3.0 PROJECT DESCRIPTION

This chapter provides a description of the proposed First Year of the First Five-Year Bicycle Plan Implementation Strategy. The project description includes the background of the proposed projects, the project objectives, and an overview of the existing environment.

3.1 PROJECT BACKGROUND

The City of Los Angeles adopted the 2010 Bicycle Plan (Bicycle Plan or 2010 Plan) on March 1, 2011. The Bicycle Plan is a component of the Transportation Element of the City's General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. The Bicycle Plan establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle. The Bicycle Plan identifies a 1,684-mile bikeway system and includes a comprehensive collection of programs and policies. The Bicycle Plan introduces three new bikeway networks: the Backbone, the Neighborhood Network, and the Green Network. Implementation for these three networks are intertwined and build off the 334 miles of existing (2010) bikeways that have been installed over the past thirty plus years.

The Bicycle Plan contains several innovations in bicycle planning for Los Angeles. These include a Citywide Bikeway System comprised of three bikeway networks (mentioned above), Bicycle Friendly Streets, the bundling of programs and policies, and a multi-pronged implementation strategy.

The Backbone and Neighborhood Networks are on City streets and are the focus of a Five-Year Implementation Strategy. These two networks represent 1,541 of the total 1,684 miles. Of the 1,541 miles, a total of 314 miles are either existing bikeways or are in design and/or under construction. 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 Bicycle Master 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.

Bicycle lanes included in the 2010 Plan were in various stages of planning. Some were well defined but others require additional study to determine exact routes and/or roadway design. To the extent that impacts of the 2010 Plan could be analyzed they were addressed in a Mitigated Negative Declaration (MND) on the 2010 Plan. However, as some bicycle lanes are further defined, they require additional analysis.

In general bicycle lanes with the potential to significantly impact the environment are those that result in loss of a travel lane in a high-traffic area, or loss of a parking lane adjacent to land uses without off-street parking available. Loss of a travel lane has the potential to significantly impact traffic, as well as related issues (noise and air quality). In September 2012, Governor Brown signed in to law AB 2245 (adding Section 21080.20.5 to the Public Resources Code), which allows (through January 1, 2018) a Statutory Exemption for striping new bicycle lanes. While the new law does allow a Statutory Exemption from CEQA, it does require preparation of an assessment of traffic and safety (including measures to mitigate the project) and that public hearings be held.

Bicycle lanes that do not have the potential to have significant adverse impacts are addressed in the MND prepared for the 2010 Bicycle Plan.

3.2 PROJECT OBJECTIVES

The primary objectives of the First Year of the First Five-Year Implementation Strategy and the My Fig Project 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;
- Promote a street network structure that includes a bicycle network to encourage bicycling as an alternative to automobile use;
- Achieve substantial air quality improvements as a result of mode shift from auto to bike, for example achieve a reduction in ROG, NOx, PM_{10}, and CO emissions;[1]
- Improve connectivity of bicycle lanes to provide increasing cross-town (north south and east west) bicycle access;
- Provide for bicycle access to regional transit stop;
- 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 by developing transportation alternatives; and making streets more accessible to bicycles and pedestrians;
- Provide opportunities to increase public health and to promote active healthy lifestyles by providing bicycling facilities and pedestrian friendly environments; and
- Link South Los Angeles to Downtown Los Angeles with enhanced design and pedestrian elements.

3.3 PROJECT BENEFITS

Travel Mode Benefits

As stated above, the 2010 Bicycle Plan calls for a programmatic buildout 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 ridership[2] relative to all travel modes.[3][4] Although only about one 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.[5]

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[1]The California Air Resources Board estimated that if Californians in the South Coast Region were to replace an additional one percent of car and light truck trips with bicycle trips in 2010, it would result in the following reductions (tons/day): ROG, and NOx by 1.38, PM_{10} by 0.25, and carbon monoxide emissions by 7.78 http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm Accessed October 2. 2012.

[2]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.

[3]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.

[4]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).

[5]Alliance for Bicycling and Walking, 2012. Bicycling and Walking in the United States: 2012 Benchmarking Report.

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.[6] 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 0.25 miles of existing facilities[7], 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 eight 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.

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.[8] This decrease in driving as a preference may be more than a short-term trend and instead be a result of rising gas prices as the average cost of gasoline has more than doubled during that same time.[9] This has made driving a more costly travel choice that disproportionately impacts those with less disposable income.

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.[10] This is compared to a 36 percent increase in bicycle commute mode from 2005 to 2009 in Los Angeles County,[11] 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.[12]

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 three miles or less[13], well within the four miles or less trip distance found to be attractive

[6] 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.

[7] 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 2012-2035 RTP/SCS, page 25) The commute mode share is 1.11 percent by bicycle in high accessible areas as defined in Metro's Countywide Sustainability Planning Policy.

[8] 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.

[9] *Ibid.*

[10] The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.

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

[12] Los Angeles County Bicycle Coalition. 2011. 2011 Los Angeles Bicycle and Pedestrian Count Report.

[13] 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.

for bicycle riders. However, a disproportionate share of congestion tends to be work-related trips. In the 2012-2035 RTP/SCS, SCAG projects that on a regional level, 27 percent of work-commute trips will be less than five 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,[14] 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.[15] 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.[16] 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).[17] On a local level, a 2012 Caltrans-sponsored survey of travelers along Santa Monica Blvd. found that 60 percent of all the people surveyed responded that they would be "somewhat likely" to walk and bike more if there were more bicycle lanes.[18] 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 percent) and most needed (63 percent) type of bicycle facility.[19]

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 buildout 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.[20] 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.[21] 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.

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[14] 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.

[15] League of American Bicycling. 2003. Bicycling in America in 2003, http://www.bikeleague.org/media/facts/pdf/BicyclinginAmerica02to03.pdf, accessed on November 27, 2012.

[16] Harris Poll Data published by Bicycling Magazine, April 1991 and by Rodale Press, 1992.

[17] 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

[18] 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.

[19] The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.

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

[21] *Ibid.*

Irrespective of gender, people living within at least a 0.50 miles of a path are at least 20 percent more likely to bicycle at least once a week (compared to people living between 0.50 and one miles away from a path.[22]

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 who 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.

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 12 times more fatalities than drivers per mile traveled.[23] 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.[24] Bicycle lanes, when accompanied by travel lane reduction can help reduce over-all vehicle speed.[25]

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 reduce the risk of injury by 90 percent.[26] 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.[27] 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.[28]

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 of 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.[29] 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.[30]

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.[31] A 2000 safety study of 682 bicycle-motor vehicle crashes in Phoenix found that

[22]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.

[23]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.

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

[25]Federal Highway Administration (FHWA) website. http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm, accessed on November 19, 2012.

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

[27]Jacobsen, P.L. 2003. Safety in Numbers: More Walkers and Bicyclists, Safety Walking and Bicycling. Injury Prevention 9~3!:205–209.

[28]*Ibid.*

[29]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.

[30]*Ibid.*

[31]Adam Arvidson, 2012. *Power to the Pedalers.* Planning May/June 2012, pp. 12-17.

95 percent of crashes occurred on streets with no bicycle facilities and only two percent occurred in bicycle lanes.[32]

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 the Figueroa Streetscape Project). Protected bike lanes in New York City on 8th and 9th Avenues resulted in 35 percent and 58 percent decrease respectively in injuries to all road users.[33] In the same study, implementation of bus/bike lanes in First and Second Avenues led to 37 percent decrease in injury crashes.[34]

Public Health Benefits

Public health professionals are paying an increasing amount of attention to the consequences of sedentary lifestyle on public health, further finding that prevailing transportation and land use patterns present barriers to healthy travel options.[35] 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.[36] 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.[37] 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.[38] The same literature also suggest that benefits from increased bicycling at the community level helps to lower crime and fosters civil social interactions.[39]

According to the County Health Rankings & Roadmaps program[40], 19 percent of the population in Los Angeles County lacks the recommended amount of physical activity while 22 percent are classified as obese.[41] 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.

Environmental Benefits

Criteria pollutants such as particulate matter (PM), ozone (O_3), 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 O_3, $PM_{2.5}$ and PM_{10} air quality standards, largely as a result of vehicle emissions.[42] 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 NOx, 68 percent of CO, 3.7 percent of SOx, and 23.8 percent of $PM_{2.5}$.

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[32] Adam Arvidson, 2012. *Power to the Pedalers.* Planning May/June 2012, pp. 12-17.
[33] NY DOT, 2012. Measuring the Street: New Metrics for 21st Century Streets.
[34] *Ibid.*
[35] Designing Healthy Communities website, http://designinghealthycommunities.org/the-american-way-of-unhealthful-living/, accessed on November 19, 2012.
[36] Garrard, Jan., Chris Rissel, and Adrien Bauman. 2012. Health Benefits of Cycling, a chapter in *City Cycling*, edited by John Pucher and Ralph Buehler.
[37] *Ibid.*
[38] *Ibid.*
[39] *Ibid.*
[40] 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.
[41] *Ibid.*
[42] South Coast Air Quality Management District. 2012. Draft Final 2012 Air Quality Management Plan, pg. 3-17, ccessed on November 26, 2012.

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.[43] SCAG estimates that a replacement of as much as two-thirds 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.[44] Short trip distances replaced by bicycle trips could make a significant impact on lowering criteria air pollutants such as O_3 precursors in dense urban areas. CARB states that for each one 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 NOx, 0.25 tons of PM_{10}, and 7.78 tons of CO in the year 2010.[45] 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 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.[46] An average car emits 5.5 tons of CO_2e annually[47], and the average person takes 3.7 trips per day or 26 trips per week.[48] 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.[49]

3.4 LOCATION AND SURROUNDING LAND USES

Regional Location

The study area for the First Year of the Five Year Implementation Strategy project consists of approximately 39.5 miles in the communities of Hollywood, Westside, Central Los Angeles, and Northeast Los Angeles. The study area for the Figueroa Streetscape Project consists of a three-mile stretch along Figueroa Street.

As shown in **Figure 3-1**, the bicycle lanes would be located in urbanized areas throughout the City of Los Angeles. The bicycle lanes would be located within existing right of ways of streets and would entail re-striping of existing roadways. No changes in location of curbs or widening of roadways are anticipated. The project segments are relatively flat and consist of paved asphalt and sidewalks. As shown in **Figure 3-2**, the proposed bicycle lanes addressed in this EIR would provide connectivity with existing bicycle lanes thus facilitating bicycle access throughout the City.

Surrounding Uses

As required by CEQA Guidelines Sections 15125(a) and (e), an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time of the Notice of Preparation (NOP). This environmental setting constitutes the baseline physical conditions by which the City will determine the impacts of the proposed projects. The project and surrounding areas are completely developed and consists of urbanized land uses including commercial, retail, entertainment, office, residential and institutional uses. Descriptions of the environmental settings are provided for each issue area in Chapter 4.0 Environmental Impacts of this EIR.

