

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: April 5, 2023

To: Honorable City Council  
c/o City Clerk, Room 395, City Hall  
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Connie Llanos, Interim General Manager, Department of Transportation 

Subject: **LINCOLN BRIDGE MULTIMODAL IMPROVEMENT PROJECT STATUS (CF 19-0453-S2)**

**SUMMARY**

As directed by Council File (CF) 19-0453-S2, this report provides a status update including details on the outreach and community engagement activities for the Lincoln Boulevard (State Route-1) Multimodal Bridge Improvement Project led by the Department of Transportation (LADOT), in coordination with the State Department of Transportation (Caltrans).

**RECOMMENDATION**

That the City Council RECEIVE and FILE this report.

**BACKGROUND**

In 2001, in anticipation of the traffic growth expected to occur with the implementation of the Playa Vista Master Plan Development and buildout of the LAX Master Plan, Caltrans released an Initial Study/Environmental Assessment Report to widen Lincoln Boulevard from Jefferson Boulevard to Fiji Way. The project scope included the construction of a new bridge over Ballona Creek and replacement of the Culver Boulevard overcrossing immediately north of the bridge. At the time, Caltrans' primary objective was to increase vehicle throughput capacity by constructing an entirely new bridge structure adjacent to the existing bridge. However, the California Coastal Commission did not approve the project and the state de-obligated its funding.

In 2016, the Los Angeles City Council adopted the Westside Mobility Plan (Plan) which included the update to the Coastal Transportation Corridor Specific Plan Ordinance. The Plan, which was led by LADOT in coordination with the Department of City Planning, was the result of a study that included stakeholders working together to create a transportation blueprint for the Westside that offered strategies for multiple transportation choices, north-south rail connections, and parking solutions over the next 25 years. A primary objective of the study was to increase the passenger-carrying capacity and efficiency of the transportation system through multimodal solutions, including transit, bicycle and pedestrian friendly facilities.

The adopted Plan outlines a comprehensive transportation improvement program for the Westside that includes the Lincoln Boulevard Bridge Multimodal Improvement Project. This project was prioritized by stakeholders as necessary to address a major existing roadway bottleneck and to enhance pedestrian and bicycle connections between Playa Vista, Marina del Rey, and the Ballona Creek bike path. The improvements in the Westside Mobility Plan were included in both the Coastal Transportation Corridor

Specific Plan Ordinance and the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance. Both ordinances task LADOT with collecting developer impact fees and leveraging these fees to pursue outside grant funds to deliver the prioritized improvements.

To initiate the feasibility study, outreach, agency coordination, initial design, and environmental clearance phases of the project, LADOT contracted with a consultant team to complete the Project Report and Environmental Document (PR/ED) for the Lincoln Boulevard Bridge Multimodal Improvement Project. The project is in the final phase of the environmental documentation process with completion of the environmental impact report expected by the end of 2023.

## **DISCUSSION**

The Lincoln Boulevard Bridge Multimodal Improvement Project will replace the existing Lincoln Boulevard bridge with an entirely new structure that would effectively reduce the bridge's footprint within the creek. The existing bridge has three northbound vehicle travel lanes and two southbound, but it does not have any sidewalks and is not wide enough to accommodate bike facilities without reducing vehicle capacity. The new bridge design includes three vehicle lanes both north and southbound, sidewalks on both sides of the bridge, and new Class IV bicycle lanes. This design will alleviate current vehicle congestion while creating a more multi-modal corridor, and can accommodate a high capacity transit line connecting the Metro E (Expo) and C (Green) light rail lines to provide a continuous north-south transit connection in the Westside.

The proposed improvements to the Lincoln Boulevard bridge will replace the Culver Boulevard overpass, which requires environmental clearance. To complete the environmental review, LADOT's consultant team collected data in 2019 and continues to coordinate with the California Department of Fish and Wildlife, Ballona Creek Restoration Committee, and the California Coastal Commission. The project team is now working to complete the various additional environmental work required in the initial review phase with an expected release of the project draft EIR this fall 2023 and the final Environmental Impact Report (EIR) in 2024.

