

**Appendix B: Comment Letters**





EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

March 5, 2013

David Somers  
City of Los Angeles Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

Subject: 2012 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa Streetscape Project  
SCH#: 2012061092

Dear David Somers:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 4, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency  
1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2012061092  
**Project Title** 2012 Bicycle Plan's First Year of the First Five-Year Implementation Strategy and Figueroa  
**Lead Agency** Streetscape Project  
 Los Angeles, City of

**Type** EIR Draft EIR  
**Description** The proposed projects consist of the Bicycle Plan First Year of the First Five-Year Implementation Strategy and the Figueroa Corridor Streetscape Project.  
 This proposed project would include the implementation of approximately 43 miles of projects (see Table 1, below). The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in Figure 1. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin sometime in 2013.

**Lead Agency Contact**

**Name** David Somers  
**Agency** City of Los Angeles Department of City Planning  
**Phone** 213 978 3307 **Fax**  
**email**  
**Address** 200 N. Spring Street, Room 667  
**City** Los Angeles **State** CA **Zip** 90012

**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Lat / Long**  
**Cross Streets** Various  
**Parcel No.**  
**Township**

**Range** **Section** **Base**

**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use** Various

**Project Issues** Noise; Traffic/Circulation; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

**Date Received** 01/18/2013 **Start of Review** 01/18/2013 **End of Review** 03/04/2013

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
ds\_nahc@pacbell.net



RECEIVED

JAN 28 2013

CSDP  
3/4/13

January 23, 2013

STATE CLEARING HOUSE

Mr. David Somers, Senior Planner

**City of Los Angeles City Planning Department**

200 North Spring Street, Room 667  
Los Angeles, CA 90012

Re: SCH#2012061092 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy and Planning Streetscape Project:" located along a three-mile stretch in the City of Los Angeles; Los Angeles County, California

Dear Mr. Somers:

The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendment s effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural

significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

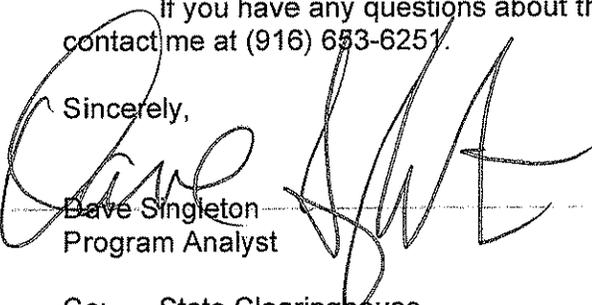
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

  
Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
ds\_nahc@pacbell.net



January 23, 2013

Mr. David Somers, Senior Planner

**City of Los Angeles City Planning Department**

200 North Spring Street, Room 667  
Los Angeles, CA 90012

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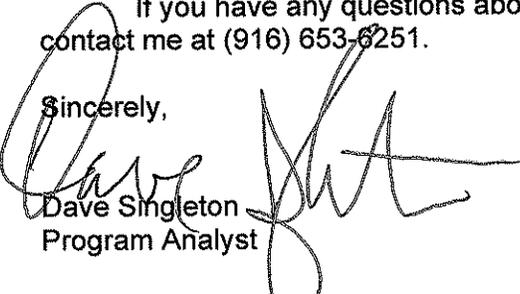
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Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**Native American Contacts  
Los Angeles County  
January 23, 2013**

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th St, Rm. 403  
Los Angeles , CA 90020  
randrade@css.lacounty.gov  
(213) 351-5324  
(213) 386-3995 FAX

Ti'At Society/Inter-Tribal Council of Pimu  
Cindi M. Alvitre, Chairwoman-Manisar  
3094 Mace Avenue, Apt. B Gabrielino  
Costa Mesa, , CA 92626  
calvitre@yahoo.com  
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address Gabrielino Tongva  
**tattnlaw@gmail.com**  
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Gabrielino Tongva Nation  
Sam Dunlap, Cultural Resources Director  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490 Gabrielino Tongva  
Bellflower , CA 90707  
**gtongva@verizon.net**  
562-761-6417 - voice  
562-761-6417- fax

Gabrielino-Tongva Tribe  
Bernie Acuna, Chairperson  
1875 Century Pk East #1500 Gabrielino  
Los Angeles , CA 90067  
(619) 294-6660-work  
(310) 428-5690 - cell  
(310) 587-0170 - FAX  
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe  
Linda Candelaria, Chairwoman  
1875 Century Pk East #1500 Gabrielino  
Los Angeles , CA 90067  
palmsprings9@yahoo.com  
626-676-1184- cell  
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the propo  
SCH#2012061092; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the 2010 Bicycle Plan -First Year of the  
First Five Year Implementation Strategy and the Figueroa Streetscap Project; City of Los Angeles; Los Angeles County, California.

**Native American Contacts  
Los Angeles County  
January 23, 2013**

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393                      Gabrielino  
Covina                      , CA 91723  
(626) 926-4131  
gabrielenoindians@yahoo.  
com

Gabrielino-Tongva Tribe  
Conrad Acuna,  
1875 Century Pk East #1500 Gabrielino  
Los Angeles , CA 90067  
310-587-2203  
  
310-587-2203

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

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# Metro™

March 4, 2013

Mr. David Somers  
City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

Dear Mr. Somers:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is in receipt of the Draft Environmental Impact Report (EIR) for the 2010 Bicycle Plan – First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project. This letter conveys recommendations from MTA concerning a number of issues in relation to the proposed project's potential impacts in the Downtown Los Angeles area to Metro and municipal transit services.