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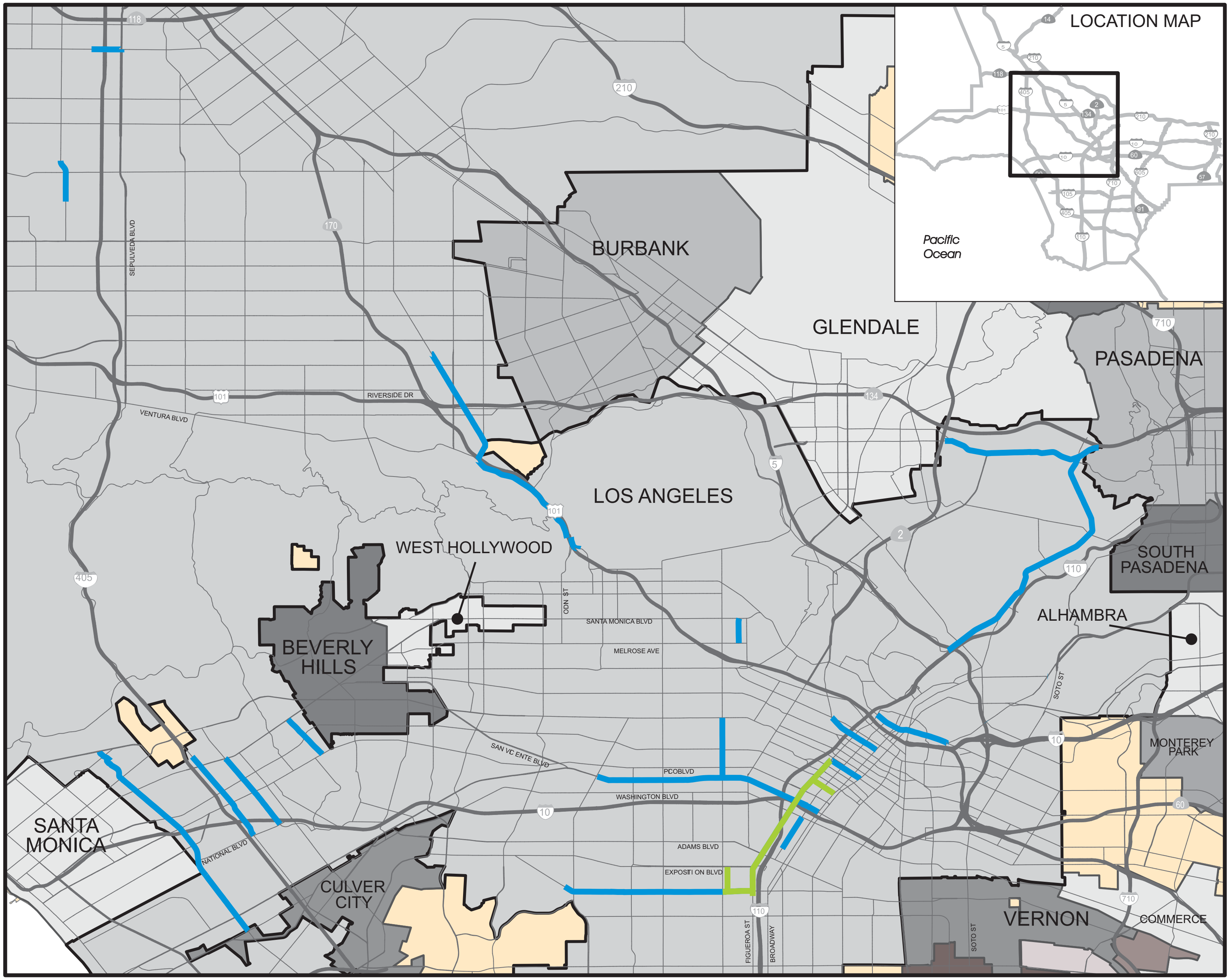
[43]The County of Los Angeles 2012 Bicycle Master Plan http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/bmp/Appendix%20B.pdf, accessed on December 6, 2012.
[44]SCAG 2012-2035 RTP/SCS, Active Transportation, page 42.
[45]CARB website, http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm, accessed on November 25, 2012.
[46]CARB, California Greenhouse Gas Inventory 2000-2009, December 2011.
[47]U.S. Environmental Protection Agency.
[48]The City of Los Angeles Department of City Planning. (2011) 2010 Bicycle Plan.
[49]*Ibid.*



LEGEND: Bicycle Lane "My Figueroa" Streetscape Project Los Angeles County

SOURCE: ESRI and TAHA, 2012.

taha

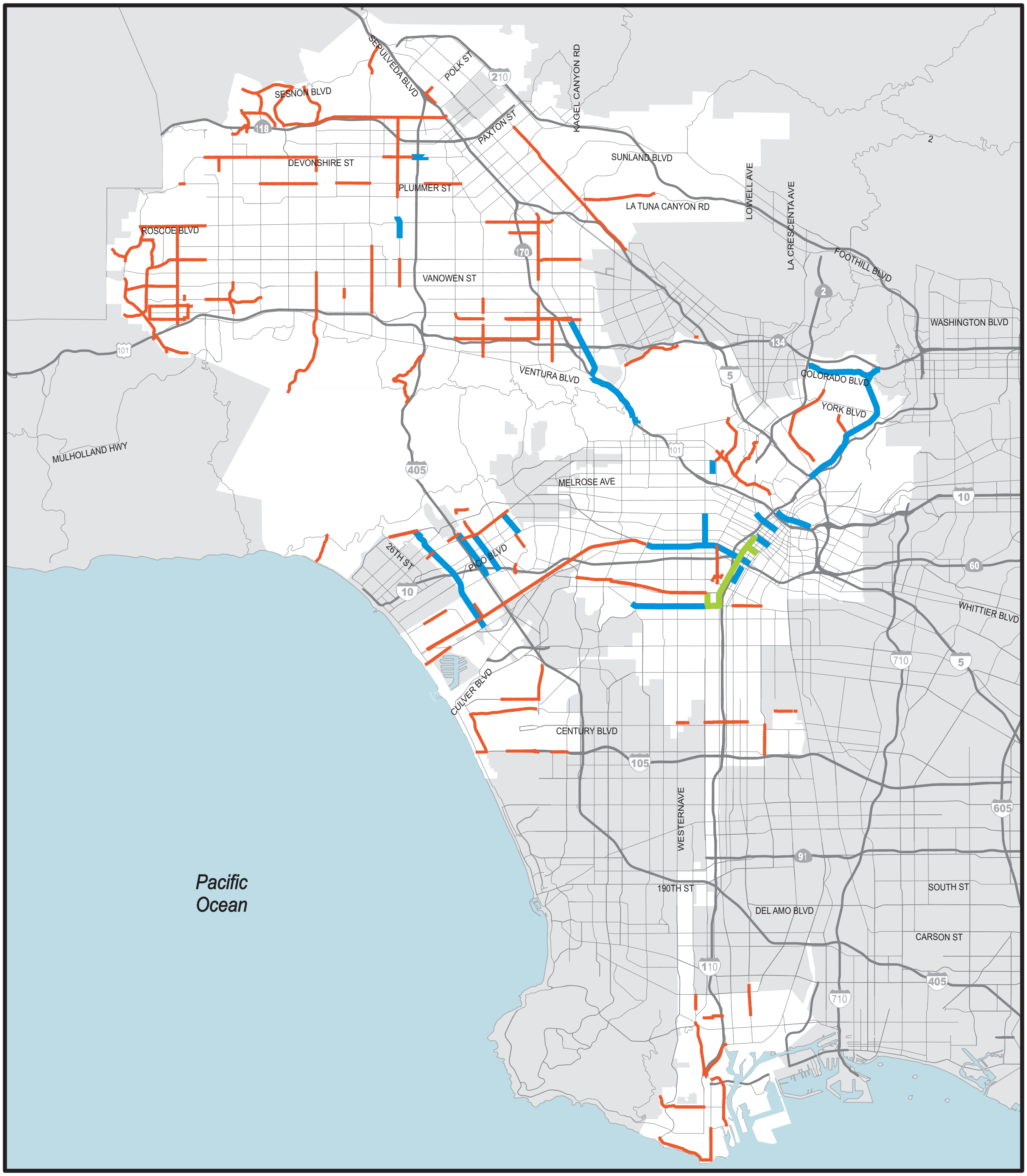
First Year of the First Five-Year Implementation Strategy & Figueroa Streetscape Project Environmental Impact Report

taha 2011-068

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE 3-1

REGIONAL LOCATION OF PROPOSED PROJECTS



LEGEND:

City of Los Angeles

Existing Bicycle Lane

Project Bicycle Lane

"My Figueroa" Streetscape Project

SOURCE: ESRI and TAHA, 2012.

Approx. Scale

0 3.15 6.30 Miles

N

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First Year of the First Five-Year Implementation Strategy & Figueroa Streetscape Project Environmental Impact Report

taha 2011-068

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE 3-2

PROJECT BICYCLE ROUTES IN RELATION TO EXISTING BICYCLE ROUTES

3.5 PROJECT DESCRIPTION

The proposed projects consist of:

1. First Year of the First Five-Year Implementation Strategy, and
2. My Fig, a project centered around bicycle lanes (potentially separated in some locations) and pedestrian improvements on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center.

Both projects are described in more detail below.

Bicycle Plan: First Year of the First Five-Year Implementation Strategy

This project would include the implementation of approximately 39.5 miles of projects (**Table 3-1**). The proposed project includes reconfiguration of existing streets by changing roadway striping to allow for bicycle lanes. Most street segments involve the loss of one or more vehicular travel lanes. In some cases the proposed project includes loss of a parking lane instead and/or in addition to loss of a travel lane (although in general, loss of parking lanes is addressed as an alternative to loss of travel lanes in Alternative 2, in the Chapter 5.0 Alternatives of this EIR).

TABLE 3-1: PROPOSED BICYCLE LANES - STREET SEGMENTS

Street	Limits	Length (miles)	Area/Connection
Venice Blvd.	San Vicente Blvd. to Main St.	4.5	City Center South
Lankershim Blvd.	Cahuenga Blvd. to Chandler Blvd.	2.4	Universal
Cahuenga Blvd. W	Lankershim Blvd. to Pilgrimage Bridge	2.3	Universal
Cahuenga Blvd. E	Pilgrimage Bridge to Odin St	0.3	Universal
Caesar E Chavez Ave.	Figueroa St. to Mission Rd.	1.3	City Center to Alhambra
7th St.	Figueroa St. to Main St.	0.6	City Center South
Vermont Ave.	Venice Blvd. to Wilshire Blvd.	1.2	City Center South
Martin Luther King Jr. Blvd.	Marlton Ave. to Figueroa St.	3.2	City Center South
N. Figueroa St.	San Fernando Rd. to Colorado Blvd.	5.1	Northeast
S. Figueroa St.	7th St to Martin Luther King Jr. Blvd.	3.0	Southeast
Westwood Blvd.	Santa Monica Blvd. to National Blvd.	1.6	Westside
Bundy Dr.	San Vicente Blvd. to Stanwood Dr.	3.2	Westside
Centinela Ave.	Stanwood Dr. to Culver City limit at Washington Place	1.3	Westside
Sepulveda Blvd.	National Blvd. to City/County limit (N/O Ohio Ave.)	2.1	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside
Colorado Blvd.	Glendale City limit (200' e/o Lincoln Ave.) to Ave 64	3.0	Northeast
Woodley Ave.	Stagg Street to Chase St.	0.8	Valley
Devonshire St.	Haskell Ave. to Sepulveda Blvd.	0.4	Valley
2nd St.	Beverly Blvd./Glendale Blvd. to Broadway	1.0	Central City
Grand Ave.	Washington Blvd. to 30th St.	0.7	South
Virgil Ave.	Santa Monica Blvd. to Melrose Ave	0.5	Hollywood
	Total	**39.5**	

NOTES: Mission Road (2.4 miles) was included in the NOP but has been removed for purposes of the EIR since the screening analysis showed that impacts of that segment are addressed in the 2010 Bicycle Plan MND. 7th Street from west of Los Angeles Street to Boyle Avenue has been removed from the project since preparation of the NOP to respond to the anticipated travel demands from the reconstruction of the 6th Street Viaduct. The decisions to implement lanes along this portion of 7th Street will be evaluated and revisited once the 6th Street Viaduct reconstruction is completed.

