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The "My Figueroa" Streetscape Project proposes to eliminate several lanes of vehicular traffic, in order to add new buffered bicycle lanes, cycle tracks, extended pedestrian sidewalks, dedicated bus lanes and enhanced transit stops. The project area includes a four mile stretch from Downtown Los Angeles to South Los Angeles and is primarily located in the Figueroa Corridor. The project is funded by a Proposition 1C grant.

Specifically, the proposed project would eliminate one southbound traffic lane and the peak-period northbound lane along S. Figueroa Street between Martin Luther King Jr. Boulevard and Exposition Boulevard. Between Exposition Boulevard and Adams Boulevard, the proposed project would eliminate two northbound lanes, and between Exposition Boulevard and 30<sup>th</sup> Street, the proposed project would eliminate one peak-period southbound lane. Between Adams Boulevard and Venice Boulevard, the peak-period southbound lane and one northbound lane would be eliminated. Furthermore, from Venice Boulevard to 8<sup>th</sup> Street, one northbound lane would be eliminated. The elimination of traffic lanes are also proposed on 11<sup>th</sup> Street between S. Broadway Avenue and S. Figueroa Street, and on Martin Luther King Jr. Boulevard between S. Figueroa Street and S. Vermont Avenue.

Several stakeholders, local businesses and community members have expressed concerns over how the lane reductions will affect the flow of traffic and ingress and egress to businesses institutions located on the Figueroa Corridor. Concerns have been expressed that the analysis is incomplete because congestion on S. Figueroa Street would be aggravated by northbound drivers exiting Interstate-110 at West Adams Boulevard to avoid bottlenecks where the express lanes end. This is significant, as the proposed project already predicts a significant travel delays, of 90 seconds or more, at 9 separate intersections. This would result in an additional 15 minutes or more for commuters and more importantly significant delays for emergency responders. On top of these expected delays, the Environmental Impact Report does not analyze traffic impacts that will be imposed by the construction of the Broadway Street Car, which would be designed to operate in the mixed-flow travel lanes of the Figueroa Corridor.

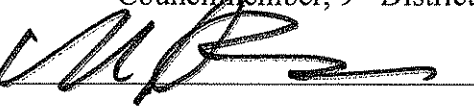
I THEREFORE MOVE that the City Council direct the LADOT, with assistance of the Department of City Planning, to report back to the City Council with an in-depth analysis of the considerations taken in determining what parts of the Figueroa Corridor justified the need for cycle tracks versus buffered bicycle lanes, and extended pedestrian sidewalks which result in the complete removal of peak-period traffic lanes. This analysis should include:

- 1) Alternatives considered to removing traffic lanes on S. Figueroa Street;
- 2) How LADOT and Planning will mitigate the traffic congestion resulting from the flow of traffic exiting from I-110 onto the S. Figueroa Corridor;
- 3) The impact of potentially significant traffic delays that will adversely affect emergency response time for Police and Fire vehicles;
- 4) The impact of other expected traffic delays on the S. Figueroa Corridor once the Broadway Street Car line is constructed.



I FURTHER MOVE that the City Council direct the LADOT, with assistance of the Department of City Planning, to report back to the Economic Development Committee in 30 days on the impacts and costs to the local businesses due to the expected travel delay, as well as how business patrons will be able to freely ingress and egress onto S. Figueroa Street with the added traffic delays.

PRESENTED BY:   
CURREN D. PRICE  
Councilmember, 9<sup>th</sup> District

SECOND BY: 

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