MTA has operational concerns regarding the removal of any travel lane where bus service operates. The prior removal of a travel lane on Main Street south of Pico Boulevard to install a bike lane has caused PM rush hour backups from Pico Boulevard to 17th Street. This in turn has resulted in bus delays and has increased Metro's operating cost. In the Downtown Los Angeles area, where the removal of travel lanes is proposed, Metro will when possible remove transit service from that affected street and move it to an adjacent street so that bus speeds and safety are not compromised by the bike lane. The following further describes MTA's concerns:

1. Cesar E. Chavez Avenue

As indicated in the project description, "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....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." Safety hazards are likely in the proposed shared bus/bicycle facility between Alameda Street and Figueroa Street, because of the frequency of buses. Further, the proposed bicycle lanes continue between Alameda Street and Mission Road where bus activity is the highest on the corridor. The lane reduction associated with the project is likely to cause adverse impacts for bus operations by increasing delay.

As indicated in the level of service (LOS) analysis contained in Figure 3-7 in the Draft EIR, during the PM peak hour, the proposed project is expected to increase average delay per vehicle by 86.7 seconds at the intersection of Alameda Street and Cesar E. Chavez Avenue, and 124.7 seconds at the intersection of Vignes Street and Cesar E. Chavez Avenue. Projected delays would be exacerbated on days during which Dodgers games are scheduled. Today, traffic can back up entirely from Mission Road to Vignes Street during peak periods. Additionally, the closure of the 6th Street Bridge for reconstruction will greatly increase traffic volumes on all east/west bridge streets.

The average PM peak period passenger load for the Metro lines that serve the bus stops at Cesar E. Chavez Avenue and Vignes Street is approximately 9,500 passengers. Assuming those passengers are equally distributed across the four-hour PM peak period, a passenger load of 2,375 passengers during the PM peak hour would experience an additional 124.7 seconds of delay, on average at this intersection. This equates to over 82 total hours of person delay that would be experienced by our passengers during the PM peak hour alone. Many of the passengers travelling to the Patsaouras Transit Plaza would also be affected by this delay, which would increase these estimates of person delay even more. A total of 16 bus lines, including those operated by Metro and LADOT travel through this intersection during the PM peak hour. This additional delay would impact scheduled run time and reliability, which has financial impacts related to fuel costs and staffing. These impacts should be weighed against the benefits of the bicycle lane.

During peak hours, more than 120 buses per hour operate on sections of Cesar E. Chavez Avenue, an average of more than two buses every minute. The under-construction Division 13 project is expected to increase bus activity on Cesar E. Chavez Avenue and add an additional 20 buses during peak hours. The 2008 *Metro Union Division Bus Maintenance & Operations Facility Final IS/MND* also identified the intersection of Cesar E. Chavez Avenue and Vignes Street as a significant traffic impact with the Division 13 project.

MTA has reviewed current research on shared bicycle/bus facilities. *A Summary of Design, Policies and Operational Characteristics for Shared Bicycle/Bus Lanes* (State of Florida Department of Transportation, July 2012) includes a literature review and case study summary of shared bicycle/bus lanes in the United States as well as internationally. The bus frequency found on this particular segment of Cesar E. Chavez Avenue, is dramatically higher than any of the facilities documented in the study. The highest bus frequency cited in the study was the Stewart Street shared bicycle/bus lane in Seattle, WA, with 77 buses per hour. Every other facility detailed in the study has bus frequencies of 30 per hour or less.

The study cites design guidance from Ottawa, Canada that indicates that bicycle and bus facilities should be separated in locations with more than 20 buses per hour.

Given that there are more than 120 buses per hour under existing conditions, and this is expected to grow in the near future with the completion of the Division 13 project, Metro has serious concerns over the frequency of bus-bicycle conflicts that would be inherent in bicycles sharing a facility with buses on Cesar E. Chavez Avenue.

Given these serious impacts, prior to issuance of the Final EIR, we request that City of Los Angeles staff meet with Metro Service Planning & Scheduling to identify mitigation measures to address these impacts. Potential mitigation measures to address bicycle and pedestrian safety concerns as well as the additional delay to Metro's passengers in the segment along Cesar E. Chavez Avenue from Mission Road to Alameda Street could include a relocation of a bike lane from Cesar E. Chavez Avenue to a better suited street, a separated bicycle facility, preferential signal timing for transit vehicles (for example, a queue-jump for bus movements), and/ or intersection geometric redesign.

Further, MTA is currently in the process of preparing a Master Plan for Union Station (USMP) and is also working with the Southern California Association of Governments

(SCAG) and a technical advisory committee made up of the City of Los Angeles' Departments of City Planning, Transportation and Public Works on a public improvement plan to identify bicycle and pedestrian linkages to and from Union Station and the surrounding communities. Both of these plans, which will be completed within the next two years, may identify alternatives to the bicycle lanes currently proposed along Cesar E. Chavez Avenue as well as the surrounding arterial streets. These alternatives may offer solutions that better facilitate bicycles and bus operations. We request that the Final EIR acknowledge these planning efforts, and allow for some flexibility to adopt the recommendations in these plans as alternatives to those in the current bicycle plan.