After the NOP was published and further consideration and input, LADOT has refined the plans for shared bus/bicycle lanes: where a shared bus/bike lane was proposed LADOT is now proposing a peak-period bus-only lane that would allow bicycles. No bicycle lane would be striped. The analysis in this EIR is based on a full-time bicycle lane being striped along these routes. The streets where peak-hour bus lanes would now be provided (and not full-time bicycle lanes) include the following segments: Venice (Arlington to Figueroa), Westwood (Pico to Santa Monica), Vermont (Venice to Wilshire) and Chavez (Figueroa to Alameda). Along these streets outside of these specific segments, full-time bicycle lanes remain part of the project (and alternatives). These changes would not increase impacts to mixed-flow traffic as compared to the analysis contained in this EIR; impacts could potentially be reduced by moving bus traffic out of mixed-flow traffic lanes.

SOURCE: City of Los Angeles, LADOT, 2012.

Creation of proposed bicycle lanes would include restriping only. No excavation or construction is contemplated in connection with the proposed bicycle lanes. Implementation of the proposed project would not change existing access to facilities and properties. As described above, some loss of existing street parking could occur.

The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way. Diagrams showing lane configurations of each proposed bicycle segment are included in **Figures 3-3** through **3-23**.

As geometric design progresses with each individual corridor, it may be determined that constraints with geometry and operational requirements prevent some configurations from being feasible in certain locations. However, these potential changes would not result in additional impacts from those disclosed in this EIR.

<u>*Loss of Travel and Parking Lanes*</u>

Most of these bicycle lanes are proposed to be implemented through the loss of at least one travel lane, although in some cases a parking lane or select parking spaces along a portion of any given segment could also occur. The following is a brief description of loss of lanes that would occur along each of the segments.

Venice Boulevard - San Vicente Boulevard to Main Street

From Crenshaw Boulevard to Arlington Avenue, the proposed project would involve the loss of one lane in each direction. Lane reduction would continue west of Crenshaw in the westbound direction to connect to the existing westbound bike lane, which starts at La Fayette Road. Off-peak parking would be eliminated on both sides of the street from Crenshaw Boulevard to 7th Avenue.

From Arlington Avenue to Figueroa Street, the proposed project would involve the loss of one lane in each direction and would introduce a continuous center left-turn lane. Due to the high frequency and volume of buses on Venice Boulevard and the effective reduction of mixed-flow lanes, the proposed project now includes peak period bicycle-transit-only lanes (bus only lanes that allow bicycles), within this segment. During off-peak periods, parking would be permitted on both sides (with sufficient room to accommodate standard Class II bicycle lane dimensions adjacent to the parked cars). During peak periods, parking would be prohibited and the parking lane would become bicycle-transit only lanes. Signage and pavement markings would regulate conditions appropriately. From Figueroa Street to Main Street, the proposed project would involve the loss of the peak-period lanes in each direction, but would introduce a continuous center left-turn lane and full-time bike lanes. Off-peak parking would be eliminated on both sides of the street between Figueroa Street and Main Street.

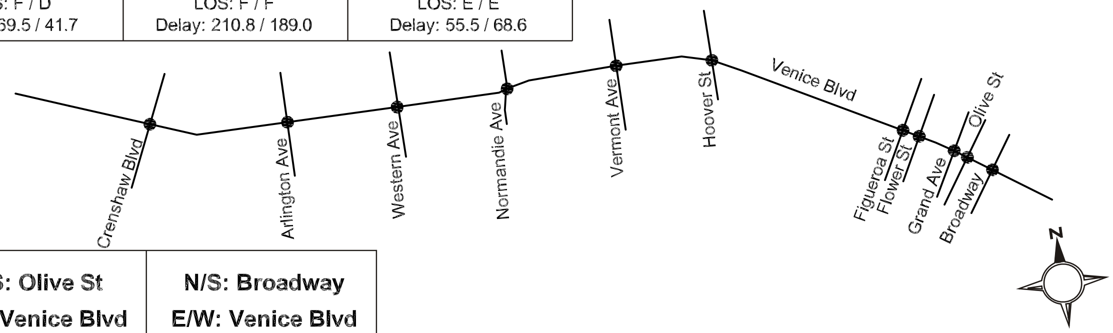
Lankershim Boulevard - Cahuenga Boulevard (at Ventura Boulevard) to Chandler Boulevard

The proposed project includes reduction of travel lanes in the northbound direction only. Northbound lanes would be reduced by one (there are currently typically two northbound lanes, with the exception of the segment adjacent to Universal City where there are as many as four northbound lanes).

Cahuenga Boulevard/Cahuenga Boulevard West (Pilgrimage Bridge to Lankershim Boulevard)

Due to the high volume of left-turns at the locations with double left-turn pockets, the proposed project would result in the elimination of parking at these specific intersection approaches to retain the double lefts. At Universal Center Drive, the loss of the northbound right-turn overlap would be unavoidable and result in delay impacts. South of Barham Boulevard, the proposed project would reduce the two southbound lanes to a single southbound lane and introduce a southbound bike lane only (northbound bike lane would be on Cahuenga Boulevard East).

	N/S: Crenshaw Blvd E/W: Venice Blvd	N/S: Arlington Ave E/W: Venice Blvd	N/S: Western Ave E/W: Venice Blvd	N/S: Normandie Ave E/W: Venice Blvd	N/S: Vermont Ave E/W: Venice Blvd	N/S: Hoover St E/W: Venice Blvd
EXISTING	LOS: E / F Delay: 60.5 / 72.9	LOS: D / C Delay: 53.8 / 25.7	LOS: C / C Delay: 26.8 / 24.6	LOS: C / C Delay: 28.8 / 22.3	LOS: D / C Delay: 36.9 / 29.8	LOS: D / E Delay: 35.5 / 55.7
PROJECT	LOS: F / E Delay: 101.2 / 80.0	LOS: F / E Delay: 130.3 / 68.5	LOS: F / E Delay: 86.7 / 71.6	LOS: F / D Delay: 69.5 / 41.7	LOS: F / F Delay: 210.8 / 189.0	LOS: E / E Delay: 55.5 / 68.6



	N/S: Figueroa St E/W: Venice Blvd	N/S: Flower St E/W: Venice Blvd	N/S:Grand Ave E/W: Venice Blvd	N/S: Olive St E/W: Venice Blvd	N/S: Broadway E/W: Venice Blvd
EXISTING	LOS: C / D Delay: 22.3 / 35.8	LOS: B / B Delay: 17.0 / 17.6	LOS: A / C Delay: 9.3 / 30.5	LOS: B / B Delay: 19.9 / 15.1	LOS: B / B Delay: 18.0 / 15.5
PROJECT	LOS: F / F Delay: 324.8 / 286.0	LOS: E / E Delay: 73.3 / 67.2	LOS: B / D Delay: 12.4 / 38.4	LOS: C / D Delay: 21.9 / 41.3	LOS: B / B Delay: 19.7 / 19.3

LEGEND:

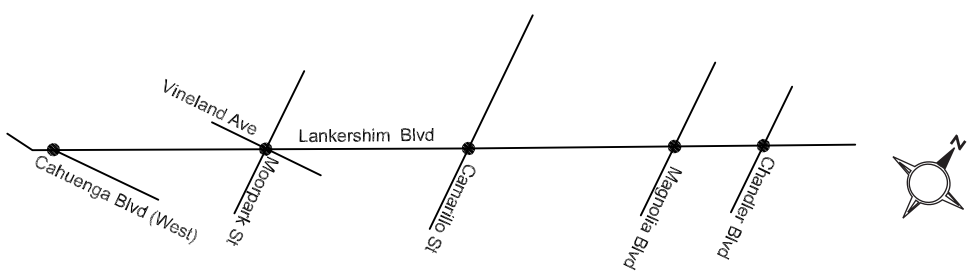
- # Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-3

VENICE BOULEVARD - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	
N/S: Lankershim Blvd **E/W: Chandler Blvd**	3 P LOS: B / B Delay: 16.1 / 19.3	P LOS: B / C Delay: 16.3 / 21.6	
N/S: Lankershim Blvd **E/W: Magnolia Blvd**	P 3 P LOS: D / F Delay: 54.0 / 94.3	P 3 P LOS: D / F Delay: 55.0 / 155.5	
N/S: Vineland Ave **E/W: Camarillo St** **NW/SE: Lankershim Blvd**	P P Lankershim Blvd LOS: F / E Delay: 163.7 / 78.4	P P Lankershim Blvd LOS: F / F Delay: 150.3 / 141.2	
N/S: Lankershim Blvd **E/W: Moorpark St**	P P LOS: C / B Delay: 24.9 / 16.7	P P LOS: C / D Delay: 25.6 / 49.6	
N/S: Lankershim Blvd **E/W: Cahuenga Blvd (West)**	3 LOS: E / D Delay: 65.8 / 39.3	3 LOS: E / D Delay: 65.8 / 39.3	



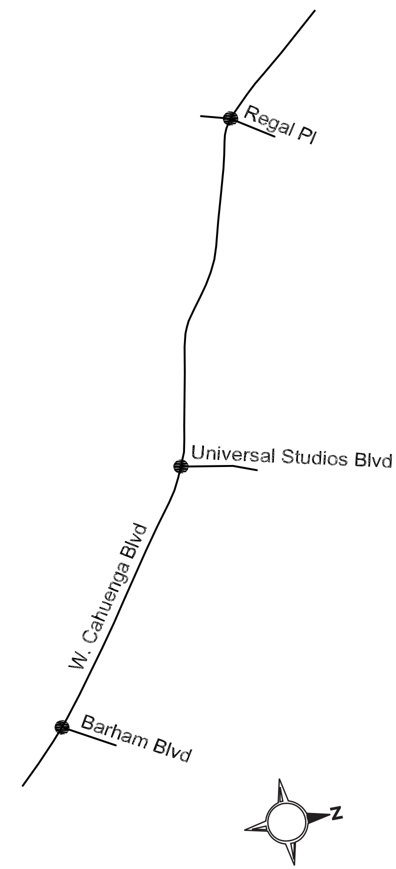
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-4
LANKERSHIM BOULEVARD - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	N/S: Ragal Pl E/W: Cahuenga Blvd W.	N/S: Univ. Studios Blvd E/W: Cahuenga Blvd W.	N/S: Barham Blvd E/W: Cahuenga Blvd W.
EXISTING	P P LOS: D / D Delay: 52.4 / 46.5	P P LOS: B / C Delay: 14.3 / 22.5	P LOS: D / E Delay: 43.1 / 59.1
PROJECT	P -15 LOS: D / D Delay: 46.0 / 46.5	-2 -10 LOS: B / C Delay: 13.4 / 22.8	3 LOS: F / F Delay: 238.6 / 179.4
ALTERNATIVE 1	P P LOS: F / F Delay: 122.7 / 92.4	P P LOS: B / C Delay: 14.5 / 24.0	-4 LOS: F / F Delay: 238.6 / 179.4