### Public Outreach and Engagement

The Department of City Planning led a comprehensive stakeholder outreach plan throughout the five year planning phase leading to the 2019 adoption of the Coastal Transportation Corridor Specific Plan (CTCSP) update, which includes implementing the Lincoln Bridge project as a targeted improvement. Following the release of the project Notice of Preparation, a public scoping meeting was held on March 28, 2018 and an additional public hearing will be scheduled to overview the proposed project, environmental studies, and comments during the circulation of the draft EIR. A summary list of the outreach activities conducted during the development of the Westside Mobility Plan CTCSP is provided in the Attachment.

### Next Steps

The following timeline outlines next steps to complete implementation of the new bridge:

- Fall/Winter 2023: Additional outreach and engagement will be scheduled once the draft EIR document is complete. Completion of the draft EIR document is expected in the Fall/Winter of

2023.

- Spring 2024: Environmental Clearance complete with Final EIR document.
- 2027: Pending Federal Highway Administration Bridge Investment Program cycle 2023 funding for the design and construction phase of the project, design work will begin in 2024 with a projected three year construction schedule.

**FISCAL IMPACT**

No impact to the General Fund is anticipated with this action.

CL:tc/eg

Attachment

**Attachment A - Westside Mobility Plan Outreach Activities**

- June 2011 Community Workshops
  - Three workshops hosted in Venice, Westchester, and West LA
  - Purpose to share overview of study and existing conditions
- November 2011 Community Workshops
  - Five workshops hosted in Venice, Playa del Rey, and West LA
  - Purpose to collect feedback on project ideas
- September 2012 Outreach
  - Presented directly to Neighborhood Councils: Mar Vista, Del Rey, Venice, Palms, Westwood, Westside, West LA
  - Purpose to share draft project list (including Lincoln Blvd and bridge improvements and gather feedback)
- October 2012 Community Workshops
  - Three workshops in Westchester and West LA
  - Purpose to share draft project list (including Lincoln Blvd and bridge improvements and gather feedback)
- Spring 2014 Outreach
  - Two workshops (one in CD 5 and one in CD 11)
  - Purpose to share NOP for the EIR (shared transportation project lists, including Lincoln Blvd improvements)
- Winter 2016 Outreach
  - Two workshops hosted in Venice and West LA
  - Purpose to receive comments on the published Draft EIR
- Additional Outreach Activities
  - Met with CD 11 Neighborhood Empowerment Congress Transportation Advisory Committee in 2012 and 2014 (draft project list shared at 2014 meeting included Lincoln Blvd and bridge improvements)
  - Met with Coastal Commission to discuss Lincoln Bridge Project in 2013
  - Met with Caltrans to discuss Lincoln Bridge Project
  - Met with LAWA to discuss fee program and projects in vicinity of airport
  - Met with Westside Cities COG to provide overview of project
  - Hosted multiple meetings with Westside Mobility Plan Working Group (members consisted of CD 5, CD 11, adjacent Cities (Santa Monica, Culver City), transit providers, Metro, Caltrans, LA County, LAWA, LADOT, LA City Planning)
  - Hosted multiple briefings with CD 11 and CD 5
  - Provided multiple briefings to City of LA Transportation Committee

Community Workshops were notified through following methods:

- Blogs
- E-blast
- Website

- Facebook Advertisement
- Media Release
- Coordination with Neighborhood Councils, Council Districts 5 and 11, and Chambers of Commerce
  - Mar Vista Neighborhood Council
  - Venice Neighborhood Council
  - West LA Neighborhood Council
  - Westside Neighborhood Council
  - Westwood Neighborhood Council
  - Century City Chamber of Commerce
  - LAX Coastal Area Chamber of Commerce
  - Los Angeles Area Chamber of Commerce
  - Venice Chamber of Commerce
  - West Los Angeles Chamber of Commerce

Media Release included the following:

- Bel Air View
- Beverly Press
- Brentwood News
- British Weekly
- Canyon News
- Century City News
- India Journal
- Iranshahr Weekly
- KNX News
- L.A. Weekly
- La Opinión
- Los Angeles Independent Newspaper Group (includes the LA Independent and LA Wave)
- Los Angeles Times
- Palisades 90274
- Park La Brea News
- The Argonaut
- The Jewish Journal
- The Jewish Observer
- The Korea Times LA
- The Tidings and Vida Nueva newspapers
- UCLA Daily Bruin
- USC Daily Trojan
- Venice Paper

- Westside Today
- Which Way L.A.