## 2. Figueroa Street

This street currently experiences high volumes of transit bus service and passengers along the proposed project location. Proposed project improvements along this segment of Figueroa Street will adversely impact bus operations. In an effort to mitigate these impacts, Metro will relocate southbound express bus services from Figueroa Street to parallel segments of Flower Street, and municipal bus operators may also move lines. Several bus stops on southbound Flower Street are in poor condition in terms of sidewalk quality and have inadequate lighting. In the event that service is relocated to southbound Flower Street, the project sponsor should consider lighting upgrades and/or new shelters at these stops to help ensure sufficient accommodation of increased bus service and bus stop passenger boardings/alightings. Furthermore, to help prevent sidewalk damage, the project sponsor should consider replacing existing ficus trees on Flower Street with a tree species that has a less destructive root system. Among the stops on southbound Flower Street most in need of improvements are the following:

- a) Southbound Flower Street & Olympic Boulevard
- b) Southbound Flower Street & Pico Boulevard
- c) Southbound Flower Street & Washington Boulevard

Lane configuration diagrams contained in the Draft EIR show that existing bus stops along Figueroa Street would be located in dedicated right turn pockets, which would create a potentially unsafe conflict in which cars could turn right in front of buses. Metro prefers farside stops and has worked with LADOT to avoid placing stops in right turn pockets when possible. To avoid this conflict, the following stops should be considered for relocation from nearside intersection locations to farside locations:

- a) Northbound Figueroa Street & Venice Boulevard
- b) Southbound Figueroa Street & Washington Boulevard
- c) Northbound Figueroa Street & Jefferson Street
- d) Figueroa Street & Adams Boulevard (both directions)
- e) Figueroa Street & Martin Luther King Jr. Boulevard (both directions)

## 3. 7<sup>th</sup> Street

Six Metro bus lines and two DASH bus lines operate on 7<sup>th</sup> Street. The stop in front of Macy's Plaza between Flower and Hope Streets today is not adequate in size to accommodate eastbound buses that also mix with southbound Flower Street buses turning east onto 7<sup>th</sup> Street. Traffic on 7<sup>th</sup> Street combined with frequent bus service raises safety concerns for bicyclists. A better street for an east/west bike lane would be

the 8<sup>th</sup> and 9<sup>th</sup> Street couplet corridor. Not only is there less bus service, but the traffic pattern of a one-way street would best accommodate the addition of a bike lane. Metro will consider moving 7<sup>th</sup> Street bus lines to the 5<sup>th</sup>/6<sup>th</sup> Street couplet corridor.

4. Construction Impacts

Several transit corridors with Metro bus service could be impacted by construction of the proposed project. For short term construction activities that may impact Metro bus lines, Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632. Long term construction activities should be coordinated with Metro Service Planning & Scheduling at 213-922-1228. Municipal bus service operators including LADOT, Foothill Transit, and City of Santa Clarita Transit may also be impacted and therefore should be included in construction outreach efforts.

5. Title VI and Environmental Justice

Due to potentially adverse impacts to transit bus service, the EIR should analyze the proposed project's compliance with Title VI and associated Environmental Justice regulations as stipulated by the Federal Transit Administration (FTA).

In addition, the description of Metro services contained in Section 4.5, Page 10 of the Draft EIR should include the following corrections:

1. Metro light rail lines include the Blue, Exposition, Green and Gold Lines. Subway lines consist of the Red and Purple Lines (heavy rail, not light rail). The Orange and Silver Lines operate as Bus Rapid Transit (BRT).

MTA looks forward to reviewing the Final EIR and highly recommends project revisions designed to alleviate bicycle and pedestrian safety concerns as well as maintain effective transit bus service operations. If you have any questions regarding this response, please contact me at 213-922-2836 or by email at hartwells@metro.net. Please send the Final EIR to the following address:

MTA CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Scott Hartwell

Sincerely,



Scott Hartwell  
CEQA Review Coordinator, Long Range Planning



## Fwd: My Figueroa/Express Lanes Adams Flyover

Michelle Mowery <michelle.mowery@lacity.org>

Wed, Feb 13, 2013 at 1:54 PM

To: Tim Fremaux <tim.fremaux@lacity.org>, David Somers <david.somers@lacity.org>, Wendy Lockwood <wl@siriusenvironmental.com>, Nathan Baird <nate.Baird@lacity.org>

FYI, discussion?

----- Forwarded message -----

From: **George Chammas** <george.chammas@dot.ca.gov>

Date: Wed, Feb 13, 2013 at 8:06 AM

Subject: My Figueroa/Express Lanes Adams Flyover

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Cc: Yunus Ghausi <[yunus.ghausi@dot.ca.gov](mailto:yunus.ghausi@dot.ca.gov)>

Hi,

We have reviewed the transportation and traffic report (draft) for the "City of Los Angeles 2010 Bicycle Plan" and we concur with the report conclusion as stated below:

*The results of the traffic analysis and corresponding AM and PM peak hour LOS and delay are presented in **Table 4.5-5**. The results indicate that under the project condition, 44 intersections would operate at LOS D or better in the AM peak hour and 37 intersections would operate at LOS D or better in the PM peak hour. During the AM peak hour, 15 intersections would operate at LOS E and 40 would operate at LOS F. In the PM peak hour, these numbers would increase to 19 intersections operating at LOS E and 43 operating at LOS F.*

*Per significance thresholds presented in **Table 4.5-4**, above, 63 intersections would have potentially significant impacts during the AM peak hour and 71 intersections would have potentially significant impacts during the PM peak hour. Intersections with potentially significant impacts are shaded.*

Table 4.4-5 below shows that S. Figueroa travel time will be impacted significantly. The average travel delay along S. Figueroa according to Table 4.4-5 will be a total increase of 1,950 sec. (32 minutes) during AM peak hour and a total increase of 1,314 sec. (22 minutes) during PM peak hour.