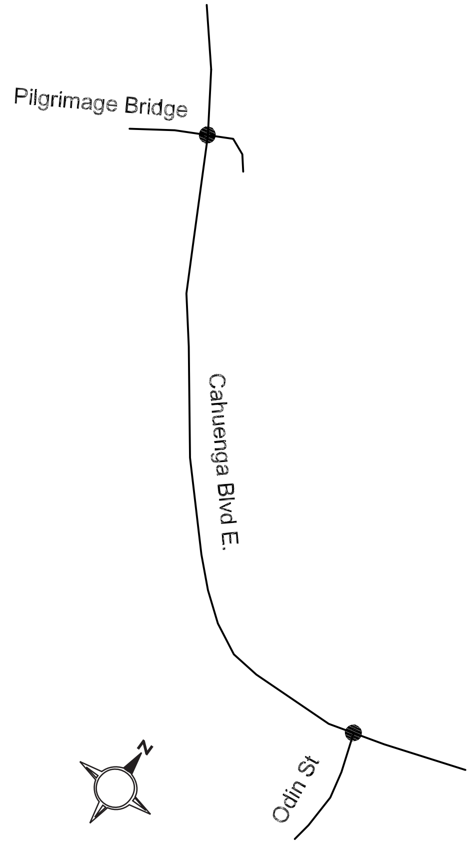
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-5
CAHUENGA BOULEVARD WEST - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT
N/S: Cahuenga Blvd East **E/W: Pilgrimage Bridge**	LOS: C / E Delay: 22.4 / 61.8	LOS: F / F Delay: 81.6 / 244.6
N/S: Cahuenga Blvd East **E/W: Odin St**	LOS: C / F Delay: 23.5 / 94.4	LOS: C / F Delay: 23.5 / 94.4



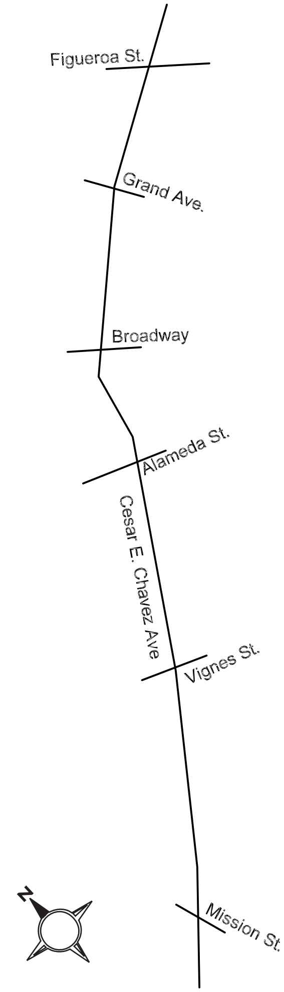
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **- #** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-6
CAHUENGA BOULEVARD EAST - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	N/S: Figueroa St E/W: Cesar E. Chavez Ave	N/S: Grand Ave E/W: Cesar E. Chavez Ave	N/S: Broadway E/W: Cesar E. Chavez Ave	N/S: Alameda St E/W: Cesar E. Chavez Ave	N/S: Vignes St E/W: Cesar E. Chavez Ave	N/S: Mission St E/W: Cesar E. Chavez Ave
EXISTING	LOS: **E / E** Delay: **62.1 / 56.2**	LOS: **B / E** Delay: **19.9 / 70.2**	LOS: **D / C** Delay: **41.2 / 26.1**	LOS: **C / D** Delay: **30.7 / 38.0**	LOS: **C / D** Delay: **28.2 / 35.2**	LOS: **C / D** Delay: **108.3 / 355.7**
PROJECT	LOS: **F / F** Delay: **153.5 / 83.9**	LOS: **D / F** Delay: **43.8 / 81.8**	LOS: **E / D** Delay: **63.5 / 45.2**	LOS: **D / F** Delay: **37.5 / 124.7**	LOS: **C / F** Delay: **29.1 / 159.9**	LOS: **F / F** Delay: **145.4 / 533.1**
ALTERNATIVE 1	LOS: **E / F** Delay: **65.4 / 83.4**	LOS: **D / E** Delay: **44.1 / 64.1**	LOS: **E / E** Delay: **56.7 / 61.4**	LOS: **D / F** Delay: **35.8 / 122.8**	LOS: **C / F** Delay: **29.1 / 159.9**	LOS: **F / F** Delay: **145.4 / 533.1**



LEGEND:

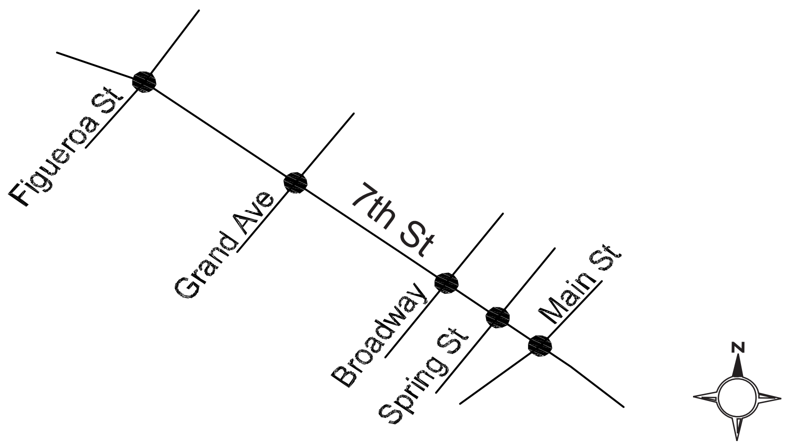
- Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-7

CESAR E. CHAVEZ AVENUE - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	N/S: Figueroa St E/W: 7th St	N/S: Grand Ave E/W: 7th St	N/S: Broadway E/W: 7th St	N/S:Spring St E/W: 7th St	N/S: Main St E/W: 7th St
EXISTING	OP 3 LOS: D / E Delay: 41.1 / 67.9	OP OP LOS: B / B Delay: 14.5 / 17.0	OP OP LOS: B / B Delay: 12.2 / 13.2	OP OP LOS: B / B Delay: 13.5 / 12.9	OP LOS: B / B Delay: 15.5 / 18.3
PROJECT	P LOS: D / E Delay: 42.5 / 66.5	P P LOS: C / D Delay: 29.4 / 43.5	P P LOS: C / C Delay: 22.7 / 28.0	P P LOS: C / C Delay: 29.7 / 34.5	P LOS: D / F Delay: 42.0 / 81.1



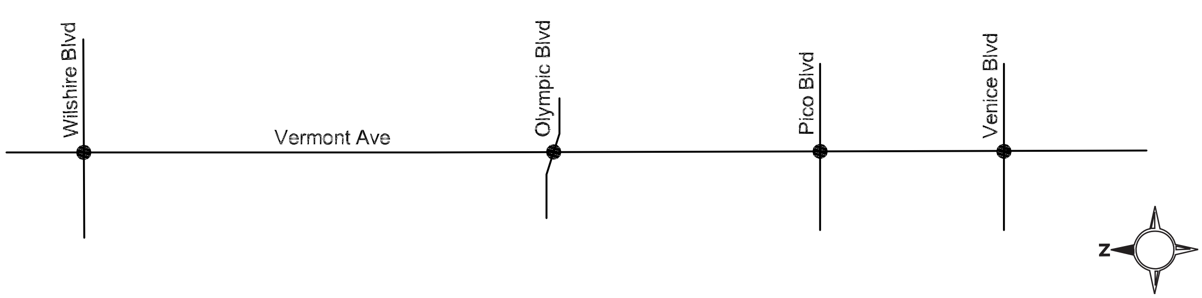
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-8
7TH STREET
EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: Vermont Ave **E/W: Wilshire Blvd**	3 2 OP LOS: D / D Delay: 44.5 / 43.2	3 P LOS: E / E Delay: 66.6 / 73.3	3 -34 LOS: D / D Delay: 66.6 / 73.3
N/S: Vermont Ave **E/W: Olympic Blvd**	OP OP LOS: E / F Delay: 73.8 / 90.4	P P LOS: F / F Delay: 210.9 / 203.0	-25 -43 LOS: E / F Delay: 73.8 / 90.4
N/S: Vermont Ave **E/W: Pico Blvd**	OP OP LOS: C / C Delay: 26.2 / 25.9	P P LOS: F / F Delay: 112.7 / 111.3	-21 -31 LOS: C / C Delay: 26.2 / 25.9
N/S: Vermont Ave **E/W: Venice Blvd**	OP OP LOS: C / C Delay: 34.8 / 28.7	P 3 OP LOS: F / F Delay: 212.5 / 190.0	-19 OP LOS: C / C Delay: 34.8 / 28.7



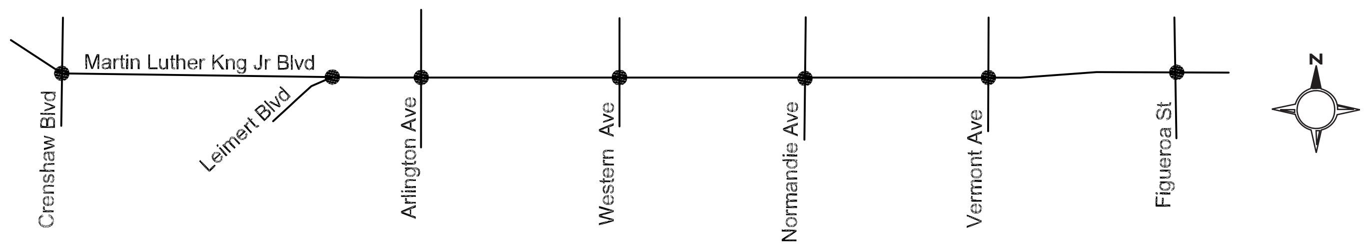
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-9
VERMONT AVENUE - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	N/S: Crenshaw Blvd E/W: MLK Blvd	N/S: Leimert Blvd E/W: MLK Blvd	N/S: Arlington Ave E/W: MLK Blvd	N/S: Western Ave E/W: MLK Blvd	N/S: Normandie Ave E/W: MLK Blvd	N/S: Vermont Ave E/W: MLK Blvd	N/S: Figueroa St E/W: MLK Blvd
EXISTING	LOS: E / F Delay: 64.7 / 84.6	LOS: B / B Delay: 15.1 / 17.4	LOS: D / E Delay: 36.2 / 56.9	LOS: D / D Delay: 39.4 / 52.6	LOS: C / C Delay: 26.1 / 24.1	LOS: F / F Delay: 116.5 / 122.8	LOS: **E / F** Delay: **72.4 / 86.8**
PROJECT	LOS: E / F Delay: 71.4 / 86.2	LOS: B / C Delay: 17.6 / 20.2	LOS: D / E Delay: 37.9 / 56.9	LOS: D / E Delay: 47.6 / 58.1	LOS: C / C Delay: 33.4 / 25.9	LOS: F / F Delay: 149.6 / 148.9	LOS: **F / F** Delay: **176.1 / 122.7**



LEGEND:

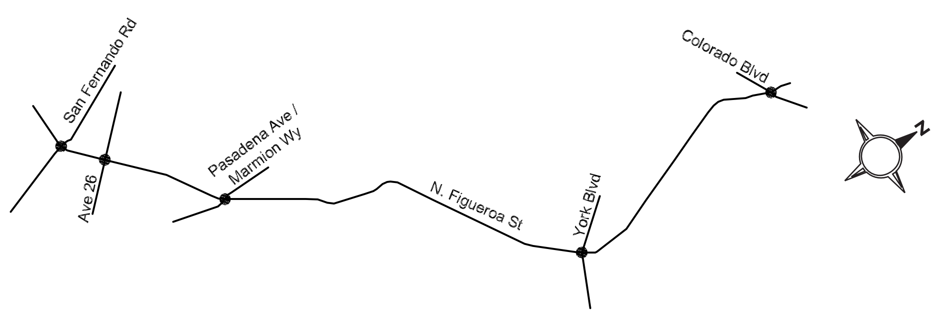
- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-10

