

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: August 21, 2023

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

From: Connie Llanos, Interim General Manager
Department of Transportation 

Subject: **MULTIMODAL INFRASTRUCTURE IN COUNCIL DISTRICT 13**

SUMMARY

In response to Council File (CF) [22-1576](#), this report provides an overview of transportation projects within Council District (CD) 13 that could be implemented within 18 months. As instructed, this report addresses transportation safety treatments, bike infrastructure, and bus priority projects.

RECOMMENDATION

That the City Council receive and file this report.

BACKGROUND

The Los Angeles Department of Transportation (LADOT) is responsible for the conceptual planning, design, and operation of the streets in the City of Los Angeles (City). Under that authority, the Department plans and implements mobility projects that ensure that every Angeleno has dignified, reliable, safe, and affordable transportation options that serve their needs.

In 2022, 312 people were killed in car crashes in Los Angeles. This is a public health crisis mirrored in trends across the country that disproportionately impacts people walking and biking. LADOT is focused on safe pedestrian and bicycle infrastructure so that all Angelenos can get to their destinations safely, no matter how they choose to travel. The City's most underserved communities are often those that are most at risk for traffic injuries and deaths. LADOT focuses investments and engagement in these neighborhoods.

In Los Angeles today you can access twelve-times as many jobs in one hour by car than by transit. LADOT is partnering with Matero to deliver bus priority projects to ensure that car ownership and access to resources do not determine a person's access to opportunity.

In February 2023, City Council (Council) directed LADOT to report back on mobility projects that could be implemented in CD13 on an 18 month timeline. Council specifically directed LADOT to report on bike infrastructure and bus priority projects, and to identify the top ten priority intersections for safety improvements.

DISCUSSION

LADOT's transportation safety treatments, bicycle infrastructure, and bus priority projects are supported by other partner agencies. The following provides an overview of these programs and the projects recommended for implementation in CD13 over the next 18 months.

Transportation Safety Projects

In 2015, Executive Directive No. 10¹ established the Vision Zero initiative, "declaring safety to be the number one goal in designing and building our streets and sidewalks." The goal of the initiative is to eliminate traffic deaths in the City of Los Angeles by 2025. Several City agencies - including LADOT, Bureau of Engineering (BOE), Bureau of Street Services (StreetsLA), the Bureau of Street Lighting (BSL), and Los Angeles Police Department (LAPD) - collaborate on a variety of efforts to reduce the likelihood of severe and fatal crashes on City streets. This collaboration uses each department's jurisdiction, resources, expertise, and access to data to advance the shared goal of eliminating traffic fatalities.

At LADOT, the focus of Vision Zero is to improve safety in the public right of way using street design and individual safety treatments to reduce injury and loss of life when crashes occur. LADOT prioritizes this work on the City's High-Injury Network (HIN) - 509 miles of the City's streets with the highest rates of serious injuries and deaths (KSI) identified through data maintained by LAPD. Within the HIN, LADOT applies best practices that are proven to reduce the likelihood of severe and fatal crashes, with an emphasis on protecting the most vulnerable road users.

HIN Priority Corridors were adopted by Council in 2017 based on the number of fatal and severe crashes, with additional weight given to deaths and serious injuries involving pedestrians and bicyclists, locations in high-needs communities, and crashes involving seniors or children. LADOT revised this methodology in 2019 to include only street segments longer than a half mile with at least 15 KSI's per mile over a five-year period. LADOT identified Priority Intersections in 2019 and 2021 to address crash patterns that occur within intersections. Priority Corridors and Priority Intersections were revisited once more in 2019 and 2021, and will continue to be updated, as new data becomes available.