**TABLE 4.5-5: INTERSECTION LEVEL OF SERVICE: PROPOSED PROJECT**

No.	Street	Study Intersection/a/	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec)	Change in Delay (sec)	Sig Impact	LOS	Delay (sec)	Change in Delay (sec)	Sig Impact

49	S. Figueroa St.	8th St	C	24.9	-0.7	NO	F	109.2	-26.1	NO
50		Olympic Blvd	F	287.8	260.8	YES	F	159.2	137.9	YES
51		Pico Blvd	F	260.6	243.1	YES	F	176.2	157.4	YES
52		Venice Blvd	F	332	309.2	YES	F	294	254.4	YES
53		18 <sup>th</sup> St	F	347	335.9	YES	F	187.5	178.1	YES
54		Washington Blvd	F	474.9	332.7	YES	F	334.6	267.9	YES
55		23 <sup>rd</sup> St	F	86.5	72.3	YES	E	76.4	60.8	YES
56		Adams Blvd	F	167.2	134.8	YES	F	96.4	57.8	YES
57		Jefferson Blvd	F	120.5	76.8	YES	F	131.1	92.2	YES

58	Exposition Blvd	F	109	78.7	YES	F	108.7	69.9	YES
59	Martin Luther King Jr Blvd	F	185.3	108	YES	F	131.8	38.6	YES

These changes would cause the project to result in potentially significant impacts at the following ten intersections:

- Intersection #50: S. Figueroa Street/Olympic Boulevard (AM and PM)
- Intersection #51: S. Figueroa Street/Pico Boulevard (AM and PM)
- Intersection #52: S. Figueroa Street/Venice Boulevard (AM and PM)
- Intersection #53: S. Figueroa Street/18th Street (AM and PM)
- Intersection #54: S. Figueroa Street/Washington Boulevard (AM and PM)
- Intersection #55: S. Figueroa Street/23rd Street (AM and PM)
- Intersection #56: S. Figueroa Street/Adams Boulevard (AM and PM)
- Intersection #57: S. Figueroa Street/Jefferson Boulevard (AM and PM)
- Intersection #58: S. Figueroa Street/Exposition Boulevard (AM and PM)
- Intersection #59: S. Figueroa Street/Martin Luther King Jr. Boulevard (AM and PM)

### Summary

In conclusion, the project would have potentially significant impacts at 63 intersections during the AM peak hour and 71 intersections during the PM peak hour. This may cause some local trips to divert to alternate routes, potentially causing impacts on adjacent residential streets. While many of the special event facilities in the vicinity of project bicycle routes would generate trips outside of the peak hours potentially affecting traffic during non-peak period, some sports events start immediately after the PM peak period and the project would aggravate the congestion on affected roadways on game/event days. Without mitigation, the proposed project would result in significant impacts related to the circulation system on game/event days.

### SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of Mitigation Measures T1 through T4 would potentially reduce congestion on impacted intersections; however, the degree to which signal optimization and TDM would mitigate intersection congestion is uncertain at this time. **Therefore, the project's impacts to traffic circulation would remain potentially significant and unavoidable.** However, with increased availability of transit and increased connectivity of bicycle lanes, it is anticipated that reductions in vehicle trips will occur that have not been accounted for in this EIR. Thus, the analysis presented above is a conservative case analysis without taking into account increased mode share of other modes as is anticipated to happen in order to comply with State, regional and City sustainability programs. Impacts are still anticipated to be significant but less than presented herein.

The report has failed to mitigate the significant impact as indicated above. The report should have proposed different alternatives to have less impact on regional roadway system in the area and in concurrence with CEQA/NEPA guidelines. Other alternatives may have less impact to motorists and regional traffic operation in the area.

We recommend that the transportation and traffic report to be revised to include alternatives with less impact onto regional traffic operation in the area.

Thank you

George Chammas  
Office of Traffic Investigation

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**Michelle Mowery**  
**Sr. Bicycle Coordinator**

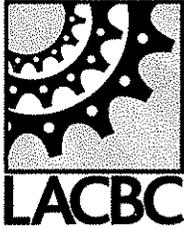
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March 4, 2013

Mr. David Somers  
Department of City Planning  
City of Los Angeles  
200 North Spring Street, Room 667  
Los Angeles, California 90012

**2010 Bicycle Master Plan  
First Year of the First Five-Year Implementation Strategy**  
(including Figueroa Streetscape and Sunset Boulevard)

Dear Mr. Somers,

The Los Angeles County Bicycle Coalition (LACBC) advocates for a better, more bikeable Los Angeles to provide Angelenos with more transportation options, cleaner air, better health, and a high quality of life. LACBC envisions a Los Angeles that is a great place for everyday, year-round bicycling, that welcomes women, children and seniors to ride along quieter and safer streets, and that celebrates our city's diversity by protecting and improving the unique character of our neighborhoods. We are pleased to submit this letter in support of the City's implementation of these 2010 Bicycle Plan projects, which is an important step in the realization of that vision.

Over the last few years we have seen a cultural, political and economic transformation wherein Angelenos are choosing to ride in ever greater numbers. This surge in ridership reflects a growing disinterest in driving one's car in a city known for its legendary traffic congestion. National trends show a decrease in automobile use at the same time that public transportation ridership reaches new records. According to a Federal Highway Administration report released this month, per person vehicle miles traveled in America peaked in 2004 and has *decreased every year since*.