MARTIN LUTHER KING JR BOULEVARD - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1	ALTERNATIVE 2
N/S: N. Figueroa St **E/W: Colorado Blvd**	P2 P LOS: C / C Delay: 23.5 / 21.3	P P LOS: D / D Delay: 54.4 / 40.4	P P LOS: C / D Delay: 26.3 / 40.4	P2 -93 LOS: C / C Delay: 23.5 / 21.3
N/S: N. Figueroa St **E/W: York Blvd**	P P LOS: C / C Delay: 24.9 / 28.8	P 3 P LOS: E / D Delay: 66.4 / 46.2	P P LOS: D / D Delay: 42.8 / 36.9	-131 P LOS: C / C Delay: 24.9 / 28.8
N/S: N. Figueroa St **E/W: Pasadena Ave**	P 3 P LOS: B / B Delay: 19.7 / 13.2	P 3 P LOS: C / B Delay: 25.1 / 13.4	P 3 P LOS: C / B Delay: 25.1 / 13.4	-329 3 P LOS: B / B Delay: 19.7 / 13.2
N/S: N. Figueroa St **E/W: Ave 26**	OP P LOS: D / D Delay: 54.1 / 38.9	P P LOS: F / D Delay: 149.5 / 45.7	P P LOS: D / D Delay: 53.1 / 39.1	-125 P LOS: D / D Delay: 54.0 / 38.9
N/S: N. Figueroa St **E/W: San Fernando Rd**	OP LOS: B / B Delay: 15.0 / 16.0	P 3 LOS: B / C Delay: 14.3 / 21.6	P 3 LOS: B / C Delay: 14.9 / 21.6	-19 3 LOS: B / C Delay: 14.6 / 21.6



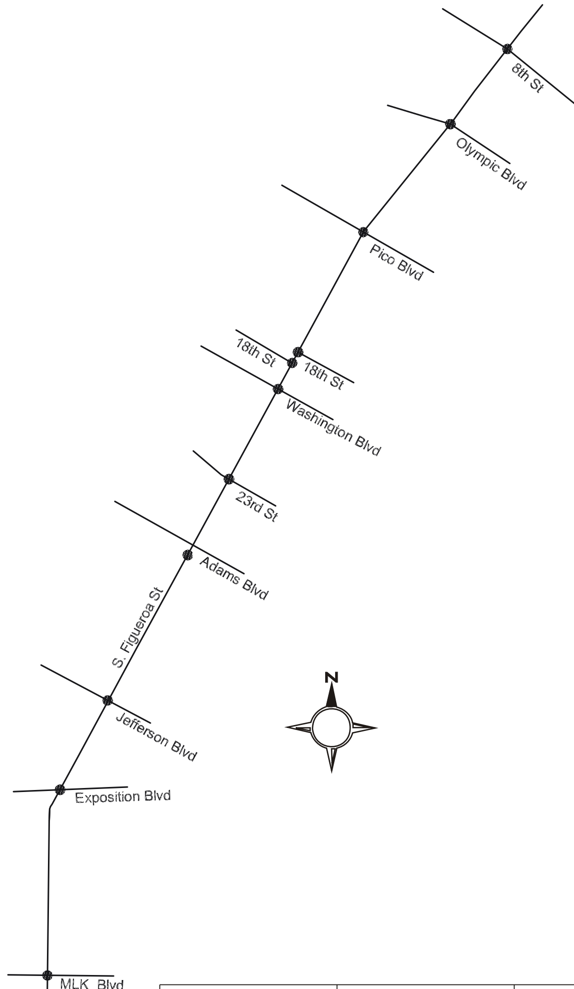
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-11
NORTH FIGUEROA STREET - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: S. Figueroa St E/W: 18th St	LOS: B / A Delay: 11.2 / 9.5	LOS: F / F Delay: 347.2 / 186.8	LOS: C / B Delay: 23.8 / 12.0
N/S: S. Figueroa St E/W: Washington Blvd	LOS: F / E Delay: 142.5 / 66.1	LOS: F / F Delay: 475.0 / 334.7	LOS: F / F Delay: 310.1 / 170.2
N/S: S. Figueroa St E/W: 23rd St	LOS: B / B Delay: 14.2 / 15.6	LOS: F / E Delay: 86.5 / 76.4	LOS: B / E Delay: 13.0 / 59.4
N/S: S. Figueroa St E/W: Adams Blvd	LOS: C / D Delay: 32.4 / 38.6	LOS: F / F Delay: 167.2 / 96.4	LOS: E / E Delay: 79.3 / 76.5
N/S: S. Figueroa St E/W: Jefferson Blvd	LOS: D / D Delay: 43.7 / 38.9	LOS: F / F Delay: 120.5 / 131.1	LOS: E / F Delay: 79.5 / 117.9
N/S: S. Figueroa St E/W: Exposition Blvd	LOS: C / D Delay: 30.2 / 39.5	LOS: F / F Delay: 109.1 / 108.7	LOS: E / D Delay: 70.1 / 48.2
N/S: S. Figueroa St E/W: MLK Blvd	LOS: E / F Delay: 78.5 / 93.2	LOS: F / F Delay: 185.3 / 131.5	LOS: F / F Delay: 185.2 / 132.2



	EXISTING	PROJECT	ALTERNATIVE 1
N/S: S. Figueroa St E/W: 8th St	LOS: C / F Delay: 25.6 / 135.3	LOS: C / F Delay: 24.9 / 109.2	LOS: D / F Delay: 54.1 / 223.9
N/S: S. Figueroa St E/W: Olympic Blvd	LOS: C / C Delay: 27.0 / 21.7	LOS: F / F Delay: 287.8 / 159.2	LOS: C / B Delay: 27.0 / 19.9
N/S: S. Figueroa St E/W: Pico Blvd	LOS: B / B Delay: 17.5/18.8	LOS: F / F Delay: 260.6 / 176.2	LOS: E / C Delay: 60.9 / 28.8
N/S: S. Figueroa St E/W: Venice Blvd	LOS: C / D Delay: 24.7/38.4	LOS: F / F Delay: 333.6 / 294.7	LOS: E / F Delay: 80.1/116.3

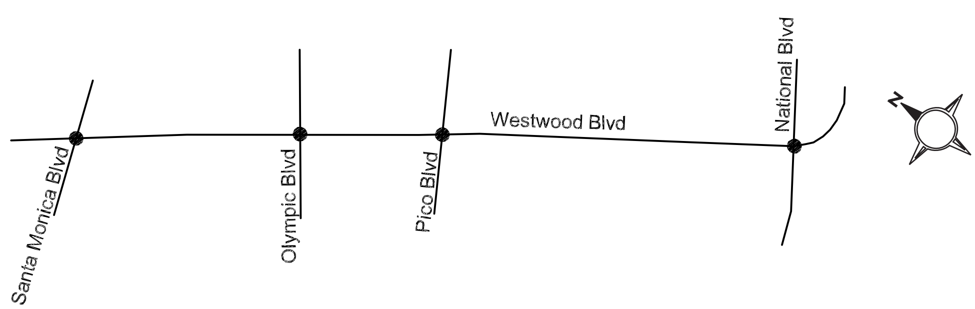
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **- #** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-12
SOUTH FIGUEROA STREET - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: Westwood Blvd **E/W: Santa Monica Blvd**	P 1 OP LOS: F / E Delay: 120.3 / 77.6	P3 P LOS: F / F Delay: 215.1 / 200.3	P 3 -38 LOS: F / F Delay: 152.2 / 170.3
N/S: Westwood Blvd **E/W: Olympic Blvd**	P 1 OP LOS: F / E Delay: 104.0 / 62.4	P P LOS: F / F Delay: 145.1 / 192.0	P -31 LOS: F / F Delay: 106.4 / 140.3
N/S: Westwood Blvd **E/W: Pico Blvd**	P 2 P LOS: E / F Delay: 55.8 / 90.0	P P LOS: F / F Delay: 121.2 / 192.6	P 2 P LOS: E / F Delay: 64.5 / 173.9
N/S: Westwood Blvd **E/W: National Blvd**	P 3 LOS: D / D Delay: 47.0 / 35.8	P LOS: D / D Delay: 46.8 / 36.4	P LOS: D / D Delay: 46.8 / 36.4



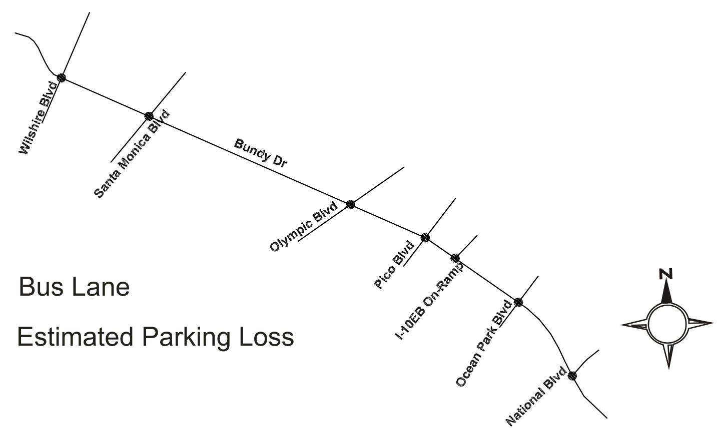
LEGEND:

- Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-13
WESTWOOD BOULEVARD - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	N/S: Bundy Dr E/W: Wilshire Blvd	N/S: Bundy Dr E/W: Santa Monica Blvd	N/S: Bundy Dr E/W: Olympic Blvd	N/S: Bundy Dr E/W: Pico Blvd	N/S: Bundy Dr E/W: I-10 EB On-Ramp	N/S: Bundy Dr E/W: Ocean Park Blvd	N/S: Bundy Dr E/W: National Blvd
EXISTING	LOS: C / D Delay: 34.9 / 42.6	LOS: C / C Delay: 20.8 / 26.9	LOS: F / F Delay: 100.8 / 84.0	LOS: D / E Delay: 54.4 / 76.2	LOS: C / C Delay: 20.3 / 23.8	LOS: F / F Delay: 110.1 / 186.6	LOS: F / C Delay: 80.8 / 29.0
PROJECT	LOS: E / F Delay: 63.7 / 94.3	LOS:E / F Delay: 122.7 / 142.0	LOS: F / F Delay: 242.5 / 210.1	LOS: F / F Delay: 223.6 / 190.8	LOS: F / F Delay: 113.2 / 62.6	LOS: F / F Delay: 182.8 / 233.9	LOS: F / F Delay: 310.6 / 119.6
ALTERNATIVE 1	LOS: E / F Delay: 63.7 / 94.3	LOS: F / F Delay: 103.3 / 138.8	LOS: F / F Delay: 150.3 / 133.3	LOS: F / F Delay: 157.8 / 227.8	LOS: B / C Delay: 18.1 / 25.2	LOS: F / F Delay: 165.6 / 441.6	LOS: F / F Delay: 84.9 / 191.8
ALTERNATIVE 2	LOS: E / F Delay: 63.7 / 94.3	LOS: F / F Delay: 103.3 / 138.8	LOS: F / F Delay: 150.3 / 133.3	LOS: F / F Delay: 157.8 / 227.8	LOS: B / C Delay: 18.1 / 25.2	LOS: F / F Delay: 165.6 / 441.6	LOS: F / F Delay: 84.9 / 191.8
OTHER PROJECT	LOS: D / E Delay: 54.5 / 65.4	LOS: C / C Delay: 20.7 / 26.0					



LEGEND:

