

MOTION

TRANSPORTATION

The revitalization of Downtown Los Angeles has led to a dramatic increase in development, with both historic and new multi-story towers providing new residential, commercial, entertainment and hotel use that has put Downtown Los Angeles once again on the world's map. As a major economic engine for the Southern California area, DTLA has increased to over 50,000 residents and 500,000 workers in the past decade. Additionally 10 million people visit the Downtown area each year. This growth is expected to continue with over 80,000 residents expected to call Downtown home in the next five years and \$11 billion worth of development currently underway.

With increased density and growth underway, it is imperative that our streets be consistently designed with all users in mind, including pedestrians, bicyclists, public-transit users, as well as automobiles. Street design must put the safety and convenience of all users in the public right-of-way on equal footing.

The City of Los Angeles is officially on record as prioritizing a Complete Streets, multi-modal approach to transportation design and implementation. Downtown Los Angeles and Council District 14 have been home to some of the City's most innovative Complete Streets projects, including the City's first green-bike lanes, parklets and, on Broadway, the City's first use of Pedestrian Head Start crosswalks, the City's largest Road Diet, a 10-block pedestrian plaza conceptualized and designed through Councilmember Huizar's Bringing Back Broadway initiative. The green-bike lanes, the plaza on Broadway and the People St Program, which is creating parklets, plazas and bike corrals throughout the City, are overseen by the Los Angeles Department of Transportation, and are prime examples of Los Angeles' multi-modal focus and provide a glimpse into Los Angeles' future transportation road map.

Prioritizing Downtown Los Angeles' transportation priorities is both a short-term and long-term process that requires careful evaluation of traffic patterns, foot traffic, new development and incoming public infrastructure projects.

In a city planning workshop recently hosted by Council District 14 and the Department of Transportation, City departments came together to discuss policy solutions that address the following key attributes that are needed to continue to progress Downtown forward and link together ongoing projects:

- Access and linkages that improve Downtown streets
- Access and linkages that improve the pedestrian experience
- Uses and activities that enliven public space
- Alignment of Downtown's image and brand
- Activation of commerce that promotes sociability

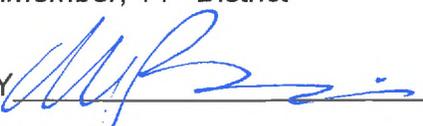
This city workshop and planning process resulted in the development of a number of policy solutions that are part of Councilmember Huizar's new initiative called DTLA Forward. The goal of DTLA Forward is to create a more thoughtful strategic planning process for Downtown development moving forward, linking together key private development, public infrastructure projects and transportation initiatives.

I THEREFORE MOVE that the Department of Transportation report back the Transportation Committee and Planning and Land Use Management Committee on a plan to reevaluate the configuration of streets in Downtown, analyzing pedestrian and multi-modal transportation options, to make Downtown a more walkable and safe environment for pedestrians while improving traffic flow and reducing unneeded vehicular congestion, and integrate these solutions into the Mobility Plan for the City of Los Angeles.

I FURTHER MOVE that reevaluation of street configuration in Downtown begin with Spring Street and Main Street between 1st Street and Olympic Blvd.

PRESENTED BY 
JOSE HUIZAR

Councilmember, 14th District

SECONDED BY 

MAY _ 1 2015



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