stated on Page 3-6 of the Draft EIR, inclusion of cycle tracks further increases the level of safety. New York City implemented the first fully protected bike lanes in the country on 8th Avenue and 9th Avenue, similar to the cycle tracks in the Proposed Project, which resulted in 35 percent and 58 percent decrease respectively in injuries to all road users.⁵

Traffic Delay

Some commenters expressed comfort with increased travel delay, while others expressed opposition to the installation of bicycle lanes if it required the removal of travel lanes. Comments that were comfortable with an increase in travel delay indicated that the safety and network benefits outweighed the costs of additional travel delay. Those opposed to the removal of travel lanes expressed concern that the magnitude of additional travel delay that would result from the Proposed Project would harm businesses that operate along Figueroa Street, and would further aggravate traffic conditions during special events, such as the USC games at the Sports Arena and the Memorial Coliseum, as well as during basketball games at the Staples Center, and special events at the Los Angeles Convention Center.

The traffic analysis in the Draft EIR found that the Proposed Project would result in significant travel delay at ten intersections along S. Figueroa Street during both the AM and PM peak period. The average additional delay of those intersections studied in the

⁴ Other Staff Recommendation Reports are available here:

http://cityplanning.lacity.org/cwd/qnlpln/transelt/NewBikePlan/TOC_BicyclePlan.htm

⁵ NY DOT, 2012. Measuring the Street: New Metrics for 21st Century Streets

Draft EIR included 177.4 seconds in the AM peak period, and 117.2 seconds in the PM peak period. The highest impacted intersections of those studied in the Draft EIR included 18th Street, projected to have an additional delay of 332.7 seconds during the AM peak period, and Washington Boulevard, projected to have an additional delay of 267.9 seconds during the PM peak period.

In response to some of the concerns regarding travel delay, LADOT has revised the Proposed Project since the circulation of the Draft EIR. The Proposed Project would continue to reduce traffic lanes in several segments along S. Figueroa Street, though to a lesser degree than originally proposed and evaluated in the Draft EIR. The Proposed Project, as revised, would result in significant travel delay at nine intersections along S. Figueroa Street during both the AM and PM peak period. 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, which constitutes a substantial reduction in both average and maximum travel delay as compared to the Proposed Project as evaluated in the Draft EIR.

Additionally, the analysis conservatively assumes that there would be no shift in existing travel choice as the result of the new bicycle lanes and cycle tracks. Bicycle riding as a travel mode is anticipated to increase as greater connectivity is achieved. A recent examination of 70 case studies, of other roadways where capacity was reallocated to accommodate more bicyclists and pedestrians, reveals that the true traffic impacts are rarely as bad as predicted and that in 73 percent of the cases, traffic was actually less than before the changes were implemented. The unexpected (from a modeling perspective) reduction in traffic is largely due to the fact that traditional Level of Service (LOS) analysis for roadway changes does not account for changes in travel behavior.⁶

Transit Delay

In their comment letter dated March 4, 2013, Los Angeles Metropolitan Transportation Authority (Metro) expressed concerns regarding potential impacts related to additional transit delay, and in response would shift operations of southbound express bus services onto S. Flower Street. As stated above, the traffic analysis in the Draft EIR found that the travel delay increases that would result from the Proposed Project would generally lead to increased bus travel times. However, due to the high frequency and volume of buses along S. Figueroa Street, the Proposed Project would maintain a peak-period northbound bus-only lane on S. Figueroa Street from Adams Boulevard to 7th Street that would continue to accommodate the high volume northbound transit service during the peak period.

In addition, as a result of the revisions to the Proposed Project, potential travel delay has been reduced substantially a compared to the travel delay impacts shown in Table 4.5-5 of the Draft EIR. **Mitigation Measure T1**, the adjustment to signal timing would also help to reduce transit delay in addition to general traffic delay. **Mitigation Measure T1** has been revised to provide preferential signal timing for transit vehicles through the transit priority system (TPS).

⁶ Cairns S, Atkins S, Goodwin P (2002) Disappearing traffic? The story so far. Municipal Engineer, vol. 151, pp 13-22

The decision to shift operations to parallel streets to gain operational efficiencies in timing is at the discretion of bus operators. LADOT shall continue to work with Metro on routes where bus performance may be potentially impacted. In order to foster coordination to respond to potential short and long-term impacts to transit service, Metro Bus Operations Control Special Events Coordinator and Metro Service Planning & Scheduling shall be contacted in advance of installation of bicycle lanes and cycle tracks.

Suggested Alternatives and Mitigation

Some comments presented alternatives to certain segments in the Proposed Project, as well as suggested measures to mitigate impacts to travel delay while still providing some bicycle facilities in the project area. The California Department of Transportation (Caltrans) Office of Traffic Investigation stated that the Draft EIR failed to include adequate mitigation measures or present feasible alternatives that would reduce impacts on the regional roadway system, however, the comment does not provide specific mitigation measures or alternatives that would reduce the impacts.

The Figueroa Corridor Partnership Business Improvement District (BID) suggested an alternative that maintains two northbound and two southbound lanes (not including turn pockets) on S. Figueroa Street, between Martin Luther King Boulevard and Venice Boulevard, and maintains all on-street parking. The Proposed Project has been revised since the publication of the Draft EIR in response to the comment to preserve an additional southbound travel lane between Exposition Boulevard and W. Adams Boulevard, and an additional northbound travel lane between W. Adams Boulevard and Venice Boulevard. However, the design in the Proposed Project required the removal of more on-street parking spaces as was evaluated in the Draft EIR along this segment. The installation of the buffered bicycle lanes, while preserving all travel lanes and on-street parking, as suggested by the comment, is not possible given physical constraints of the road width.

In response to the increase delay as a result of the Proposed Project, Metro requested that project mitigation include bus stop and streetscape improvement along Flower Street to accommodate shifting bus service from Figueroa Street as a result of increased transit delay. Metro recommended the measure in response to the Proposed Project as presented in the Draft EIR, which would have had resulted in much larger increases in travel delay. The Proposed Project will also maintain a northbound peak period bus-only lane on S. Figueroa Street from Adams Boulevard to 7th Street that would continue to accommodate the high volume northbound transit service during the peak period. In addition, bus stop and streetscape improvement along Flower Street is beyond the scope of the Proposed Project, however, this suggestion shall be forwarded to LADOT for consideration for future improvements subject to available funding.

Metro also expressed a preference for placement of bus stops at the far-side intersection locations as opposed to placement in dedicated right-turn pockets along Figueroa Street in order to avoid potentially unsafe conflict in which cars could turn right in front of buses. The placement of bus stops in far-side intersection locations is part of the Proposed Project.

Special Event Traffic

The Los Angeles Memorial Coliseum Commission stated a concern that the reduction in travel capacity of Bill Robertson Lane would restrict access to Exposition Park parking lots during USC games. Traffic impacts from the Proposed Project are expected to be aggravated during USC games at the Sports Arena and the Memorial Coliseum, and during basketball games at Staples Center, and special events at the Los Angeles Convention Center. However, pursuant to **Mitigation Measure T3**, the Special Event Section of LADOT shall revise the traffic management program during USC games to maintain adequate access to the parking lots to the west of the Memorial Coliseum. The Proposed Project would continue to maintain one travel lane in each reduction, as well as the existing on-street parking on the west side of Bill Robertson.

In addition, alternative transportation services will continue to be provided to reduce game day traffic, such as the Expo Line, and USC's free shuttle services.

Loss of On-Street Parking

The Figueroa Corridor Partnership Business Improvement District (BID) expressed concerns regarding the loss of parking that are important to businesses within the BID boundaries. The Proposed Project could cause a net decrease in a maximum of 160 parking spaces along Figueroa Street, and that include a maximum of 122 spaces within the BID boundaries between Martin Luther King Jr. Boulevard and the I-10 Freeway.