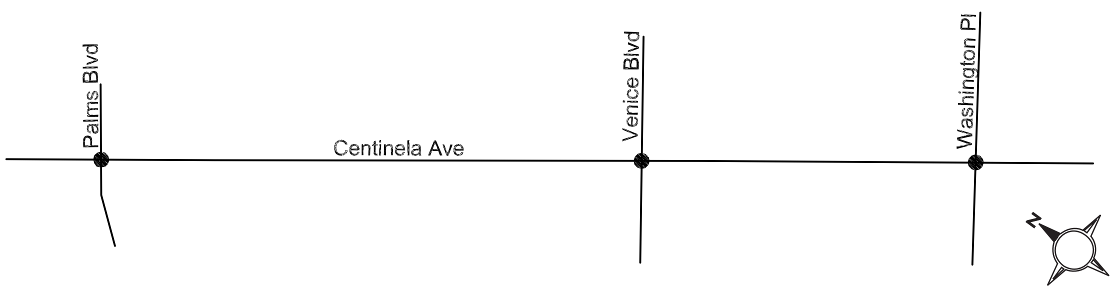
- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **-#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-14

BUNDY DRIVE - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: Centinela Ave E/W: Palms Blvd	LOS: D / D Delay: 50.4 / 43.9	LOS: F / E Delay: 178.5 / 79.5	LOS: E / F Delay: 56.7 / 203.8
N/S: Centinela Ave E/W: Venice Blvd	LOS: F / F Delay: 112.8 / 161.4	LOS: F / F Delay: 256.0 / 240.0	LOS: F / F Delay: 128.4 / 283.5
N/S: Centinela Ave E/W: Washington Pl	LOS: C / D Delay: 31.7 / 36.4	LOS: E / D Delay: 65.2 / 54.7	LOS: D / E Delay: 35.1 / 57.4



LEGEND:

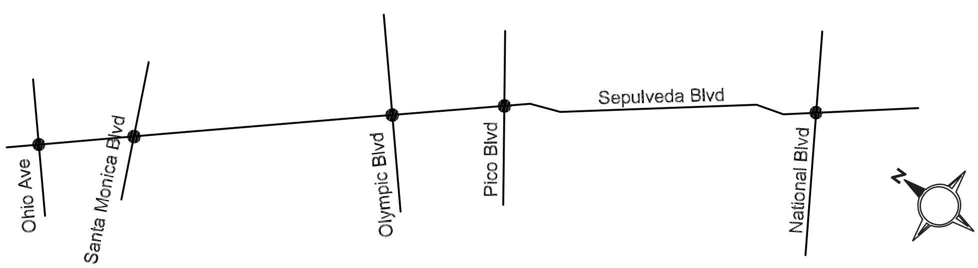
- Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-15

CENTINELA AVENUE - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: Sepulveda Blvd **E/W: Ohio Ave**	LOS: C / D Delay: 30.3 / 39.5	LOS: D / D Delay: 40.8 / 46.7	LOS: F / D Delay: 95.1 / 45.2
N/S: Sepulveda Blvd **E/W: Santa Monica Blvd**	LOS: D / D Delay: 64.1 / 52.8	LOS: F / F Delay: 95.1 / 85.2	LOS: F / E Delay: 91.1 / 77.9
N/S: Sepulveda Blvd **E/W: Olympic Blvd**	LOS: D / D Delay: 40.9 / 42.2	LOS: D / E Delay: 51.6 / 77.9	LOS: E / F Delay: 76.5 / 104.9
N/S: Sepulveda Blvd **E/W: Pico Blvd**	LOS: E / E Delay: 79.1 / 70.8	LOS: E / F Delay: 79.9 / 112.8	LOS: F / F Delay: 315.7 / 294.0
N/S: Sepulveda Blvd **E/W: National Blvd**	LOS: D / D Delay: 39.8 / 50.3	LOS: D / F Delay: 41.4 / 106.9	LOS: D / F Delay: 41.5 / 107.1



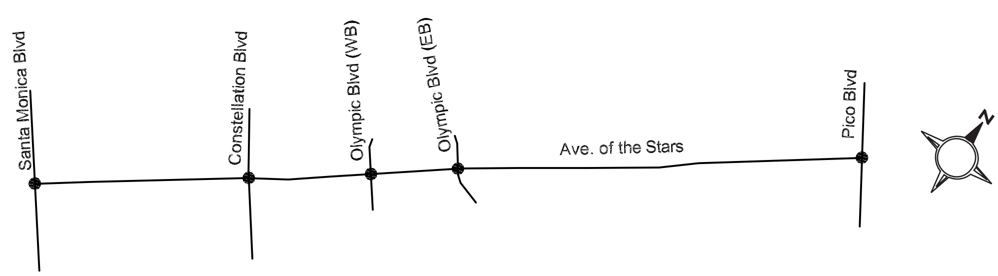
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-16
SEPULVEDA BOULEVARD - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT	ALTERNATIVE 1
N/S: Ave of the Stars **E/W: Santa Monica Blvd**	222 LOS: D / C Delay: 44.2 / 32.2	22 LOS: D / C Delay: 44.2 / 32.2	22 LOS: D / C Delay: 44.2 / 32.2
N/S: Ave of the Stars **E/W: Constellation Blvd**	LOS: C / C Delay: 30.5 / 27.3	LOS: D / C Delay: 41.2 / 28.3	LOS: D / C Delay: 40.9 / 28.3
N/S: Ave of the Stars **E/W: Olympic Blvd (EB)**	LOS: B / B Delay: 12.5 / 10.3	LOS: B / B Delay: 14.5 / 10.9	LOS: B / B Delay: 15.1 / 10.9
N/S: Ave of the Stars **E/W: Olympic Blvd (WB)**	LOS: B / B Delay: 17.4 / 19.3	LOS: B / C Delay: 18.0 / 20.5	LOS: B / B Delay: 18.1 / 20.1
N/S: Ave of the Stars **E/W: Pico Blvd**	222 LOS: C / B Delay: 33.4 / 18.3	22 LOS: C / B Delay: 33.4 / 17.9	22 LOS: F / B Delay: 154.4 / 19.3



LEGEND:

● Study Intersection

Intersection Lane Geometry

LOS Level of Service: AM/PM

Delay Delay: AM/PM (Second)

P Parking

OP Off-Peak Street Parking

B Bus Lane

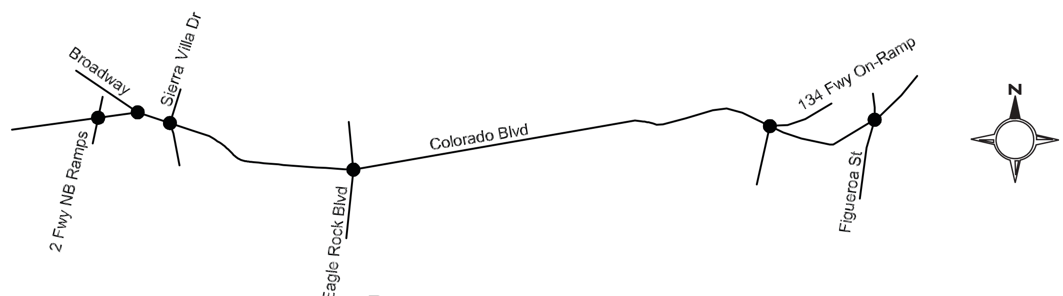
- # Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-17

AVENUE OF THE STARS - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	N/S: 2 Fwy NB Ramp E/W: Colorado Blvd	N/S: Broadway E/W: Colorado Blvd	N/S: Sierra Villa Dr E/W: Colorado Blvd	N/S: Eagle Rock Blvd E/W: Colorado Blvd	N/S: 134 Fwy Ramp E/W: Colorado Blvd	N/S: N. Figueroa St E/W: Colorado Blvd
EXISTING	LOS: B / B Delay: 17.2 / 16.7	LOS: B / B Delay: 13.2 / 17.1	LOS: C / F Delay: 29.4 / 246.6	LOS: D / F Delay: 37.0 / 264.4	LOS: C / B Delay: 23.4 / 14.8	LOS: C / C Delay: 29.4 / 20.7
PROJECT	LOS: B / B Delay: 17.3 / 16.7	LOS: B / B Delay: 12.8 / 17.0	LOS: F / F Delay: 94.7 / 471.5	LOS: F / F Delay: 111.4 / 453.0	LOS: B / B Delay: 19.4 / 19.0	LOS: E / D Delay: 57.9 / 41.7
ALTERNATIVE 1	LOS: B / B Delay: 17.2 / 16.7	LOS: B / B Delay: 13.1 / 17.1	LOS: C / F Delay: 30.0 / 262.6	LOS: F / F Delay: 121.1 / 476.3	LOS: B / B Delay: 19.4 / 19.0	LOS: C / D Delay: 31.5 / 40.3
ALTERNATIVE 2	LOS: B / B Delay: 17.2 / 16.7	LOS: B / B Delay: 13.2 / 17.1	LOS: C / F Delay: 29.4 / 246.6	LOS: D / F Delay: 37.0 / 264.4	LOS: B / B Delay: 19.4 / 19.0	LOS: E / D Delay: 57.9 / 41.7



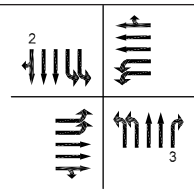
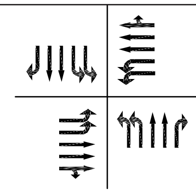
LEGEND:

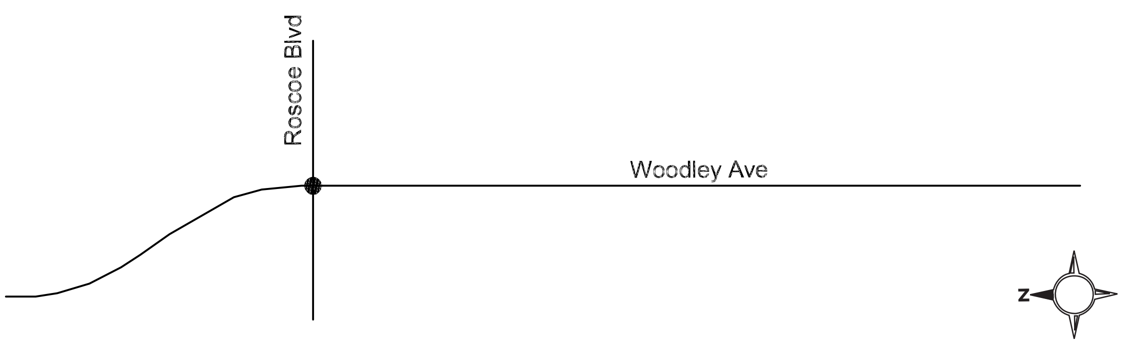
- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-18

COLORADO BOULEVARD - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT
N/S: Woodley Ave **E/W: Roscoe Blvd**	 LOS: F / F Delay: 117.1 / 175.6	 LOS: F / F Delay: 183.3 / 185.2