At a local level we're seeing bicycle ridership increase, public transportation demand increase and a renewed interest in development patterns that encourage transportation modes beyond the automobile. Health officials stress the importance of combating obesity and chronic illnesses with physical activity. Bicycling in a city that is largely flat, spoiled by good weather, and where half of all trips are 3 miles or less can only be further encouraged if adequate and safe improvements are made to the roads. With 60% of the population "interested, but concerned" about bicycling in traffic, the growth of bicycling in Los Angeles hinges on these critical projects that are proposed this year and their connectivity to existing on-street infrastructure and destinations.

Yet none of these trends are taken into account in the City's traffic analysis. Due to a crude methodology, every vehicle trip taken today at a certain time on a certain street is assumed to be forever taken in the same manner. We know this to not be true. People do respond to changes in the transportation system. When traffic gets worse at a particular time and place, people leave earlier or later or take a different route. Or, when presented with viable options, some people will



choose to walk, bike or take transit for a given trip. So, despite the doomsday predictions of daily carnageddon based on outdated models, we know we need to provide options to grow and thrive as a city.

The Bicycle Plan has reached a critical juncture. In the two years since the Bicycle Plan's passage, the City has implemented over 120 miles of new infrastructure. But those new facilities do not yet form a network, which is the key to unlocking potential ridership. These proposed projects, however, begin to weave together the city's existing facilities into a network by closing gaps and connecting commercial corridors. If bicycling is to become a safe and reliable option for potential riders, infrastructure must likewise be safe and reliable and connect people to destinations. There is no way to build a complete network without a reprioritization of street space.

It is up to decision-makers to weigh the costs and provide the leadership to take us forward into our multimodal future. Instead of reacting to increasing congestion (that will always fill whatever capacity it is provided), we can make choices that prioritize quality of life over throughput and safety over convenience. We can either spend increasing sums of money chasing after marginal travel time savings, or we can decide to foster vibrant local business districts so that we don't need to drive across town for our daily errands.

The removal of a vehicular travel lane is necessary for these projects to happen, but costs in vehicle delays are more than made up by the many benefits of these projects for the communities they serve. Narrower and fewer travel lanes, coupled with bike lanes, yield an increase in safety on the road for drivers, bicyclists, and pedestrians. These improvements lower top vehicle speeds, reducing the risk and severity of collisions while increasing drivers' awareness of their surroundings. In a city where pedestrians and bicyclists comprise nearly 50 percent of all roadway fatalities, the safety of our most vulnerable travelers has been overlooked for too long.

With these projects, local business corridors will see an increase in *access* even while *mobility* for drivers is reduced in some cases. This slower, steadier vehicular traffic, coupled with increases in biking and walking, will attract more local and loyal customers from the neighborhood and will help turn retail corridors into people-oriented places rather than speedways for non-customers passing through. As more people arrive by biking and walking, business activity will no longer be limited by the number of parking spaces. Businesses may even find it advantageous to repurpose a single auto parking space into 12 bicycle parking spaces to further increase local access for their customers. Case study after case study, from New York to Long Beach to Los Angeles, shows that adding bike infrastructure to commercial streets is an effective strategy to grow economic activity along that corridor. Several factors lead to their findings:

- Slower streets allow for businesses to be better seen by all travelers
- Encouraging bicycling attracts more local and loyal customers
- Bicyclists tend to shop more frequently and spend more money over time
- Increasing access by providing bike parking alleviates demand for auto parking
- Thoroughfares are transformed into inviting, people-oriented and family-friendly neighborhoods that encourage lingering and casual shopping
- Bike infrastructure encourages bicyclists to ride on the street, reducing conflicts with pedestrians on the sidewalk



To date, there are no studies that suggest calming and slowing down streets and incorporating bike lanes are detrimental to the success of business. The data is compelling and we find that many businesses along the proposed corridors are in favor of these improvements because they realize the importance of a people-oriented business district rather than thoroughfares where shopping and dining are merely afterthoughts for someone commuting through the neighborhood.

Implementing bicycle lanes on commercial corridors is part of a greater place-making exercise where neighborhoods can use this opportunity to redefine the streets they call home. Examples of this are taking place throughout the nation. Locally, the City's pilot parklet program has installed extensions of the sidewalk at the expense of two parking spots in Downtown LA, Highland Park, and El Sereno. In some cases, these projects have complemented road diets on their respective streets, resulting in streets that are much more inviting to pedestrian activity that will draw from the immediate neighborhoods in a way that did not seem possible just a few years ago. Bike lanes are complementary tools to revitalize corridors and bring attention to their community as attractive and welcoming.

LACBC has been active in doing outreach and reaching constituents of neighborhoods that would be affected by the proposed bike lanes. Our findings, to be detailed below and in the appendices, show there is widespread support for increased infrastructure to encourage bicycling in their respective communities.

While some are concerned about congestion, the potential additional vehicular delay is worth the cost of making the streets safer for everyone. Earlier this year the National Highway Traffic Administration ranked Los Angeles as tied with New York in having the highest rate of bicycle and pedestrian accidents. Los Angeles had 2,500 car on pedestrian accidents in 2012 alone, triple the national average. With increased safety being one of our most important goals, the benefits to us are clear and it was a critical component as we did outreach.