The removal of on-street parking tends to have greater impacts to businesses reliant on pass-by trips. The retail businesses that would likely be more reliant on pass by trips are located on the southern end of the BID boundaries, and have high access to pedestrian foot traffic due to the close proximity to USC. They are also located within newer constructed buildings that provide on-site parking, as opposed to older buildings that predate the City's off-street parking requirements. The inclusion of cycle tracks and buffered bicycle lanes also provides a greater degree of non-motorized access in proximity to a large student population, which would further off-set decreased availability of on-street parking. Conversely, the elimination of on-street parking would likely not deter many potential customers of some businesses along the corridor that have a more regional attraction in nature, considering the continued availability of a mix of off-street parking supply and nearby on-street parking sufficient to compensate for the spaces reduced due to the Proposed Project. However, the Draft EIR included **Mitigation Measure LU1**, which encourages where parking would be removed by the Proposed Project, that the City identify parking strategies for locations where parking for commercial uses are both highly utilized and consists only of on-street parking.

Related Congestion Due to I-110 HOT Lane Project

A comment stated that congestion on S. Figueroa Street would be aggravated by northbound drivers exiting the Interstate-110 (I-110) at W. Adams Boulevard to avoid bottlenecks where the express lanes end. LADOT is coordinating the review of the I-110 (Harbor Freeway/Transitway) High-Occupancy Toll (HOT) Lane Project with Caltrans to provide feedback as it relates to the Proposed Project. The I-110 HOT Lanes is currently under evaluation in the demonstration stage, which will expire with one year of the project initiation date. The demonstration was initiated on November 10, 2012. The

Draft EIR/Environmental Assessment (EA) prepared for the demonstration phase did not describe any additional congestion on S. Figueroa Street due to traffic diverting from the I-110 as a result of the demonstration program. As stated on Page 32 of the EIR/EA, Metro shall prepare a report to the California state legislature at the end of the demonstration program, and will have to consider potential impacts on City streets including S. Figueroa Street.

In addition, the probability of drivers choosing S. Figueroa Street as an alternative route is influenced by the lack of congestion relative to the I-110. The Proposed Project will be reducing the capacity of S. Figueroa Street to facilitate regional traffic flow, as shown by the predicted significant travel delay at 9 intersections, for the purposes of facilitating a greater amount of pedestrian and bicycle trips, as well as offering an important regional bicycle connection between USC and Downtown. There is a low probability of northbound I-110 traffic to divert to S. Figueroa Street, if the future travel delay is realized as is predicted in the EIR. This is especially true given the level of access that commuters have to real-time traffic data.

SUMMARY AND RECOMMENDATION

Based on the completion of the publication of the Final EIR, the inclusion of mitigation measures, the attached Statement of Overriding Consideration, and the attached environmental findings, the DCP recommends that LADOT find that the City is in compliance with Division 13 of the PRC, also known as CEQA. Based on the conclusions of the Final EIR, the safety improvement benefits of building out the bicycle network, and the role the Proposed Project plays in implementing the goals and policies of the 2010 Bicycle Plan, the DCP recommends that LADOT act to move forward with the implementation of the Figueroa Streetscape Project.

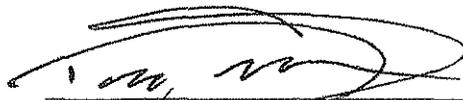
MICHAEL J. LOGRANDE
Director of Planning



Ken Bernstein, AICP
Principal City Planner



Claire Bowin, AICP
City Planner
Telephone: (213) 978.1213



David Somers
Planning Assistant
Telephone: (213) 978.3307

Attachment 1 - The Environmental Impact Report ENV-2012-1470-EIR

This document is on file with the City of Los Angeles, Department of City Planning and available online at: <http://cityplanning.lacity.org/>

Select '**Environmental**' on the left tab

Select '**Final EIR**'

Click on the title '**The Figueroa Streetscape Project**'

FINDINGS

1. California Environmental Quality Act (CEQA) –

HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE GENERAL MANAGER OF THE LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) HEREBY FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

I. CERTIFICATION OF THE FINAL EIR

The General Manager of the Los Angeles Department of Transportation (LADOT) hereby finds that the Final Environmental Impact Report State Clearinghouse No. 2012061092, dated August 7, 2013 (the "Final EIR") for the Proposed Project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

A Draft EIR was circulated for both the City of Los Angeles 2010 Bicycle Plan First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project Draft EIR. As discussed in the Draft EIR, AB 2245 was passed during the Draft EIR preparation process that allows a Statutory Exemption for "striped" bicycle lanes in urban areas, consistent with an adopted bicycle plan. The First Year of the First Five-Year Implementation Strategy consists of re-striping City streets with paint. However, the Figueroa Streetscape Project (Proposed Project) includes other streetscape elements, and a protected bicycle lane or cycle track (a protected bicycle lane or cycle track is identified as a bicycle path in the California Municipal Uniform Traffic Control Devices manual), that is demarcated with a rubber (removable) barrier. Because the law was not clear in indicating that such facilities are also covered by AB 2245 (rubber barriers will have similar impacts as paint stripes), a Final EIR was prepared to address comments on the Figueroa Streetscape Project.

Once, the City determined to the need to initiate an EIR for the Proposed Project, the Notice of Preparation (NOP) for a Draft EIR (the "Draft EIR") was circulated for a 30-day review period starting on June 26, 2012. Public scoping meetings were held on July 10, 12, and 18, 2012. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

Air Quality; Greenhouse Gas Emissions; Land Use; Noise; Transportation, Traffic and Safety.

On January 17, 2013, the City released the Draft EIR for public comment. The comment period was 45 calendar days and ended on March 4, 2013.

II. FINDINGS

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

1. *Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1)); and*
2. *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091(a)(2)); and*
3. *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines, Section 15091(a)(3)).*

For those significant effects that cannot be mitigated to a level below significance, the City is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All mitigation measures included in the Final EIR, as discussed herewith and as set forth in the Project's Mitigation Monitoring Program (the "MMP", included as Attachment 3) are incorporated by reference into these Findings. In addition, revisions to the Figueroa Streetscape Project (Proposed Project) that have occurred during the administrative process are incorporated by reference into these Findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these Findings are hereby adopted as part of the certification of the Final EIR and adoption of a Statement of Overriding Considerations for the Proposed Project.

III. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION

The City of Los Angeles Planning Department prepared an Initial Study (Appendix A of the EIR), which determined that the Proposed Project would not have the potential to cause significant impacts in the following areas: Aesthetics; Agricultural and Forest; Biological Resources (Street Trees), Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Mineral Resources; Population and Housing; Public Services; Recreation; and Utilities and Service Systems. A mitigation measure was added related to Street Trees to insure City tree removal protocol is followed. The Final EIR found that the following environmental impacts of the Proposed Project be less-than-significant without mitigation measures:

A. Biological Resources (Street Trees)

Description of Effects. The Initial Study found there would be no adverse impact of sensitive or special status bird species anticipated as a result of the removal of street trees, since the Proposed Project is restricted to work conducted in the public right-of-way in an urban area.

Mitigation Measure. The following mitigation measure is added to insure City tree removal protocol is followed and impacts to sensitive or special status bird species are less than significant:

MM BIO1: Any tree removal that occurs under the Proposed Project would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project area would be netted to prevent birds from inhabiting the trees prior to tree removal and construction.

Finding. The mitigation measures is feasible and while it would not be needed to reduce biological resource impacts to a less than significant level, for the reasons set forth in the Final EIR, the General Manager of LADOT directs that this measure be adopted. Implementation of this measure, which has been required or incorporated into the Project, and included in the MMP, would lessen the severity of an impact even though that impact would be less than significant without mitigation.