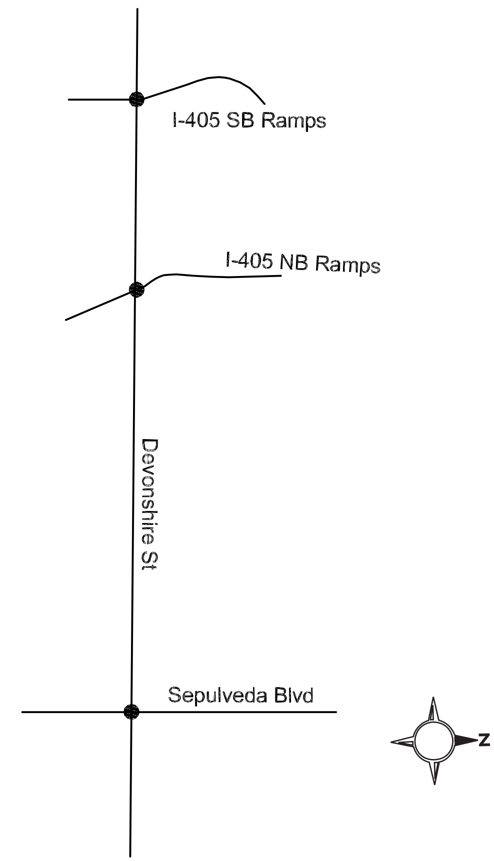
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-19
WOODLEY AVENUE -
EXISTING AND PROPOSED LANE
INTERSECTION CONFIGURATIONS

	E/W: Devonshire St N/S : I-405 SB Ramps	E/W: Devonshire St N/S: I-405 NB Ramps	E/W: Devonshire St N/S: Sepulveda Blvd
EXISTING	LOS: C / B Delay: 30.8 / 16.5	LOS: B / B Delay: 11.6 / 11.1	P LOS: D / F Delay: 51.8 / 106.1
PROJECT	LOS: E / C Delay: 55.3 / 21.1	LOS: B / B Delay: 14.0 / 13.0	P LOS: D / F Delay: 55.0 / 113.8



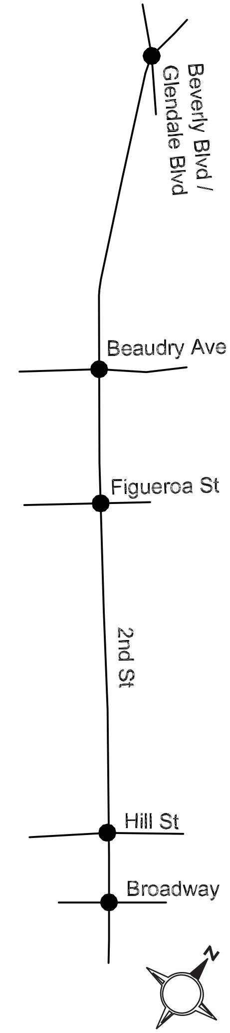
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012

FIGURE 3-20
DEVONSHIRE STREET - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	N/S: Glendale Blvd / Beverly Blvd E/W: 2nd St	N/S: Beaudry Ave E/W: 2nd St	N/S: Figueroa St E/W: 2nd St	N/S: Hill St E/W: 2nd St	N/S: Broadway E/W: 2nd St
EXISTING	LOS: D / D Delay: 41.8 / 48.3	LOS: B / D Delay: 17.8 / 42.1	LOS: B / D Delay: 17.7 / 37.6	LOS: B / C Delay: 19.3 / 27.1	LOS: B / B Delay: 16.1 / 19.3
PROJECT	LOS: D / D Delay: 41.8 / 48.3	LOS: B / E Delay: 17.5 / 59.0	LOS: C / F Delay: 32.2 / 85.8	LOS: B / C Delay: 19.6 / 29.3	LOS: C / C Delay: 27.2 / 24.8
ALTERNATIVE 1	LOS: D / D Delay: 41.8 / 48.3	LOS: B / D Delay: 17.6 / 41.6	LOS: C / D Delay: 30.8 / 54.2	LOS: B / C Delay: 19.6 / 29.3	LOS: C / C Delay: 27.2 / 24.8



LEGEND:

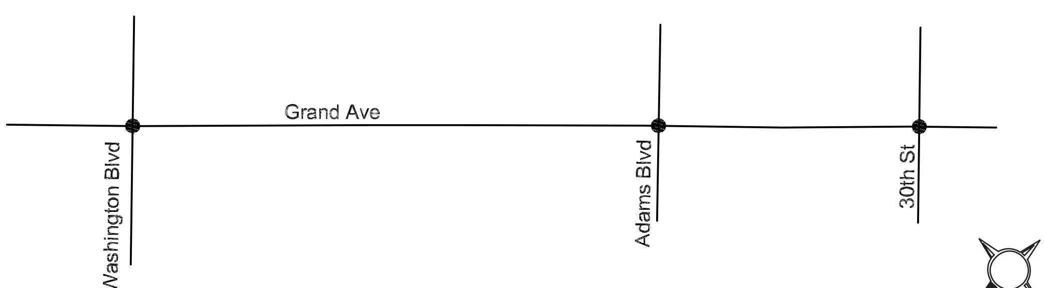
- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-21

2ND STREET - EXISTING AND PROPOSED LANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT
N/S: Grand Ave E/W: Washington Blvd	P LOS: C / C Delay: 25.3 / 28.9	3 P LOS: C / E Delay: 26.4 / 77.7
N/S: Grand Ave E/W: Adams Blvd	P 3 P LOS: B / C Delay: 16.9 / 21.9	P P LOS: B / D Delay: 18.2 / 38.2
N/S: Grand Ave E/W: 30th St	P LOS: B / A Delay: 11.7 / 9.7	P 3 LOS: B / B Delay: 12.5 / 11.0



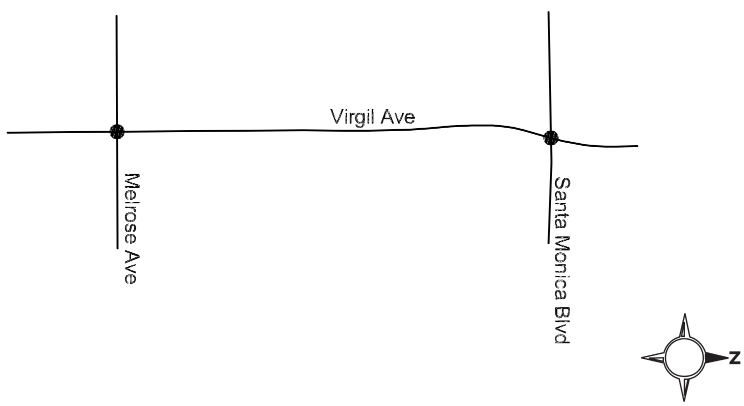
LEGEND:

- ● Study Intersection
- Intersection Lane Geometry
- **LOS** Level of Service: AM/PM
- **Delay** Delay: AM/PM (Second)
- **P** Parking
- **OP** Off-Peak Street Parking
- **B** Bus Lane
- **=#** Estimated Parking Loss

SOURCE: LADOT, 2012.

FIGURE 3-22
GRAND AVENUE - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

	EXISTING	PROJECT
N/S: Virgil Ave E/W: Santa Monica Blvd	P LOS: C / B Delay: 23.7 / 18.6	P LOS: E / D Delay: 57.8 / 37.3
N/S: Virgil Ave E/W: Melrose Ave	P LOS: B / B Delay: 19.4 / 16.7	P LOS: F / E Delay: 20.6 / 34.3



LEGEND:

●	Study Intersection	**Delay**	Delay: AM/PM (Second)	**B**	Bus Lane
	Intersection Lane Geometry	**P**	Parking	**=#**	Estimated Parking Loss
LOS	Level of Service: AM/PM	**OP**	Off-Peak Street Parking		

SOURCE: LADOT, 2012.

FIGURE 3-23
VIRGIL AVENUE - EXISTING AND PROPOSEDLANE INTERSECTION CONFIGURATIONS

Cahuenga Boulevard East (Odin Street to Barham Boulevard)

The proposed project would involve the reduction of motor vehicle lanes on Cahuenga Boulevard East south of the Pilgrimage Bridge (loss of one northbound lane). Two northbound lanes are retained at Odin Street.

Cesar E. Chavez Avenue (Figueroa Street to Mission Road)

The proposed project would involve the reduction of motor vehicle lanes on Cesar E. Chavez Avenue; peak period lanes in each direction would be eliminated. The double westbound left-turn pocket at Grand Avenue would be reduced to a single left-turn pocket. Due to the high frequency and volume of buses on Cesar E. Chavez Avenue and the effective reduction of mixed-flow lanes, the proposed project would incorporate bicycle-transit-only lanes in lieu of standard bike lanes, from Alameda Street to Figueroa Street. Signage and pavement markings would regulate conditions appropriately. Parking on both sides of the street would remain off-peak only.

7th Street (Figueroa Street to Main Street)

From Figueroa Street to Main Street, the proposed project would involve the reduction of motor vehicle lanes (one lane in each direction, with the exception of at Figueroa Street where two westbound lanes can be retained) and the introduction of a continuous center left-turn lane.

Vermont Avenue (Venice Boulevard to Wilshire Boulevard)

The proposed project would involve the reduction of motor vehicle lanes (one lane in each direction – preserves two northbound lanes at Wilshire Boulevard) and would introduce a continuous center left-turn lane. Due to the high frequency and volume of buses on Vermont Avenue and the effective reduction of mixed-flow lanes, the proposed project would incorporate peak period bicycle-transit-only lanes in lieu of standard bike lanes, within this segment. During off-peak periods, parking would be permitted on both sides with sufficient room to accommodate standard Class II bicycle lane dimensions adjacent to the parked cars for bicycles. During peak periods, parking would be prohibited. Signage and pavement markings would regulate dynamic conditions appropriately.

Martin Luther King Jr. Boulevard (Marlton Avenue to Figueroa Street)

The proposed project would involve the reduction of travel lanes on Martin Luther King Jr. Boulevard; from Marlton Avenue to Crenshaw Boulevard one lane in each direction would be eliminated. From Crenshaw Boulevard to Leimert Boulevard, two lanes in each direction would be retained and parking would be eliminated from the north side of the street (parking fronts the sides of walled homes). From Leimert Boulevard to Figueroa Street, one lane in each direction would be eliminated (generally the peak period lane as previously indicated).

North Figueroa Street (San Fernando Road to Colorado Boulevard)

The proposed project would involve the reduction of motor vehicle lanes on North Figueroa Street; from San Fernando Road to the State Route (SR) 110 ramps, the two northbound lanes would be reduced to a single northbound lane. From the SR-110 ramps to Pasadena Avenue, though the existing lane configuration could be retained with bare minimum widths to allow for bike lanes, the proposed project would remove one southbound lane to allow for buffered bike lanes. From Pasadena Avenue to York Boulevard, the two southbound lanes would be reduced to a single southbound lane, still allowing for buffered bike lanes. From York Boulevard to Colorado Boulevard, both northbound and southbound lanes would be reduced from two to one, allowing for standard bike lanes. This will effectuate the implementation of continuous parking on both sides of the street, which under existing conditions, alternates from one side to the other. A center left-turn lane would be retained along the full length of the corridor.

South Figueroa Street (Martin Luther King Jr. Boulevard to 7th Street - My Figueroa Streetscape Project)

The proposed project would feature buffered bike lanes from Martin Luther King Jr. Boulevard to Exposition Boulevard, a separated (protected) northbound bike lane from Exposition Boulevard to Venice Boulevard, a buffered northbound bike lane from Venice Boulevard to 11th Street, and a separated northbound bike lane from 11th Street to 7th Street. A southbound-buffered bike lane would be installed from 11th Street to Washington Boulevard and a separated (protected) southbound bike lane would be installed from Washington Boulevard to Exposition Boulevard. Motor vehicle lanes would be reduced throughout the corridor: from Martin Luther King Jr. Boulevard to Exposition Boulevard, one southbound lane and the peak-period northbound lane would be eliminated. Parking would also be eliminated on the east side of the street. From Exposition Boulevard to 30th Street, peak period lanes in each direction would be eliminated, in addition to the elimination of one full-time lane in each direction. Parking would be converted from off-peak to full-time.