At this time, there are a total of 71 Priority Corridors and 90 Priority Intersections citywide. Nine Priority Corridors are located within CD13. These corridors comprise 13 miles of the HIN:

- Fletcher Drive (I-5 Freeway to San Fernando Road)
- Temple Street (Beverly Boulevard to Beaudry Avenue)
- Hollywood Boulevard (Fuller Avenue to Lyman Place)
- Sunset Boulevard (Selma Avenue to L. Ron Hubbard Way)
- Highland Avenue (Franklin Place to Santa Monica Boulevard)
- Western Avenue (Russell Avenue to Lexington Avenue)
- Normandie Avenue (Melrose Avenue to Beverly Boulevard)
- Vermont Avenue (Beverly Boulevard to 7th Street)
- Beverly Boulevard (Normandie Place to Westmoreland Avenue)

Six Priority Intersections are located in CD13:

- Hollywood Boulevard & Western Avenue
- Vermont Avenue & 3rd Street

¹ <https://lacity.gov/government/elected-officials/mayor/eric-garcetti>

- Hollywood Boulevard & Wilton Place
- Sunset Boulevard & Hobart Boulevard
- Hollywood Boulevard & Serrano Avenue
- Sunset Boulevard & Wilton Place

LADOT implemented traffic signal improvements (new signals, new pedestrian beacons, and left turn upgrades) at many locations on Priority Corridors and Priority Intersections in CD13, including the following:

- Ten Left Turn Upgrades
 - Fletcher Drive/Crystal Street
 - Fletcher Drive/San Fernando Road
 - Temple Street/Alvarado Street
 - Temple Street/Bonnie Brae Street
 - Temple Street/Rampart Boulevard
 - Temple Street/Union Avenue
 - Sunset Boulevard/Argyle Avenue
 - Sunset Boulevard/Cahuenga Avenue
 - Western Avenue/Fountain Avenue
 - Vermont Avenue/3rd Street
- Five Pedestrian Flashing Beacons
 - Fletcher Drive/Avenue 32
 - Hollywood Boulevard/Winona Boulevard
 - Hollywood Boulevard/Lyman Place
 - Hollywood Boulevard/Rodney Drive
 - Highland Avenue/Leland Way
- Two New Traffic Signals
 - Highland Avenue/Hawthorne Avenue
 - Western Avenue/Delongpre Avenue

Several more signal projects are planned over the next 18 months. LADOT will deliver the following signal improvements throughout 2023 and 2024:

- Three Left Turn Upgrades
 - Fletcher Drive/Larga Avenue
 - Sunset Boulevard/Fairfax Avenue
 - Temple Street/Silver Lake Boulevard/Virgil Avenue
- Five High-Intensity Activated Pedestrian Signals (HAWKs)
 - Fletcher Drive/Perlita Avenue
 - Hollywood Boulevard/Rodney Drive
 - Hollywood Boulevard/Winona Boulevard
 - Hollywood Boulevard/Hobart Boulevard
 - Western Avenue/Carlton Way
- One New Traffic Signal
 - Temple Street/Occidental Boulevard

In addition to the signal projects above, LADOT identified safety projects in CD13 that require design

work and community outreach where project implementation may extend beyond the next 18 months. This includes a new street design to calm traffic on Hollywood Boulevard, and a Complete Streets Project with signal upgrades and curb extensions on Highland Avenue. LADOT is also assessing the feasibility of implementing quick-build features on Highland Avenue within the next year, in anticipation of the longer-term Complete Streets Project. LADOT will continue to work with CD13 to identify additional safety projects on Priority Corridors.

Bicycle Infrastructure Projects

Planning Directives

The existing policy directives that inform LADOT's bicycle infrastructure planning are the City's Mobility Plan 2035 (MP2035) and the Green New Deal. [MP2035](#) provides LADOT guidance on the priority modes of transportation on streets throughout the City. It classifies streets designated for bicycle infrastructure into three networks: the Bicycle Enhanced Network (BEN), Bicycle Lane Network (BLN), and the Neighborhood Enhanced Network (NEN). In response to our global climate crisis, the Green New Deal for Los Angeles commits the City to an action plan that implements elements of MP2035 to reduce emissions and increase resiliency. In Council File [#20-0187](#), LADOT identified a list of MP2035 corridors to deliver the City's Green New Deal active transportation goals.