B. Air Quality

Description of Effects. Construction would result in minor emissions along South Figueroa Street, Martin Luther King Jr. Boulevard, Bill Robertson Lane and 11th Street. While the project would facilitate bicycle use and thereby reduce the number of vehicle trips, it would also increase congestion. For purposes of identifying a conservative estimate of delay, the EIR assumes that vehicle traffic volumes on South Figueroa Street will remain unchanged even where there would be a reduction in travel lanes and roadway to accommodate bicycle lanes. The pollutant most affected by traffic delay is carbon monoxide. Typically, CO emissions rate increase as vehicle speed decreases between the range of 10 miles per hour (mph) and 25 mph, and increases further as vehicle speed decreases to 2.5 mph idling speed. However, CO emissions rates increase as vehicle speed increase above 25 miles per hour. Reduced street capacity would result in an incremental reduction in vehicle speeds which could result in a localized incremental increase in carbon monoxide emissions. Where capacity is reduced there could be an incremental reduction in vehicle speeds along the affected street segments and there could be a localized incremental increase in CO emissions. In some cases, where capacity is reduced, the number of vehicles passing through an intersection during the peak hour could decrease, which could lead to the peak period being extended, as well as modest increases in CO emissions. Localized concentrations of CO could occur where large amounts of traffic operate under heavily congested conditions if vehicles are left idling for a substantial period of time. South Figueroa Street is already congested and operates at or near capacity during peak hour periods at several intersections.

Any incremental change in traffic volumes or vehicle idling emissions would not be significant.

In addition, the existing ambient carbon monoxide levels are extremely low within the Los Angeles Air Basin. The one-hour concentration is typically 3 ppm and the 8-hour concentration is typically 2 ppm according to monitoring data for the SCAQMD monitoring station located in downtown Los Angeles. The Air Basin is designated a maintenance area for carbon monoxide which means that both State and federal air quality standards are satisfied. There are no air quality carbon monoxide hot spots within the basin, as a whole, or with the City of Los Angeles in particular.

To trigger an impact, CO emissions along any roadway segment affected by the project would have to increase by almost 7 times in the peak hour or by four times over an 8-hour period. Because of the low ambient CO condition, even where average street segment speeds could be reduced to almost zero, the resulting CO emissions would only increase by two times. Under the most extreme circumstances, the change in emission levels would not be high enough to cause an exceedance of the CO air quality standard and therefore would not result in a significant impact.

B. Greenhouse Gas Emissions

Description of Effects. The project would result in minor generation of emissions during construction. Reducing the number of vehicles on the road could be beneficial. However, as discussed above under air quality, increased congestion would incrementally increase CO emissions. However, such increases were determined to be less than significant in the Final EIR for the same reasons that air emissions were determined to be less than significant. Overall, the increase in bicycling opportunities has the long-term potential to reduce greenhouse gas emissions.

C. Land Use

Description of Effects. Elimination of some on-street parking along sections of South Figueroa Street could impact access to adjacent businesses (a socioeconomic impact which is not addressed by CEQA), but not to such an extent that businesses would become unviable, or resulting in substantial land use change. This is mainly due to the availability of off-street parking and other on-street parking spaces that shall be maintained in proximity to those businesses. The Proposed Projects would also increase access to non-auto transportation modes in proximity to the Downtown and USC student population.

Mitigation Measure. The following measure was recommended to reduce land use compatibility impacts but was identified as not necessary to reduce impacts to a less than significant level as impacts were determined to be adverse, but less than significant before mitigation:

LU1: The City should facilitate the implementation of feasible parking strategies (such as shared parking) in locations where parking supply for commercial uses are highly utilized, and where the on-street parking would be removed by the Proposed Project.

Finding. The mitigation measures is feasible and while it would not be needed to reduce land use compatibility impacts to a less than significant level, for the reasons set forth in the Final EIR, the General Manager of LADOT directs that this measure be adopted. Implementation of this measure, which has been required or incorporated into the Project, and included in the Mitigation Monitoring Program (MMP), would lessen the severity of an impact, even though that impact would be less than significant without mitigation.

D. Noise and Vibration

Description of Effects. Construction (minor excavation and construction of streetscape improvements) would result in minor noise impacts for a short period of time. Construction would extend for up to about 12 months for the entire length of the project, but since the project is linear and construction would proceed in segments along the route each segment would be impacted for a far shorter duration. Vibration is not anticipated to reach a level that would impact buildings or exceed applicable criteria. In order to have a significant impact on noise, traffic volumes would have to double. The project is not anticipated to impact vehicle volumes to that extent and therefore the Proposed Project would not significantly impact noise.

E. Transportation Safety, Emergency Access, Congestion management Program

Description of Effects. It is anticipated that the Proposed Project would increase bicycle access and provide a safe bicycling environment in this area of the City. See discussion under Statement of Overriding Considerations related to the safety benefits of the Proposed Project. Emergency vehicles are able to use sirens to move traffic out of the path of travel of emergency vehicles. Buffered bicycle lanes would provide sufficient space for vehicles to pull over to allow the passage of emergency vehicles and Cycle Tracks shall include mountable curbs. In general, emergency vehicles will be able to use center left turn lanes. Substantial impacts to emergency services are not anticipated. The Proposed Project would not generate new trips and therefore would not result in a significant impact according to Congestion Management Plan criteria.

Mitigation Measure. The following measure was recommended to reduce transportation safety impacts but was identified as not necessary to reduce impacts to a less than significant level as impacts were determined to be adverse but less than significant before mitigation:

T5 LADOT shall incorporate appropriate pavement markings and signs to highlight potential conflict zones into the design to indicate to bicyclists to yield the right-of-way to pedestrians walking to, and from, transit platforms.

T6 Los Angeles Fire Department (LAFD) shall review final design of the Proposed Project to ensure that emergency response access is adequately maintained along S. Figueroa Street.

Finding. The mitigation measures is feasible and while it would not be needed to reduce transportation safety impacts to a less than significant level, for the reasons set forth in the Final EIR, the General Manager of LADOT directs that this measure be adopted. Implementation of this measure, which has been required or incorporated into the Project, and included in the Mitigation Monitoring Program (MMP), would lessen the severity of an impact even though that impact would be less than significant without mitigation.

IV. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The Final EIR found one impact that would be reduced to a less than significant level by a mitigation measure:

A. Transportation – Construction Impacts

Description of Potentially Significant Effects. Construction of the proposed improvements has the potential to impact traffic in the vicinity of construction activities.

Mitigation Measure. The following Mitigation Measure was identified in the Final EIR:

T4 Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will address construction duration and activities and include measures such as operating a temporary traffic signal or using flagmen adjacent to construction activities, as appropriate. The plan shall also coordinate review of construction activities along cross and parallel streets accordingly.

Finding. The mitigation measure is feasible and would reduce construction impacts to a less than significant level, for the reasons set forth in the Final EIR. Therefore, the General Manager of LADOT directs that this measure be adopted. Implementation of this measure, which has been required or incorporated into the Project, and included in the Mitigation Monitoring Program (MMP), would reduce construction impacts on traffic to a less than significant level.

V. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR includes mitigation measures that will provide mitigation for potentially significant environmental effects, including potentially significant cumulative effects; however, impacts to intersection level of service cannot be feasibly mitigated to a level of less than significance. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept

these unavoidable significant effects when balanced against the significant benefits afforded by the Proposed Project.

A. Transportation and Traffic – Levels of Service

Description of Significant Effects. Implementation of the Proposed Project, as revised, is anticipated to significantly impact levels of service at nine intersections in the AM and PM peak periods along South Figueroa Street.

Mitigation Measure. The following Mitigation Measures were identified in the EIR:

T1 LADOT will adjust traffic signal timing after the implementation of the proposed project (both along project routes and parallel roadways if traffic diversions has occurred as a result of the project). This adjustment would be necessary, especially at the intersections where roadway striping would be modified. LADOT shall provide preferential signal timing for transit vehicles through the transit priority system (TPS). Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)

T2 The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and "next bus" technologies), crosswalk improvements, pedestrian wayfinding signage, etc. (Such improvements shall also be required of private projects as part of the review and approval process.)