In addition to the cumulative benefits describe above, each proposed project in this package has individual merit:

## **2nd (Beverly to Broadway)**

The proposed 2nd Street bike lanes would connect the Westlake community to the existing comprehensive downtown bike infrastructure. This is a key corridor for bicyclists accessing downtown from the inner neighborhoods. The topography naturally funnels bicyclists along this route, creating a high potential for mode shift once bicyclists feel safe and welcome. The 2nd Street bike lanes are especially important for safety through the tunnel (between Hill and Figueroa), which is particularly dangerous for bicyclists as lighting is an issue and speed differentials between bicyclists and cars are too great. The tunnel has become an iconic part of LA's bicycling culture and it is only fitting that bicyclists be accommodated here full-time instead of just during special events. The worst-case scenario delays as a result of this project are likely overstated and worth the many benefits.



### **7th Street (Figueroa to Main)**

LACBC and our partners campaigned heavily for the existing 7th Street bike lanes from Catalina to Figueroa, which have resulted in a more than doubling of ridership. But that project remains incomplete, delivering bicyclists to the entrance of downtown, but without a safe route into the core. By extending these lanes to Main Street, bicyclists will be able to connect safely to existing bike lanes on Olive, Grand, Spring, and Main. 7th Street has been the central axis for all five CicLAVias so far, demonstrating the street's potential when allocated to better uses. Further changes are coming to 7th Street with the arrival of the streetcar. This project is an opportunity to make the transformation complete by prioritizing active transportation 365 days per year.

### **Avenue of the Stars (Pico to Santa Monica)**

Avenue of the Stars is a high priority on the Westside. It will provide much-needed north-south connectivity between existing infrastructure on Santa Monica Boulevard and Motor Avenue. The proposed alternative on Century Park East lacks this critical connection to either of the existing lanes, but is particularly deficient to the south. Avenue of the Stars is one short block east of Motor Avenue, which allows bicyclists to use the signal phasing to cross Pico into the left turn lanes without contending with cross-traffic. Century Park East requires controlling a lane on Pico for more than a long block, then merging left in front of high-speed overtaking traffic. This will make or break the success of this lane project.

Furthermore, all the reasons for building the subway at Constellation and Avenue of the Stars are applicable to the bike lane project. Avenue of the Stars is the heart of Century City, with greater access to key destinations and transit connections. A planned mobility hub, including a bike center, at the future subway station will further increase the importance of this multimodal connectivity. Again, Avenue of the Stars provides this connection, while Century Park East doesn't. For this reason, we reject Century Park East as an alternative to Avenue of the Stars for bike lanes. If the goal is to encourage ridership and increase public transportation in the area to reduce congestion, we need to provide real options that access destinations. Bike lanes on Century Park East have merit in their own right, but are not a substitute for Avenue of the Stars.

Lastly, even under the conservative methodology applied for this project, adding bike lanes comes at almost no cost to motorists. Even a fraction of a percent mode shift would make the potential delays insignificant.

### **Bundy & Centinela (San Vicente to Washington Place)**

From Ocean Avenue in Santa Monica to the 405 freeway, there isn't a single complete north-south bikeway, greatly limiting mobility options despite the area's infamous congestion. The proposed bike lanes on Bundy and Centinela would fill this gap while providing excellent connectivity to east-west routes on San Vicente, Texas/Arizona,



Ohio/Broadway, Pearl, Ocean Park, and Venice. The importance of this north-south corridor for overall network utility cannot be overstated.

However, LACBC recognizes the project's outsized impact on vehicular delay. The City should proceed carefully with bicycle projects in this area to ensure that they are embraced by the community and well-utilized so that benefits will exceed the costs. Because Centinela and Bundy lack the destination appeal of other proposed projects, LACBC supports analyzing parallel corridors that could provide equal or superior network connectivity at less cost to vehicle delay. We note that much of the vehicular delay was associated with freeway ramps, which are not factors on Barrington.

### **Cahuenga Blvd. East (Odin to Pilgrimage Bridge)**

LACBC identifies Cahuenga Blvd. East as a high priority. As a natural break in the eastern Santa Monica Mountains, the Cahuenga Pass has historically served as a major transportation corridor between central Los Angeles and the Valley, first by horseback, then streetcars and now the Hollywood Freeway. As the transportation mix changed over time, pedestrian and bicycle infrastructure was left by the wayside. The pass's minimum 15 vehicular lanes illustrate that there is not a lack of space for bicycle and pedestrian infrastructure through the pass, but a lack of prioritization of basic safety and access.

Cahuenga East is also one of the most dangerous streets in the city for bicyclists. Since the alternative route requires more than an hour detour, bicyclists still ride through the pass despite its hazardous condition. The proposed northbound bike lane on Cahuenga East is critically important for the safety of bicyclists who are facing an uphill climb from Hollywood to Universal City in the same space as vehicles driving in excess of 40 miles per hour. Sharing a travel lane with such incompatible speeds is unworkable. Should a collision occur under these conditions, it would almost certainly be fatal. Due to this specific dangerous condition, this northbound lane has independent utility irrespective of other bikeway improvements through the pass.

Outreach conducted in the Valley tells us the pass is treacherous for bicyclists. While some intrepid riders currently use it despite its danger, countless others have attempted the trek once or twice and have vowed never to do it again. Testimonials have been sent to you directly or gathered by LACBC for the record (see Appendix H).

North of Pilgrimage Bridge, Cahuenga East is wide enough to install a bike lane to Barham without any traffic impacts. The only conflict remains between Odin and Pilgrimage Bridge. The proposed project will fill this gap and connect bicyclists from existing bike lanes on Cahuenga (south of Odin) and also to Yucca, one of the only existing Bicycle-Friendly Streets in Los Angeles.