From 30th Street to Figueroa Way, the same conditions would apply, except the two (remaining) northbound mixed-flow travel lanes would merge into a single northbound auto travel lane at Figueroa Way to make way for the peak-period bus-only lane. Full-time parking on the west side of the street would be retained. From Figueroa Way to Venice Boulevard, the peak-period southbound lane and two northbound lanes would be eliminated. Off-peak parking would also be eliminated on the west side of the street.

From Venice Boulevard to 11th Street northbound and from 11th Street to Washington Boulevard southbound, buffered bike lanes would be installed; one northbound lane would be eliminated and one southbound lane would be eliminated south of Venice Boulevard. From 11th Street to 7th Street, only a northbound bike lane would be installed and it would be separated; one northbound lane would be eliminated. Where applicable, a center turn lane would be retained. All signalized right-turn movements across the separated bike lane will be protected and right-turn pockets will be provided where applicable and where space allows. Where right-turn pockets cannot be accommodated, right-turns will not be protected and the bike lane will transition from protected to standard through the intersection. The peak-period bus-only lane would be retained throughout the corridor where it currently exists.

Westwood Boulevard (National Boulevard to Santa Monica Boulevard)

The proposed project would eliminate one southbound lane from National Boulevard to Pico Boulevard. From just south of Pico Boulevard to Santa Monica Boulevard, the northbound peak-period lane would also be eliminated. Shifting of the resultant single lanes in each direction along with retention of the center left-turn lane would result in conversion of the full-time parking on the west side of Westwood Boulevard to off-peak parking only, within this specific segment. Due to the high frequency and volume of buses on Westwood Boulevard and the effective reduction of mixed-flow lanes, the proposed project would incorporate bicycle-transit-only lanes in lieu of bicycle lanes, from Pico Boulevard to Santa Monica Boulevard. During off-peak periods, parking would be permitted on both sides with sufficient room to accommodate standard Class II bicycle dimensions located adjacent to the parking lane. Signage and pavement markings would regulate dynamic conditions appropriately.

Bundy Drive (San Vicente Boulevard to Stanwood Drive) and Centinela Avenue (Stanwood Drive to Culver City Limit at Washington Place)

From San Vicente Boulevard to Wilshire Boulevard, parking would be eliminated on one side of the street. From Wilshire Boulevard to Olympic Boulevard, one lane in each direction would be eliminated (full-time northbound lane between Santa Monica Boulevard and Wilshire Boulevard, peak-period lanes elsewhere) and full-time parking would be introduced on both sides. From Olympic Boulevard to Washington Place, one northbound lane would be eliminated.

Sepulveda Boulevard (National Boulevard to City/County Limit Just North of Ohio Avenue)

The proposed project would result in the elimination of one southbound lane throughout the segment of Sepulveda Boulevard. The center turn lane would remain discontinuous. Parking conditions would not be affected. It may be determined as design of this segment progresses-that a single southbound lane without channelized left-turns is not operationally feasible. Therefore, locations without existing channelization will need left-turn pockets and resultant loss of parking in these areas (up to 100 spaces).

Avenue of the Stars (Pico Boulevard to Santa Monica Boulevard)

The proposed project would remove one lane in each direction, with the exception of a short section just north of Pico Boulevard, to allow for the retention of the triple eastbound left-turn lane from Pico Boulevard onto Avenue of the Stars.

Colorado Boulevard (Glendale City Limit Just East of Lincoln Avenue to Avenue 64)

The proposed project would eliminate one lane in each direction from Sierra Villa Drive to Avenue 64.

Woodley Avenue (Stagg Street to Chase Street)

The proposed project would eliminate one lane in each direction through this segment.

Devonshire Street (Haskell Avenue to Sepulveda Boulevard)

The proposed project would eliminate one lane in each direction through this segment.

2nd Street (Beverly Boulevard/Glendale Boulevard to Broadway)

The proposed project would eliminate one lane in each direction from Figueroa Street to Broadway. From Beverly Boulevard/Glendale Boulevard to Figueroa Street, one westbound lane would be eliminated.

Grand Avenue (Washington Boulevard to 30th Street)

The proposed project would result in the elimination of one southbound lane throughout the project segment, and one northbound lane from 30th Street to Adams Boulevard.

Virgil Avenue (Melrose Avenue to Santa Monica Boulevard)

The proposed project would involve the elimination of one lane in each direction and the implementation of a continuous center turn lane.

Figueroa Streetscape Project ("My Fig")

My Fig consists of 4.5 miles of roadways, of which three miles are along Figueroa Street through Downtown and South Los Angeles from 7th Street to Martin Luther King Jr. Boulevard. The project includes pedestrian improvements on Bill Robertson Lane in order to provide better linkages to the Exposition Light Rail Line. This project would also include a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). In addition, a separate project, the Downtown LA Streetcar Project includes track service on both 11th Street and Figueroa Street. The bicycle and streetscape facilities of My Fig would coexist with the streetcar where applicable.

The My Fig includes a combination of one-way separated bike lanes (in the direction of adjacent traffic) within the existing roadbed and between the curb and on-street parking. Some segments will be separated from vehicular traffic lanes by physical barriers (such as parking), and other segments will be standard bike lanes with painted buffers. Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users.

See specific description above under the First Year of the First Five-Year Implementation Strategy for more detail of loss of travel lanes along S. Figueroa Avenue.

Though the existing vehicular travel lanes would be reduced where necessary to incorporate the bicycle facilities, the existing northbound peak period bus lane would be retained. Where one-way separated bike lanes within the existing roadbed are installed and operation allows for it, outboard bus platforms would be constructed between the separated bike lane and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the separated bike lane.

The one way separated bicycle lane facilities as part of My Fig would also include 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 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.

Bill Robertson Lane, from Exposition Boulevard to Martin Luther King Jr. Boulevard would remain two-way, with at least one travel lane in each direction. Bike lanes with a painted, striped buffer would be provided northbound and southbound on Bill Robertson Lane. On-street parking on the west side of Bill Robertson opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would be retained.

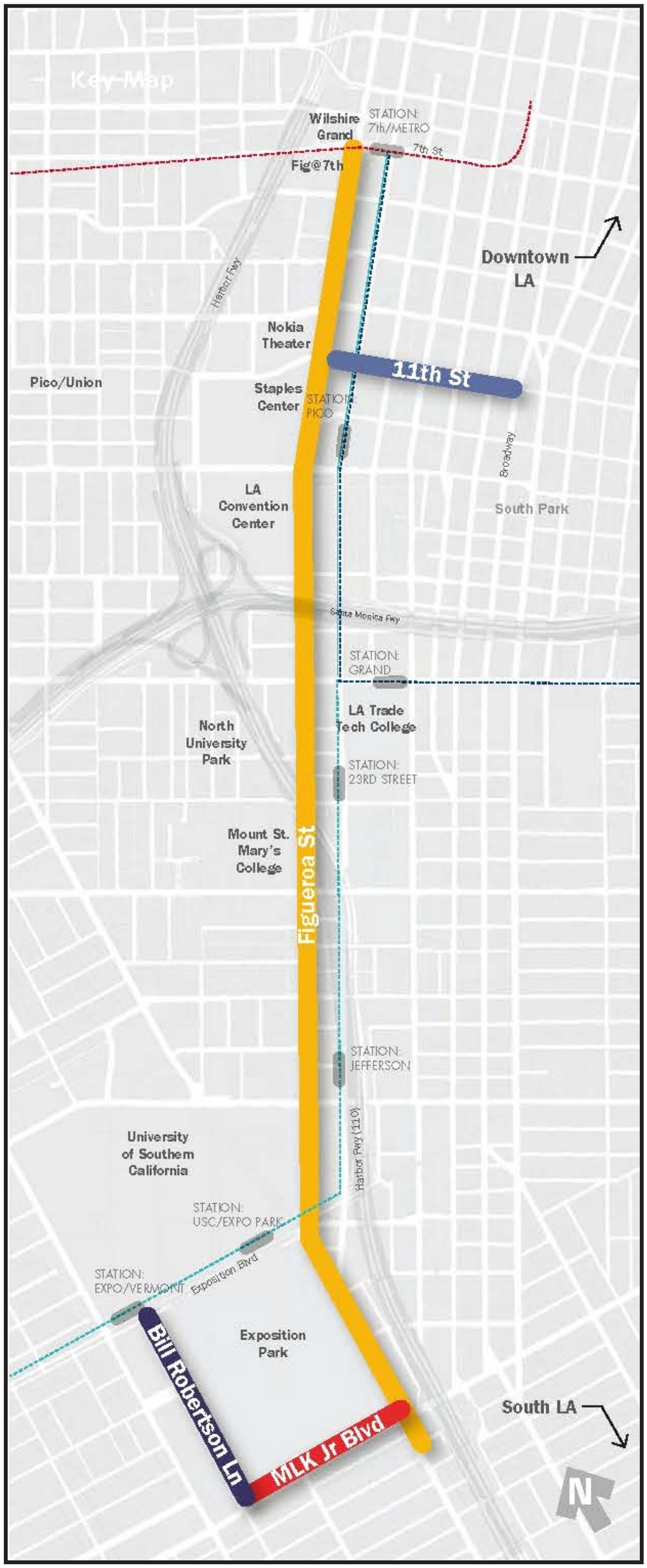
Streetscape Improvements: The project proposes streetscape improvements, including pedestrian scale street lighting, street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired sidewalk paving and enhanced paving at transit stops, enhanced crosswalk treatments (using materials such as Streetprint), transit furniture, and public art. The proposed project is intended to provide similar pedestrian scale improvements such as lighting, street trees, enhanced crosswalks, and art on 11th Street, Bill Robertson Lane and Martin Luther King Jr. Boulevard. The striping of bicycle lanes is eligible for a statutory exemption under CEQA (AB 2245); these additional streetscape improvements would be eligible for a Categorical Exemption under CEQA (Class 1 Existing Facilities, Class 4 Minor Alterations to Land, and Class 11 Accessory Structures -- CEQA Guidelines, Article 19, Sections 15301, 15304, and 15311).

Access: Access to transit vehicles would be provided by curb ramps from the sidewalk to ADA accessible bus platforms outboard of the bicycle lanes in the street. Transit waiting areas would be accommodated at existing bus stops on the sidewalks, with the bus platforms primarily for passenger boarding and alighting from transit vehicles. In constrained areas of the corridor, where on street parking cannot be accommodated, or does not exist now, buses would load from the curb, as usual.

Minor construction including excavation and construction of streetscape improvements is anticipated in connection with the My Fig. **Figure 3-24** shows the location of the proposed project and **Figure 3-25** shows some of the streetscape improvements that would occur.

3.6 CONSTRUCTION SCHEDULE AND PHASING

Proposed installation of the bicycle lanes is anticipated to begin in early 2013 and would take less than 12 months to complete. Minor construction including excavation and construction of streetscape improvements anticipated in connection with the My Fig is expected to also be completed within approximately 20 months.



NOT TO SCALE

SOURCE: ESRI and TAHA, 2012.

FIGURE 3-24
MY FIGUEROA STREETSCAPE
PROJECT LOCATION

SOURCE: LADOT, 2012.

FIGURE 3-25

MY FIGUEROA STREETSCAPE PROJECT RENDERING

3.7 DISCRETIONARY ACTIONS AND APPROVALS

Implementation of the project could include the following approvals:

- Amendments to the 2010 Bicycle Plan to clarify the definition of bicycle lane striping
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Transportation
- Other City departments as may be needed for incidental approvals for the construction and operation of the proposed project
- City Council (on appeal)