T3 The Special Event Section of LADOT shall revise the Traffic Management Program to maintain adequate access to the Exposition Park parking lots along Bill Robertson Lane during special events and games, which may include temporary travel access along bicycle lanes.

Findings. The City adopts the following CEQA Findings:

1. *Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (Guidelines Section 15091 (a)(1)); and*
2. *Specific economic, legal, social, technological, or other considerations, including increasing bicycle access to the Downtown area and improved safety, make infeasible, the No Build Alternative identified in the final EIR. (Guidelines, Section 15091(a)(3)).*

Facts in Support of Findings. The Proposed Project would improve bicycle access in the downtown area and would provide pedestrian amenities that would enhance the area. The cycle tracks, and buffered bicycle lanes would provide a safe bicycle experience to riders of all levels in this important area of the City, making bicycling an attractive option in downtown Los Angeles and the USC Campus.

VI. ALTERNATIVES TO THE PROJECT

Project Objectives

The primary objectives of the Proposed Projects are as follows:

- Continue to implement the goals of the City of Los Angeles Transportation Plan and the 2010 Bicycle Plan by designing and installing bicycle lanes throughout the City on the schedule identified in the 2010 Bicycle Plan.
- Improve connectivity of bicycle lanes to provide increasing cross-town (north south and east west) bicycle access.
- Provide for bicycle access to regional transit stops.
- Improve bicycle safety in the City of Los Angeles and therefore encourage bicycle use for all trip types.
- Increase bicycle and pedestrian trips as a percentage of total trips and reduce greenhouse gas emissions.
- Encourage multi-modal travel by creating a better environment for bicyclists, pedestrians, and transit users while accommodating vehicles.
- Increase mobility through:
 - Developing transportation alternatives;
 - Making streets more accessible to bicycles and pedestrians;
- Facilitate pedestrian activity by making existing streets more pedestrian friendly
- Provide opportunities to increase public health by providing bicycling facilities and pedestrian friendly environments.
- Link South Los Angeles to Downtown Los Angeles with enhanced design and pedestrian elements.

GENERAL FINDINGS. Based on the findings herein, the Final EIR, and the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of Project alternatives that would feasibly attain most of the basic objectives of the Project, but would not fully realize these objectives. The Project as currently proposed (Proposed Project) has been substantially changed since circulation of the Draft EIR. The changes incorporated in to the Proposed Project, as revised, would substantially lessen but not eliminate project impacts to intersection levels of service. Impacts under the Proposed Project, as revised, would be less than any of the alternatives analyzed in the Draft EIR.

The Proposed Project, as revised, would continue to reduce traffic lanes in several segments along S. Figueroa Street, though to a lesser degree than originally proposed and evaluated in the Draft EIR. The Proposed Project, as revised, would eliminate one southbound mixed-flow travel lane and the peak-period northbound lane along Figueroa Street between Martin Luther King Jr. Boulevard and Exposition Boulevard. The revised configuration in this segment would be two north-bound mixed-flow travel lanes, two south-bound mixed-flow travel lanes, a center left-turn lane, and a standard bicycle lane in each direction. Approximately 23 off-peak period parking would be eliminated on the east side of the street from Martin Luther King Jr. Boulevard to Exposition Boulevard.

Between Exposition Boulevard and Adams Boulevard, the Proposed Project would eliminate the peak-period north-bound lane and one full-time north-bound mixed-flow travel lane. Between Exposition Boulevard and 30th Street, the Proposed Project would eliminate the peak-period south-bound lane. The revised configuration between Exposition Boulevard and Adams Boulevard will be two north-bound mixed-flow travel lanes, and two south-bound mixed-flow travel lanes, and a center left-turn lane. Cycle tracks are proposed from Exposition Boulevard to 21st Street in each direction. Approximately 38 off-peak period parking spaces would be eliminated on both sides of the street between Jefferson Boulevard and Adams Boulevard.

Between Adams Boulevard and Venice Boulevard, the peak-period southbound lane and one northbound mixed-flow travel lane would be eliminated. The revised configuration in this segment would be two north-bound mixed-flow travel lanes, one north-bound peak-period bus lane (mixed-flow off-peak), one south-bound mixed-flow travel lane, and a center left-turn lane. Approximately 61 off-peak period parking spaces would be eliminated on both sides of the street between 23rd Street and 17th Street.

Between Venice Boulevard and 8th Street, one northbound mixed-flow travel lane would be eliminated. From Venice Boulevard to Olympic Boulevard, there would be two full-time mixed-flow travel lanes in the southbound direction and two full-time mixed-flow travel lanes one peak-period bus-only lane (mixed-flow off-peak) in the northbound direction, and a center left-turn lane. Buffered bicycle lanes are currently proposed between 21st Street and 11th Street in each direction. Ten off-peak period parking spaces would be eliminated from Venice Boulevard to Pico Boulevard on the east side of the street.

From Olympic Boulevard to 9th Street there would be two full-time north-bound mixed-flow travel lanes and a peak-period bus-only lane, and between 8th Street and 9th Street an additional peak-period mixed-flow lane on the west side of the roadway, which becomes a full time lane just north of 8th Street. A cycle track is proposed from 11th to 7th Street in the northbound direction only. 28 parking spaces would be eliminated on both sides of the street between 8th Street and 7th Street.

The Proposed Project would eliminate one eastbound travel lane on 11th Street between Figueroa Street and Broadway, and would install an eastbound buffered bicycle lane and maintain one eastbound travel lane between Figueroa Street and Broadway.

The City finds that the Proposed Project would lessen impacts to the maximum extent feasible (with significant impacts to nine intersections as compared to 10 under the originally Proposed Project and nine under Alternative 2A). The City finds that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, in addition to the Proposed Project, the Final EIR considered the following alternatives: No Build and Alternative 2A that would include standard bicycle lanes (as compared to the combination of buffered lanes and cycle tracks in the Proposed Project, as revised) for the entire study area.

Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, the Proposed Project, as revised, is hereby found to be feasible and is found to be the Environmentally Superior Alternative. While the No Build Alternative would result in no new environmental impacts, it is hereby found to be infeasible based on the Final EIR's analyses, the Project Objectives, these CEQA findings, and economic, legal, environmental, social, and technological and other considerations, including the provision of bicycle access to the downtown area and improved safety, which are of importance to the City, all as supported on the evidence contained the whole of the administrative record and the evidence and testimony presented in this matter.

ALTERNATIVE 1 – No Build. This Alternative is required by CEQA. Under the No Build Alternative, there would be no bicycle lanes or pedestrian improvements along South Figueroa Boulevard, Bill Robertson Lane or 11th Street.

Impact Summary. This alternative would not result in new significant impacts to intersections along South Figueroa Street.

Finding. With this Alternative, impacts anticipated to occur under the Proposed Project, as revised, would not occur. However, the No Build Alternative does not meet any of the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of bicycle access and improved safety, as well as the considerations identified in Section XI of these Findings (Statement of Overriding Considerations), make infeasible the No Build Alternative described in the Final EIR.

Rationale for Finding. The No Build Alternative, would not meet project objectives. It would not improve bicycle access and the pedestrian environment along the South Figueroa Corridor.

ALTERNATIVE 2A – Regular Bicycle Lane (Not Buffered). Under this Alternative, impacts to intersection levels of service would be slightly greater than under the Proposed Project, as revised.

Impact Summary. Alternative 2A would result in significant impacts to nine intersections along South Figueroa Street (as compared to 10 under the Proposed Project, as originally proposed and evaluated in the Draft EIR, and nine under the Proposed Project, as revised and presented in the Final EIR).

Finding. Alternative 2A would reduce impacts to a similar extent as the Proposed Project, as revised.