The only sacrifice to be made in order to provide safe passage for bicyclists heading northbound over the pass will be one travel lane between Odin and Pilgrimage Bridge, a 0.3-mile segment. The limited delays to northbound traffic (considering they are worst-case



scenarios) as a result of this project are worth the safety of bicyclists that use Cahuenga East to get to their destination.

### **Cahuenga Blvd. West (Lankershim to Pilgrimage Bridge)**

Cahuenga Blvd. West bike lanes will connect to the proposed bike lanes on Lankershim and create safe passage over the Cahuenga Pass. The northernmost segment between Lankershim and Barham, where the street is wide enough to accommodate a bike lane without removing a travel lane, should seriously be considered at the expense of some parking or one of the double left turn lanes. LACBC will work with the council office to conduct outreach to businesses that may be affected by the loss of some parking along this corridor. It is critical that this outreach be conducted before a decision is made. The City should analyze the impact of losing one of two left turn lanes as an alternative to parking removal.

After conducting outreach to Hollywood Hills stakeholders, we recognize the inconvenience for motorists traveling on Cahuenga West south of Barham. We recommend that LADOT pursue safety improvements that would not result in such severe delays while also revisiting its methodology to account for traffic shifting back to the freeway if Cahuenga West were not such an attractive outlet for bypass traffic. The assumption that motorists would continue to choose a bypass route that is slower than the primary route, despite changes to that bypass to be local-serving, is not supported by evidence.

### **Cesar E. Chavez (Figueroa to Mission)**

LACBC identifies Cesar Chavez as high priority. With the extension of the Sunset bike lanes, Cesar Chavez would create a continuous bikeway through downtown connecting with new bike lanes on Mission Road east of the river. The proposed bike + bus lane would avoid unnecessarily delaying transit riders in this critical bus corridor and actually enhance access to Dodger Stadium over current conditions. The value of the existing Downtown LA bikeway network increases exponentially with every new connection. Cesar Chavez provides a vital link into nearby neighborhoods with high rates of bicycle ridership.

### **Colorado (Glendale limits to Avenue 64)**

Colorado Boulevard in Eagle Rock is a six-lane highway serving traffic from Pasadena to Glendale trying to bypass the 134 Freeway. This capacity comes directly at the expense of what could otherwise be a vibrant, community-serving business district. With buffered bike lanes along the entire corridor, we can increase mobility for those that live and shop in the community and improve access to businesses and public transit.

With the connection to bike lanes on North Figueroa and Eagle Rock Boulevard, Colorado would be part of a true network in Northeast LA. The area has seen the success of placemaking on York Boulevard with the introduction of bike lanes, a bike corral, and a



parklet. Businesses along York have benefited from an improved pedestrian environment and we support that kind of revitalization along Colorado Boulevard.

Community support is readily apparent in Eagle Rock. Take Back the Boulevard has been instrumental in working toward a more people-oriented Colorado and shifting the community vision from thoroughfare to destination. LACBC also held an event on February 10 attended by over 100 stakeholders to promote the proposed bike lanes on North Figueroa and Colorado.

We specifically note that all of this community support is for *buffered* bike lanes, which are lower stress facilities than traditional bike lanes. The buffered lanes have a greater traffic calming effect and are more consistent with Colorado's future as a vibrant, local commercial corridor. Squeezing minimum-width bike lanes in order to preserve a third travel lane is inconsistent with this vision and creates a high stress factor that will deter riders from the rest of the network.

#### **Devonshire (Haskell to Sepulveda)**

Devonshire is one of the few east-west bike lane that spans the entire valley, except for a critical 0.4-mile gap at the 405 Freeway. The existing lanes abandon bicyclists right at their most vulnerable point while navigating six on and off ramps at the 405 Freeway. By closing this gap, ridership and safety along the entire corridor will increase. The projected vehicular delays are worth this improvement in safety and mobility.

#### **Grand (Washington to 30th)**

The proposed Grand Avenue bike lanes represent an extension of the existing Downtown LA bicycle network into South LA, which is in great need of mobility options that reflect the community's low automobile ownership rates. This project would provide direct access to people working and attending LA Trade Tech. Bike lanes on Grand Avenue would be complementary to the My Figueroa project by further increasing the size of the total network and specifically increasing bicycle connectivity east of the 110 Freeway, which would be otherwise cut off from the improvements happening on the other side. The high ridership, and even higher potential ridership, in this area supports a robust network that includes improvements on both Grand and Figueroa.

#### **Lankershim (Cahuenga to Chandler)**

LACBC identifies Lankershim as a high-priority project. The importance of bike infrastructure there is amplified not only because of safety and economic activity but because of its connection to two existing subway stations. This first and last-mile connection is important for people in Toluca Lake, Studio City, Valley Village, and North Hollywood to get to these stations, which are both currently at capacity for park-and-ride. The only way to increase subway ridership (and thereby reduce vehicular congestion in the corridor) is to increase access for bicyclists and pedestrians.



The business owners know that people that arrive by bicycle free up parking spaces for other customers. The business owners also know that providing a safe opportunity to ride on Lankershim allows current riders to feel comfortable on the street, leaving the sidewalk for pedestrians, which is an ongoing issue in North Hollywood.

Outreach has been extensive along this corridor. Stakeholders, businesses, community groups and neighborhood councils were targeted along the corridor to educate people about the project and promote its benefits while fully disclosing its projected delays in vehicular travel.