Implementation and Coordination

Multiple City departments coordinate to deliver bicycle infrastructure projects. LADOT is responsible for transportation project planning, has jurisdiction over bikeway design, is responsible for installing signals, signs, striping and bicycle racks, and serves as the project manager on most projects. Project management includes coordination with other City departments to ensure that the pavement is in good condition and that obstacles are removed, the design elements are complementary to both existing conditions and other projects, and the goals of the project meet funding requirements and the strategic goals of both LADOT and other partner agencies.

LADOT cannot implement bicycle infrastructure projects on corridors deemed to have poor pavement quality. Street resurfacing is implemented by the Public Works Bureau of Street Services (StreetsLA), and in 2019, Council adopted a motion (CF# [17-1142-S1](#)) instructing LADOT to obtain a certification that the pavement is in a state of good repair prior to installing a new bicycle lane². As a result, opportunities to advance bicycle infrastructure projects often depend on the StreetsLA resurfacing schedule. Most of these projects require project development and engineering design, and typically require community engagement. With advanced coordination, LADOT can dedicate the necessary resources to conduct community engagement and redesign streets within the resurfacing schedule.

The Bike Lane Acceleration and Safety Team (BLAST) pilot program is a joint StreetsLA and LADOT effort to eliminate barriers to implementing bicycle facilities in the City of Los Angeles through street resurfacing. The BLAST program facilitates coordination by allowing LADOT to schedule resurfacing efforts based on priorities to create a more connected, comprehensive bike lane network. Using existing funding, StreetsLA and LADOT aim to expedite the number of bicycle lane miles installed this fiscal year via the BLAST program.

² http://clkrep.lacity.org/online/docs/2017/17-1142-S1_mot_01-26-2018.pdf

Projects that require extensive civil engineering work or that include streetscape improvements such as sidewalk widening, concrete medians, street trees, and street lighting are completed in collaboration with the BOE and StreetsLA. These public works bureaus have in-house civil engineering design expertise, construction management capacity, and jurisdiction over sidewalks and curb-and-gutter work that is essential to implement complete streets projects that provide a suite of services and respond fully to community input. These programs are typically implemented through grants awarded from federal, state, and local funding sources. Examples include the Active Transportation Program (ATP), projects funded by Metro, First/Last Mile Plans, and the Metro Active Transportation (MAT) Program.

Completed and near-term bicycle projects in CD13

Planning and implementing one major active transportation project typically takes anywhere from 12 - 18 months from project initiation to implementation. The City's Green New Deal and LADOT's strategic plan indicate that LADOT will implement 1-2 major active transportation projects per year. Active transportation project planning includes conceptual planning, preliminary design, public outreach, and construction/implementation. Poor pavement conditions that require resurfacing can impact a project's delivery timeline.

In March 2023, StreetsLA resurfaced Fountain Avenue between Vermont Avenue to Kingsley Drive. LADOT installed a striped bicycle lane on this segment in the westbound direction, and a shared road pavement marking (sharrow) traveling in the eastbound direction.

Recognizing the immediate need for enhanced infrastructure, LADOT is evaluating the feasibility of several active transportation corridors in CD13. Corridors currently being evaluated include:

- Glendale Boulevard (between Reservoir Street and Temple Street),
- Rampart Boulevard (between 3rd Street and Temple Street), and
- Virgil Avenue (between Melrose Avenue and Temple Street).