Rationale for Finding. This alternative would reduce impacts to a similar extent as the Proposed Project, as revised. In addition, a regular bicycle lane in this highly visible area of the City would not be as attractive to bicyclists and pedestrians and would not provide the same level of protection for bicyclists as the combined buffered bicycle lanes and cycle track.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Environmentally Superior Alternative would be the Proposed Project, as revised, that is being adopted with these findings. It would result in fewer impacts to intersection levels of service (nine as compared to nine under Alternative 2A and 10 under the Proposed Project, as originally proposed and evaluated in the Draft EIR).

VII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

Growth Inducing Impacts of the Proposed Project

Section 15126.2(d) of the CEQA Guidelines requires a Final EIR to discuss the ways a Proposed Project could foster growth inducing impacts. Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. In general, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The Proposed Project would not remove impediments to growth and is not anticipated to induce a substantial increase in population.

Recirculation of Final EIR

CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. Some comments assert that the Final EIR is inadequate for not appropriately addressing impacts of the Proposed Project. However, the information in the Final EIR demonstrates that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and thus, the Final EIR is not inadequate. Specifically, CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- a. No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Proposed Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;
- b. The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;
- c. There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;
- d. There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;

- e. The Applicant has not declined to adopt any feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and
- f. The Final EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

The General Manager of LADOT finds that, after considering the Final EIR, there is substantial evidence to conclude that none of the conditions requiring recirculation of the Final EIR are present and therefore recirculation of the Final EIR is not required.

Project Description

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Project to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Project. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (*Bozung v. Local Agency Formation Commission* (1975) 13 Cal.3d 263, 283-284.)

Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the General Manager of LADOT hereby adopts the Mitigation Monitoring Program, which is described in full in the Final EIR for the Proposed Project, Attachment 1. The General Manager of LADOT reserves the right to make amendments and/or substitutions of mitigation measures if the Department of City Planning (DCP), LADOT or their designee determines that the amended or substituted mitigation measure(s) will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

Independent Judgment

The Draft EIR, Final EIR, and all other related materials reflect the independent judgment and analysis of the City of Los Angeles.

Substantial Evidence

The General Manager of LADOT finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the General Manager of LADOT finds that where more than one reason exists for any finding, the General Manager of LADOT finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the decision of the General Manager of LADOT is based is the City of Los Angeles, Department of City Planning (contact David Somers), located at 200 North Spring Street, Room 667 Los Angeles, California 90012.

Miscellaneous

1. The concept of "feasibility" encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. "Feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.
2. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. LADOT has conducted its own review and analysis, including review and consideration of the Final EIR, and is exercising its independent judgment when acting as herein provided.
3. CEQA requires decision-makers to adopt a mitigation monitoring or reporting program for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the Final EIR and to incorporate the mitigation monitoring program, including all mitigation measures, as conditions of Project approval.

4. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
5. CEQA requires the Lead Agency approving a Project to adopt a mitigation monitoring or reporting program for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the General Manager of LADOT, and included in the Mitigation Monitoring Program (MMP) as adopted by the General Manager of LADOT serves that function. The MMP includes all of the mitigation measures that reduce potential impacts which were identified in the Final EIR and adopted by the General Manager of LADOT in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the General manager of LADOT hereby adopts the MMP attached to the DCP Staff Recommendation Report as Attachment 3 and incorporated by reference into these findings. The General Manager of LADOT finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR.
6. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
7. The General Manager of LADOT finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
8. The City of Los Angeles, acting through DCP and LADOT, is the "Lead Agency" for the Project evaluated in the Final EIR. The General Manager of LADOT finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The General Manager of LADOT finds that it has independently reviewed and analyzed the Final EIR for the Project, that the Draft EIR that was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City of Los Angeles.
9. The General Manager of LADOT finds that the Final EIR provides objective information to assist the decision-maker and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments

regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

10. The DCP and LADOT evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the DCP and LADOT prepared written responses describing the disposition of environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. DCP and LADOT reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City of Los Angeles has based its actions on a full evaluation of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.
11. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.
12. The General Manager of LADOT is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

VIII. MITIGATION MONITORING

The Mitigation Monitoring Program (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where a Final EIR has identified significant environmental effects to adopt a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” The City is the Lead Agency for the Proposed Project.

The MMP is designed to monitor implementation of all feasible mitigation measures as identified in the Final EIR for the Proposed Project. All departments listed are within the City. The entity responsible for the implementation of all mitigation measures shall be the City.

IX. STATEMENT OF OVERRIDING CONSIDERATIONS

The Figueroa Streetscape Project would result in significant adverse impacts to intersection levels of service along South Figueroa Street. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant impacts that are identified in the Final EIR but are not

avoided or at least substantially lessened, the agency must state in writing the reasons to support its action based on the certified Final EIR and/or other information in the record. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines require that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the Final EIR which cannot be avoided or substantially mitigated to an insignificant level. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Final EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The Figueroa Streetscape Project's Final EIR concluded that, despite the adoption of feasible mitigation measures, the Proposed Project would result in unavoidable significant adverse impacts that are not mitigated to a less-than-significant level to intersection levels of service along South Figueroa Street.

Accordingly, the General Manager of LADOT adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Proposed Project, as revised. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Project for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project, against the Project's significant and unavoidable impacts, the General Manager of LADOT hereby finds that the benefits of the Proposed Project outweigh and override the significant unavoidable impacts for the reasons stated below.

The following reasons summarize the benefits, goals and objectives of the Project, and provide, in addition to the adopted findings, the rationale for the determination by the General Manager of LADOT that the benefits of the Proposed Project outweigh its significant and unavoidable adverse impacts. These overriding considerations of the social, and environmental benefits justify adoption of the Proposed Project.

The General Manager of LADOT, having considered all of the foregoing, finds that the following specific overriding social, and other benefits of the Proposed project outweigh the identified unavoidable significant adverse impacts on the environment. The General Manager of LADOT expressly finds that the following benefits would be sufficient to reach this conclusion:

1. Travel Mode Benefits

The 2010 Bicycle Plan (which includes major elements of the Figueroa Streetscape Project) calls for a programmatic build out of backbone and neighborhood bicycle network (a total of 1,684 miles of bikeways in the City by 2045) with a distinct purpose to increase bicycle trips as a percentage of total trips. National studies show that communities that invest in bicycle infrastructure show a corresponding increase in bicycle ridership¹ relative to all travel modes.²³

¹ 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

Although only about 1 percent of total U.S. trips are made by bicycle (according to the 2009 NHTS estimates), several cities around the country such as Portland, Minneapolis, and Seattle have cycling rates five to ten times higher due to supportive public policies and infrastructure.⁴

A cross sectional analysis of 43 large cities across the country found that for U.S. cities with population more than 250,000, each additional mile of bike lanes per square mile is associated with a roughly one percentage point increase in bicycle commute mode share.⁵ In 2010, there were 334 miles of existing bikeways in the City and as of 2008 the bicycle commute to work mode share was 0.9 percent (up from 0.61 percent in 2000). According to this projection, the full completion of 1,684 miles of bikeways could result in 3.6 percent of all work related trips to be made by bicycle. Additionally, as bicycle ridership would be proportionately higher within ¼ mile of existing facilities⁶, an increase from 0.9 percent to 3.6 percent total bicycle commute mode could result in a visible reduction of travel delay along corridors with bicycle facilities.

However, this may be an underestimate, as bicycle use in the City has already shown a 48 percent increase in bicycle commuting over 8 years between 2000 and 2008 while the City implemented 59.2 miles of additional bicycle lanes within the same period. This represents a 0.3 percent increase relative to other travel modes, which is nearly three times the amount of growth predicted (0.12 percent) in comparison to national research trends described above.

2. Increase in Overall Bicycle Demand

Several converging factors indicate demand in bicycling as a travel mode choice will continue to increase. Such factors include, but are not limited to, changing demographic preferences, responses to high gas prices, concerns about personal health and fitness, and transportation impacts on the environment. In 2009, people between the ages of 16 to 34 drove 23 percent less than the same age group did in 2000.⁷ This decrease in driving as a preference may be more than a short-term trend and instead be a result long term shifting demographic and living patterns, and rising gas prices as the average cost of gasoline has more than doubled during that same time.⁸ This has made driving a more costly travel choice that disproportionately impacts those with less disposable income.

² Buehler, R. and J. Pucher, (2011) Cycling to work in 90 large American cities: new evidence on the role of bike paths and lanes. *Transportation* (2012) 39:409–432

³ Krizek, K.J., G. Barnes, and K. Thompson. (2009) Analyzing the Effect of Bicycle Facilities on Commute Mode Share over Time. *Journal of Urban Planning and Development*. 10.1061/ASCE_0733-9488_2009_135:2(66-73)

⁴ Alliance for Bicycling and Walking, 2012. *Bicycling and Walking in the United States: 2012 Benchmarking Report*

⁵ 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

⁶ The average distance travelled by bicycle to a bicycle facility is 0.27 miles. Dill and Jennifer, Ph.D. John Gliebe. 2008. *Understanding and Measuring Bicycling Behavior: a Focus on Travel Time and Route Choice*. OTREC-RR-08-03 Approximately 38 percent of Los Angeles County population has access to bikeways (within 0.27 miles) (American Community Survey, 2008, SCAG 2012 RTP/SCS, pp. 25) The commute mode share is 1.11 percent by bicycle in high accessible areas as defined in Metro's Countywide Sustainability Planning Policy (Draft published?).

⁷ Davis, Benjamin, Tony Dutzik, and Phineas Baxandall. (2012) *Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy*. U.S. PIRG Education Fund and the Frontier Group

⁸ Ibid.

This spike in interest in alternative travel modes is reflected in available bicycle ridership data. From 2007 to 2008 alone, there was a 41 percent increase in bicycle commuting in the City.⁹ This is compared to a 36 percent increase in bicycle commute mode from 2005 to 2009 in Los Angeles County,¹⁰ demonstrating an overall interest in bicycle commuting throughout the region. While data on bicycle commuting is readily available from varied sources such as the U.S. Census American Community Survey, bicycle ridership data as a percentage of total trips has only recently been collected on a local level. However, the Los Angeles County Bicycle Coalition (LACBC) conducted multi-year bicycle counts at 17 intersections which showed an average 32 percent increase in bicycle ridership from 2009 to 2011.¹¹

The ability for bicycle travel to serve as a practical modal substitute for many trips helps to explain this growth trajectory. According to the 2009 National Household Travel Survey, 41 percent of all trips in Los Angeles County are 3 miles or less¹², well within the 4 miles or less trip distance found to be attractive for bicycle riders. However, a disproportionate share of congestion tends to be work-related trips. In the 2012 RTP/SCS, SCAG projects that on a regional level, 27 percent of work-commute trips will be under 5 miles by 2035, which is expected to be a much larger share in the City given the higher density land use patterns and better job housing balance. A Portland based study found that median bicycle work-commute distance was 3.8 miles,¹³ which demonstrates that a substantial amount of work related trips can be accommodated by bicycle travel if this mode is perceived to be both safe (adequate protection from traffic) and convenient (connects to home and work destinations).

Evidence indicates that in spite of the increased interest in bicycling in the City, a lack of adequate bicycle facilities inhibits the latent demand for bicycling from reaching its full potential. The most often cited reasons for not bicycling in general are fear of riding with traffic, lack of access to bicycle facilities, lack of bicycle parking, bad weather, and distance.¹⁴ A 1991 national transportation poll reported that 46 percent of adults who bike at least twice a year say they would sometimes commute to work by bicycle if safe bicycle lanes were available.¹⁵ More recent data from Portland found that of 566 people randomly surveyed in 2005, over half identified as at least occasional riders, and the lack of bicycle lanes was a barrier for 37 percent of respondents who wanted to cycle more (between 83 to 90 percent of irregular bicyclists).¹⁶ On a local level, a 2012 Caltrans-sponsored survey of travelers along Santa Monica Blvd. found that 60

⁹ The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.

¹⁰ Southern California Association of Governments. (2012) Proposed Final 2012-2035 RTP/SCS

¹¹ Los Angeles County Bicycle Coalition. 2011. 2011 Los Angeles Bicycle and Pedestrian Count Report.

¹² Safe Routes to School California website, http://saferoutescalifornia.wordpress.com/2012/09/24/19percent_lac/ Accessed on November 29, 2012, and NHTS, National Household Travel Survey, U.S. Department of Transportation and Federal Highway Administration, 2001, 2009.

¹³ Dill, J., Gliebe, J., 2008. Understanding and measuring bicycling behavior: A focus on travel time and route choice. Oregon Transportation Research and Education Consortium, Portland, OR.

¹⁴ League of American Bicycling. 2003. Bicycling in America in 2003. <http://www.bikeleague.org/media/facts/pdf/BicyclinginAmerica02to03.pdf> Accessed on 11/27/12

¹⁵ Harris Poll Data published by Bicycling Magazine, April 1991 and by Rodale Press, 1992.

¹⁶ Dill, Jennifer and Kim Voros, 2007. Factors Affecting Bicycling Demand: Initial Survey Findings from the Portland, Oregon, Region. Transportation Research Record: Journal of the Transportation Research Board, issue 2031, 2007, pp 9-17

percent of all the people surveyed responded that they would be “somewhat likely” to walk and bike more if there were more bicycle lanes.¹⁷ From a public outreach survey conducted as part of the Bicycle Plan process, respondents answered that Class II bike lanes were the most preferred (43%) and most needed (63%) type of bicycle facility.¹⁸

The growth in bicycle commute mode share and ridership in general as a result of new bikeways is not expected from those who either lack interest or whose lifestyle prohibits them from bicycling on a regular basis. Rather, growth of the build-out of bike facilities is mostly expected from people who already occasionally ride due to convenience or recreation, or show an interest in doing so. A recently developed conceptual scheme that classifies the public attitude toward bicycling into four categories: ‘strong and the fearless’, ‘enthused and confident’, ‘interested but concerned’, and ‘no way no how’ identified 60 percent of people as belonging in the ‘interested but concerned category’, while 33 percent had no interest bicycling regardless of bicycle investment.¹⁹ The ‘interested but concerned’ category are not regular bicycle riders, but are interested in bicycling more although they are not comfortable riding amongst higher flow traffic without some level of protection.²⁰ The surveys indicate that investments in higher level of protection, (from signed routes as the lowest level, Class II bicycle lanes higher level, and physically separated cycle track or bicycle path as the highest level) will likely yield higher level of ridership from this category. This is especially true in encouraging more women to bicycle, whom currently contribute to only 25 percent of bicycle trips across the country, and as low as 17 percent of bike trips in the City according to LACBC’s 2011 bicycle count. Irrespective of gender, people living within at least a half-mile of a path are at least 20 percent more likely to bicycle at least once a week (compared to people living between one-half and one mile away from a path).²¹

While it is an important objective to provide bicycle facilities for the population that currently choose to bicycle in the City, it is also important to recognize the ridership gains that can be made from a larger demographic that will make this a travel choice once they deem it both safe and convenient. This larger increase in ridership would be a benefit to the bicycle rider’s personal health, and budget, as well as the greater public benefit through reduced congestion, and increased environmental quality. Some of these other benefits are described in more detail below.

3. Road Safety

As indicated above, the perception of safety is one of the most important factors in choosing bicycle as a travel mode. In 2001, bicyclists in the United States had

¹⁷ Sanders, Rebecca, Ashleigh Griffin, Kara E. MacLeod, Jill F. Cooper, David Ragland. 2012. The Effects of Transportation Corridors’ Roadside Design Features on User Behavior and Safety, and their Contributions to Health, Environmental Quality, and Community Economic Vitality: Phase IV Final Report (Draft). Caltrans – Report Number CA11-1094

¹⁸ The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.