Glendale Boulevard is designated as part of the Tier 1 BEN in MP2035, and a new bicycle facility would connect the existing bike lanes on Sunset Boulevard and 2nd Street to provide a critical connection to Downtown Los Angeles. Rampart Boulevard is also designated as part of the Tier 1 BEN in MP2035, and upgrading the existing bike lanes would improve safety and connectivity in the MacArthur Park, Echo Park, and Rampart Village area. Virgil Avenue is designated as part of the Tier 2 BEN in MP2035, and it would extend the existing bike lanes from Santa Monica Boulevard. Due to physical constraints, these projects will require reconfiguring vehicle travel lanes and on-street parking to accommodate new or upgraded bicycle facilities. Because of the complexity of these projects, the implementation schedule may extend beyond the 18-month timeframe as collaboration with various stakeholders, comprehensive analysis and design, and an inclusive public engagement process are essential for the success of these projects. LADOT will continue working closely with CD13 to advance these projects.

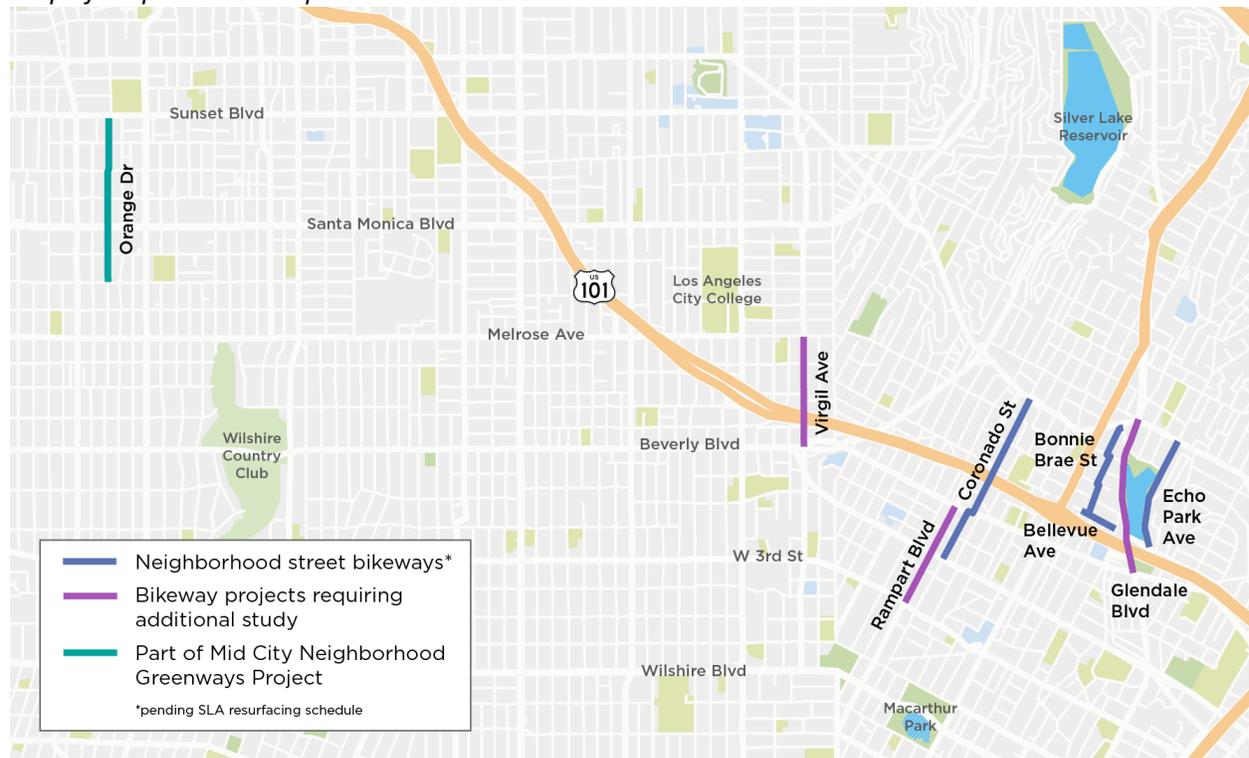
In addition to these more complex projects along arterial corridors, LADOT has also identified the following neighborhood bikeway improvements along local and residential streets. These enhancements complement the aforementioned corridor projects by connecting residents to existing bike infrastructure and offering alternative pathways to biking on corridors adjacent to fast-moving vehicle traffic. The identified neighborhood improvement locations include:

- Coronado Street between Beverly Boulevard and Sunset Boulevard,
- Echo Park Avenue between Sunset Boulevard and Bellevue Avenue,
- Bonnie Brae Street between Park Avenue and Bellevue Avenue,
- Bellevue Avenue between Westlake Avenue to Belmont Avenue, and
- Belmont Avenue south of Bellevue Avenue.