¹⁹ Dill, Jennifer and Nathan McNeil. 2012. FOUR TYPES OF CYCLISTS? Testing a Typology to Better Understand Bicycling Behavior and Potential

²⁰ Ibid.,

²¹ Vernez-Moudon, A.V., Lee, C., Cheadle, A.D., et al., 2005. Cycling and the built environment, a US perspective. Transp. Res. Part D 10, 245–261.

12 times more fatalities than drivers per mile traveled.²² Collisions with a vehicle traveling at 20 miles per hour results in a 5 percent pedestrian fatality, and fatalities increase to 40, 80 and 100 percent when the vehicle speed increase to 30, 40 and 50 miles per hour respectively.²³ Bicycle lanes, when accompanied by travel lane reduction can help reduce over-all vehicle speed.²⁴

The addition of bicycle lanes on arterial streets is shown to reduce the risk of serious injuries by about 30 percent, while the upgrade to fully protected bicycle lanes or cycle tracks, such as those included in segments of the Proposed Project, reduce the risk of injury by 90 percent.²⁵ Of 68 cities across California with highest per capita pedestrian and bicycle collisions, per capita injury rates to pedestrians and bicyclists are shown to fall precipitously revealing a non-linear relationship of bicycle safety as the level of bicycling increases.²⁶ This study showed as much as an eightfold variation of collisions (expressed as a percentage of those that bike or walk to work) in comparing low and high bicycling cities.²⁷

The underlying reason of this pattern is that motorists drive slower when bicyclists and pedestrians are visible either in number or frequency, and drive faster when few pedestrian and bicyclists are present resulting in higher over all travel speeds. This effect of modified driving behavior is consistent with other research focused on 24 California cities that shows that higher bicycling rates among the population generally shows a much lower risk of fatal crashes for all road users.²⁸ Comparing these low versus high bicycling communities, there was a ten-fold reduction in fatality rate for motorists, and eleven-fold reduction in fatality rate for pedestrians, and an almost fifty-fold reduction in fatality rate for bicyclists.²⁹

Injury risks to bicyclists in New York City dropped by 72 percent between 2000 and 2010 and declined by nearly 30 percent two consecutive years in a row (2008, and 2009) when the City was the most active in building bicycle lanes.³⁰ A 2000 safety study of 682 bicycle-motor vehicle crashes in Phoenix found that 95 percent of crashes occurred on streets with no bicycle facilities and merely 2 percent occurred in bicycle lanes.³¹

²² Pucher, J., and L. Dijkstra. 2003. Promoting Safe Walking and Cycling to Improve Public Health: Lessons from the Netherlands and Germany. *American Journal of Public Health*, Vol. 93, No. 9, 2003, pp. 1509–1516.

²³ U. S. Department of Transportation National Highway Traffic Safety Administration. 1999. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. DOT HS 809 021

²⁴ Federal Highway Administration (FHWA) website.

<http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm>, accessed on November 19, 2012

²⁵ Kay Teschke et al. 2012. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study. *American Journal of Public Health*.

²⁶ Jacobsen, P.L. 2003. Safety in Numbers: More Walkers and Bicyclists, *Safety Walking and Bicycling*. *Injury Prevention* 9~31:205–209.

²⁷ Jacobsen, P.L. 2003. Safety in Numbers: More Walkers and Bicyclists, *Safety Walking and Bicycling*. *Injury Prevention* 9~31:205–209.

²⁸ 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

²⁹ *Ibid.*

³⁰ Adam Arvidson, 2012. *Power to the Pedalers*. *Planning* May/June 2012, pp. 12 through pp.17.

³¹ *Ibid.*

Inclusion of protected bicycle lanes further increases the level of safety. New York City implemented the first fully protected bike lanes in the country (similar to what is proposed for segments of the Proposed Project). Protected bike lanes in New York City on 8th Ave. and 9th Ave. resulted in 35 percent and 58 percent decrease respectively in injuries to all road users.³² In the same study, implementation of bus/bike lanes in First and Second Ave. led to 37 percent decrease in injury crashes.³³

4. Public Health Benefits

Public health professionals are paying an increasing amount of attention to the consequences of a sedentary lifestyle on public health, further finding that prevailing transportation and land use patterns present barriers to healthy travel options.³⁴ Health experts maintain that thirty minutes a day of utilitarian bicycling (replacing short distance trips of five miles or less) constitutes the adequate level of 'moderate intensity' of activity shown to produce the optimal health benefits that include lower blood pressure as well as lower incidents of obesity, diabetes, heart disease and other diseases.³⁵ From data that is available, modest increases in bicycling resulted in an 11 percent reduction in heart disease, and a study in Copenhagen found a 28 percent reduction in mortality.³⁶ Increases in bicycling have also shown to improve mental health, alleviate symptoms of depression and anxiety, improve cognitive function of school aged children, prevent or slow cognitive decline in older adults, as well as contribute to an overall sense of well being.³⁷ The same literature also suggests that benefits from increased bicycling at the community level helps to lower crime and fosters civil social interactions.³⁸

According to the County Health Rankings & Roadmaps program³⁹, 19 percent of the population in Los Angeles County lacks the recommended amount of physical activity while 22 percent are classified as obese.⁴⁰ As stated above, the implementation of bicycle lanes will encourage higher bicycle ridership from portions of the population that are currently reluctant to bicycle without adequate facilities, thereby increasing access to healthy activities and fostering healthy outcomes for a larger section of the population.

³² NY DOT, 2012. Measuring the Street: New Metrics for 21st Century Streets

³³ Ibid.

³⁴ Designing Healthy Communities website, <http://designinghealthycommunities.org/the-american-way-of-unhealthful-living/>, accessed on November 19, 2012

³⁵ Garrard, Jan., Chris Rissel, and Adrien Bauman. 2012. Health Benefits of Cycling, a chapter in *City Cycling*, edited by John Pucher and Ralph Buehler

³⁶ Ibid

³⁷ Ibid

³⁸ Ibid

³⁹ A collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute, County Health Rankings & Roadmaps program website,

<http://www.countyhealthrankings.org/app/california/2012/los-angeles/county/1/overall>, accessed on November 19, 2012

⁴⁰ Ibid

5. Environmental Benefits

Criteria pollutants such as particulate matter (PM), ozone (O₃), and nitrogen oxide (NO_x) are known to contribute to a variety of cardiovascular and respiratory diseases. The South Coast Air Basin currently fails to meet the national and state O₃, PM_{2.5} and PM₁₀ air quality standards, largely as a result of vehicle emissions.⁴¹ According to the Draft 2012 Air Quality Management Plan, emission sources from on-road vehicles accounted for the following percentages of total emissions sources in the South Coast Air Basin in 2008: 35.2 percent of volatile organic compounds (VOCs), 61 percent of NO_x, 68 percent of CO, 3.7 percent of SO_x, and 23.8 percent of PM_{2.5}.

The Los Angeles County Bicycle Plan indicates that the total number of bicycle commuters could increase from the current estimate of 2,612 to 12,021 by the year 2030 in the Metro Planning Area.⁴² SCAG estimates that a replacement of as much as 2/3rds of vehicle trips of three miles or less with other bicycle and pedestrian travel modes could result in a reduction of 7.8 million vehicle miles by 2020 and 20.4 million vehicle miles by 2035.⁴³ Short trip distances replaced by bicycle trips could make a significant impact on lowering criteria air pollutants such as O₃ precursors in dense urban areas. CARB states that for each 1 percent replacement of automobile trips with bicycle trips in the South Coast region results in a reduction of 1,027,214 less vehicle miles travelled, which corresponds to a reduction of 1.38 combined tons of VOC and NO_x, 0.25 tons of PM₁₀, and 7.78 tons of CO in the year 2010.⁴⁴ Therefore, increasing bicycle ridership would result in beneficial reductions in criteria air pollutant emissions.

The City is required to meet regional GHG reduction targets pursuant to statewide regulation. The reduction in vehicle trips, as a result of an increase in bicycling, will result in lower greenhouse gas emissions in addition to criteria air pollutants. As of 2009, the transportation sector contributed to 38 percent of total GHG emissions generated in California.⁴⁵ An average car emits 5.5 tons of CO_{2e} annually⁴⁶, and the average person takes 3.7 trips per day or 26 trips per week.⁴⁷ A replacement of 20 percent of those personal trips by bicycle or walking would be enough to remove over a ton of CO_{2e} emissions from Los Angeles air basins per week.⁴⁸

2. **Fish and Game Government Code Section 711.2 of Title 14** – That in accordance with the State of California Government Code, the Proposed Figueroa Streetscape Project (Proposed Project) will not have an individual or cumulative adverse impact on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.

⁴¹ South Coast Air Quality Management District. 2012. Draft Final 2012 Air Quality Management Plan, pg. 3-17. Accessed on November 26, 2012.

⁴² The County of Los Angeles 2012 Bicycle Master Plan

<http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/bmp/Appendix%20B.pdf>, Accessed December 6, 2012

⁴³ SCAG 2012 RTP/SCS, Active Transportation, Page 42

⁴⁴ CARB Website, <http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm>, accessed on November 25, 2012

⁴⁵ CARB, California Greenhouse Gas Inventory 2000-2009, December 2011.

⁴⁶ U.S. Environmental Protection Agency

⁴⁷ The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.

⁴⁸ Ibid.

MITIGATION MONITORING PROGRAM

A Final Environmental Impact Report (Final EIR) has been prepared for the Figueroa Streetscape Project because it is not completely clear that it would fall within the scope of the Statutory Exemption for Bicycle lanes created by AB 2245. Therefore, a Final EIR has been prepared and will be certified prior to proceeding with the project. This Mitigation Monitoring Program has been prepared to ensure monitoring of the mitigation measures in connection with that project. However, because the other bicycle lane projects addressed in the EIR are eligible for the exemption, the City has made these mitigation measures Best Management Practices to be implemented in concert with all the bicycle lane projects.

Public Resources Code Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 requires that a mitigation monitoring or reporting program is adopted for all projects when a lead agency approves findings of significant effects upon certification of a Final EIR and in conjunction with project approval. In order to ensure that the mitigation measures and project revisions identified in the EIR are implemented, the public agency is required to adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. Specific reporting and/or monitoring requirements to be enforced during project implementation are defined prior to final approval of the project. The proposed Mitigation Monitoring Program (MMP) will be considered by the lead agency, the City of Los Angeles, prior to certification of the EIR and the filing of Notices of Exemption.

The MMP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the Draft and Final EIR. Pursuant to CEQA Guidelines Section, 15097(a), the lead agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegations; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program. The City of Los Angeles Department of City Planning (DCP) shall be responsible for administering the MMP activities. The DCP may choose to delegate parts of the MMP (enforcement and monitoring) to other City departments (e.g., Department of Transportation [LADOT]), consultants, or contractors. The DCP will ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected.

The MMP for the proposed project will be in place through all phases of the project; roadway restriping, construction, and operation. Mitigation measures are tied to one or both of these phases. Mitigation measures are categorized by the impact area for which it would reduce significant environmental effects with the implementing agency, the enforcement and monitoring agency; and the monitoring phase (i.e., the phase of the project during which the measure should be monitored) and frequency are identified for each mitigation measure.

Biological Resources

The Initial Study identified impacts to biological resources as less than significant. Although impacts related to biological resources were determined to be less than significant, the following mitigation measure shall be implemented to insure impacts to biological resource resulting from replacement of street trees remain less than significant:

BIO1: Any tree removal that occurs under the Proposed Project would be inspected for bird nests prior to removal. Prior to the typical breeding/nesting season for birds (February 1 through September 1) trees to be removed from within the project area would be netted to prevent birds from inhabiting the trees prior to tree removal and construction.

Implementing Agency: Bureau of Street Services (BSS)

Enforcement and Monitoring Agency: BSS Urban Forestry Division
Monitoring Phase and Frequency Pre-construction, During Construction

Air Quality

No mitigation measures are required to reduce impacts related to air quality as impacts were determined to be less than significant.

Greenhouse Gas Emissions

No mitigation measures are required to reduce impacts related to greenhouse gas emissions as impacts were determined to be less than significant.

Land Use

No mitigations measures are required to reduce impacts related to the proposed project's consistency with applicable land use plans and polices as impacts were determined to be less than significant.

Although impacts related to land use compatibility were determined to be less than significant, the following mitigation measure shall be implemented to reduce adverse (although less than significant) land use compatibility impacts resulting from the loss of parking:

LU1 The City should facilitate the implementation of feasible parking strategies (such as shared parking) in locations where parking supply for commercial uses are highly utilized, and where the on-street parking would be removed by the Proposed Project.

Implementing Agency: DCP
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Prior to Parking Removal (Pre-Implementation and Construction)

Noise and Vibration

No mitigation measures are required to reduce impacts related to noise and vibration as impacts were determined to be less than significant.

Transportation and Traffic

Impacts related to intersection operating levels were determined to be significant and unavoidable, the following mitigation measure would reduce traffic impacts but not to a level of less than significance.

T1 LADOT will adjust traffic signal timing after the implementation of the proposed project (both along project routes and parallel roadways if traffic diversions has occurred as a result of the project). This adjustment would be necessary, especially at the intersections where roadway striping would be modified. LADOT shall provide preferential signal timing for transit vehicles through the transit priority system (TPS). Signal timing adjustment could reduce traffic impacts at impacted intersections. (LADOT routinely makes traffic signal timing changes and signal optimization on an as-needed basis to accommodate the changes in traffic volumes to reduce congestion and delay in the City.)

Implementing Agency: LADOT
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Operation, on going

- T2** The City shall implement appropriate Transportation Demand Management (TDM) measures in the City of Los Angeles including potential trip-reducing measures such as bike share strategies, bike parking, expansion of car share programs near high density areas, bus stop improvements (e.g. shelters and “next bus” technologies), crosswalk improvements, pedestrian wayfinding signage, etc. (Such improvements shall also be required of private projects as part of the review and approval process.)

Implementing Agency: DCP and LADOT
Enforcement and Monitoring Agency: DCP
Monitoring Phase and Frequency: Operation, on going

- T3** The Special Events Unit of LADOT shall revise the Traffic Management Program to maintain adequate access to the Exposition Park parking lots along Bill Robertson Lane during special events and games, which may include temporary travel access along bicycle lanes.

Implementing Agency: LADOT
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Operation, during special events.

Although impacts related to construction were determined to be less than significant, the following mitigation measure shall be implemented to reduce traffic impacts resulting from construction:

- T4** Construction activities will be managed through the implementation of a traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. The plan will address construction duration and activities and include measures such as operating a temporary traffic signal or using flagmen adjacent to construction activities, as appropriate. The plan shall also coordinate review of construction activities along cross and parallel streets accordingly.

Implementing Agency: LADOT
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Pre-construction, During Construction

Although impacts related to the safety of the transportation system were determined to be less than significant, the following mitigation measure shall be implemented to reduce safety impacts:

- T5** LADOT shall incorporate appropriate pavement markings and signs to highlight potential conflict zones into the design, to indicate bicyclists to yield the right-of-way to pedestrians walking to, and from, transit platforms.

Implementing Agency: LADOT
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Pre-construction

Although impacts related to emergency services were determined to be less than significant, the following mitigation measure shall be implemented to ensure emergency access is maintained along S. Figueroa Street:

- T6:** Los Angeles Fire Department (LAFD) shall review final design of the Proposed Project to ensure that emergency response access is adequately maintained along S. Figueroa Street.

Implementing Agency: LAFD
Enforcement and Monitoring Agency: LADOT
Monitoring Phase and Frequency: Pre-construction