These projects are scheduled to be implemented within the next 18 months, pending pavement conditions. Since these neighborhood projects do not require major reconfiguration of the existing street layout, they can likely be executed with minimal trade-offs, such as reallocating parking or travel lanes if pavement condition is acceptable.

Additionally, bike improvements along Orange Drive between Sunset Boulevard and Willoughby Avenue are scheduled to commence by early 2024. The Orange Drive bike improvements are part of the ongoing Mid-City Greenways project, which includes a suite of safety treatments to create a safe, shared space for people walking, biking, and driving. Once completed, the Mid-City Greenways project will create a low-stress neighborhood active transportation connection linking the neighborhoods of Hollywood, Fairfax, and Beverly Grove.

Map of Proposed Bike Improvements in CD13



In addition to the LADOT projects outlined above, BOE is leading the Heart of Hollywood Walk of Fame Master Plan. This project will modernize the Hollywood Walk of Fame from Gower Street to La Brea Avenue, reimagining the public right of way on this iconic street segment. Also, a community driven bicycle project on Sunset Boulevard between Fountain Avenue and Dodger Stadium is currently under

review by LADOT and Public Works. Staff is exploring alternative short-term and long-term design options that enhance the active transportation experience along the corridor.

Bus Priority Infrastructure

LA Metro's (Metro) NextGen program prioritizes the highest ridership bus lines for speed and reliability improvements. Metro and municipal buses operate on streets managed by the City of Los Angeles and neighboring cities. Close coordination between Metro, LADOT, and Public Works is essential to implement infrastructure that gives residents and commuters access to fast, frequent, and reliable bus service. To facilitate coordination and project delivery, Council and the Metro Board of Directors instructed LADOT and Metro to form a working group focused on improving transit travel times along key corridors. This working group identified several ways to improve bus speed and reliability throughout the City. The NextGen Bus Plan identifies eligible corridors, while the working group recommends tools based on the specific needs of each corridor. The working group initially focused on corridors in Downtown Los Angeles where many bus lines begin and end, and has since implemented projects on additional corridors outside Downtown. To date, LADOT delivered 40.7 lane miles of bus priority infrastructure across the City with 16.4 lane miles planned for implementation by the end of 2023.

The working group identified Vermont Boulevard from Hollywood Boulevard to Wilshire Boulevard as an opportunity to deliver a quick build project in anticipation of future transit improvements such as bus rapid transit (BRT) or heavy rail alternatives informed by both Metro and Los Angeles strategic goals to improve the regional transportation network. Vermont Blvd. is the second busiest bus corridor in the Metro service area with 45,000 daily boardings along the 12-mile corridor between Hollywood Boulevard and 120th Street. About 40% of households along the Vermont corridor are low-income (less than \$35,000 annually), 80% are non-white households and 10% do not have vehicles.

The working group also identified Sunset Boulevard between Crescent Height Boulevard and Vermont Avenue as an eligible corridor for bus priority infrastructure that would improve the travel time and reliability for riders on Metro's Line 2. Based on rider surveys, Line 2 serves nearly 13,000 daily riders who are predominantly people of color (81%), below the poverty line (80%), do not own a vehicle (80%), and rely on the bus several times per week (90%). This bus route provides access to nearly 60,000 jobs.

LADOT and Metro will coordinate to identify the appropriate project design, assess feasibility, and conduct any necessary traffic analysis before developing community engagement plans to advance these projects.

FINANCIAL IMPACT

There is no impact to the City's General Fund.

CL: DM: pl