### ***Stakeholder Support***

To date, 1,241 people support the concept of a bike lane on Lankershim (see Appendix E and I). Community support for Lankershim bike lanes was gathered along Lankershim, whether at the North Hollywood station, nearby bicycle shops, the North Hollywood farmer's market, and other local venues. In addition, 100 comments were submitted by stakeholders online elaborating on their support for these bike lanes (see Appendix F).

### ***Business Support***

Business support along Lankershim has been strong. To date, we have 31 businesses along and near the corridor that support this project (see Appendix G). They understand the parking issues in the neighborhood and understand the economic benefits that come with making a street calmer and more pedestrian-oriented.

### ***Vineland alternative***

While LACBC believes Vineland would benefit from bike lanes, *we are opposed to Vineland bike lanes as a replacement of the proposed Lankershim bike lanes*. Vineland does not serve the same purpose that Lankershim would, and poses more dangers to a bicyclist.

Here are just a few concerns with the Vineland alternative:

- A rider traveling southbound on Vineland would have to make 2 left turns (at Ventura and Campo de Cahuenga) to get to Universal Station. Campo de Cahuenga has on and off ramps to the freeway and is a climb from Ventura over the freeway. This stretch of the proposed alternative will deter many riders who do not find the route intuitive and encourage more sidewalk riding.
- A rider heading northbound trying to get to the Noho Station or any business on Lankershim will either have to make a left at the Vineland/Lankershim/Camarillo intersection or proceed north on Vineland to Chandler. The former is extremely dangerous and the latter very inconvenient, both further hindering an increase in bicycle ridership along the corridor. A single bike lane heading in one direction along this corridor (and through this particular intersection) is the safest option for a bicyclist.
- Lankershim has or will have bike lanes north of Hatteras up to San Fernando this year (without the need to remove a travel lane). Having a bike lane on Vineland further



disjoints progress on the bike plan that strives to make a comprehensive network of facilities successful.

### **Martin Luther King Jr. (Figueroa to Marlton)**

Martin Luther King Jr. bike lanes will connect to existing bike lanes on MLK in Leimert Park and the proposed My Figueroa project, creating an important east-west corridor through a community with lower rates of automobile ownership than the city as a whole. With connections to the Coliseum, USC, Science Center, and other major destinations, the project fulfills a need for a robust bicycle network in this community. LACBC will be conducting outreach along this corridor in the coming months; therefore we request that a decision be delayed until we are able to inform community members and stakeholder groups about the proposed project.

### **My Figueroa Streetscape Project (7th to Martin Luther King Jr.)**

The My Figueroa Streetscape Project includes Los Angeles' first cycletrack running from Expo Park to Downtown Los Angeles, among other streetscape enhancements and bicycle facilities. This is the City's first experimentation with "second generation" bicycle facilities that are physically protected from motor vehicle traffic. This is a project that prioritizes Figueroa as a destination and gateway, despite the cost to vehicular delay. For a corridor anchored on either end by the two neighborhoods with the highest bicycle ridership in the city, this is a sound approach consistent with LA's future as a walking, biking, and transit-oriented city.

With so many destinations and so much untapped potential bicycle ridership, it is absolutely critical that this project get it right. 7th Street Metro Center, the Staples Center, Los Angeles Convention Center, LA Live, USC, Coliseum, California Science Center and many other destinations in between, could all be connected by a world-class cycletrack suitable for riders from "8 to 80." Anything less than a fully protected facility sells LA short. The demographics of potential riders in this corridor (and throughout the city) are such that only a protected lane will attract "interested, but concerned" riders. An emerging body of research is finding that a network is only as valuable as its weakest link. Any points with increased stress reduce the usage of the network as a whole. Therefore to make this project worth the traffic impacts, we must implement a full cycletrack without design compromises. We support My Figueroa in its entirety and hope to apply the lessons learned to streets throughout LA as we take our first step into more advanced bicycle infrastructure.

### **North Figueroa (San Fernando to Colorado)**

LACBC identifies North Figueroa as a high priority. This project's ability to implement buffered bike lanes along most of the corridor will ensure safe passage for the most vulnerable users of the road. This project also connects to existing bike lanes on York



Boulevard, proposed lanes on Colorado and is close to Gold Line rail stops, further stitching together a practical network in Northeast LA.

N. Figueroa is a commercial corridor currently used as a thoroughfare. Traffic calming measures on this street are needed to restore appropriate vehicle speeds to a neighborhood with children walking to and from schools immediately adjacent to Figueroa (Optimist High, Nightingale Middle and Annandale Elementary). The area's hills make bike lanes all the more important to keep slow-climbing bicyclists out of the way of faster vehicles.

LACBC has conducted outreach in the community to educate and raise awareness about the proposed bike lanes on N. Figueroa. To date, *Ride Figueroa* has collected over 600 signatures and 148 comments supporting the project (see Appendices A, B, and J). We also conducted a ride to explore the route attended by over 100 people.

#### **Sepulveda (National to Ohio)**

The Westside sorely lacks north-south bikeways to complement lanes on Santa Monica and Venice and the future Expo Bike Path. Sepulveda provides one option to achieve this critical objective. However, in conducting outreach for these projects, LACBC has uncovered the community's desire to think holistically about the network, rather than considering each corridor in isolation. On the congested Westside, there is also sensitivity to any potential impact to either vehicular delay or parking. We are therefore cognizant of the need to make sure that vehicular impacts are minimized in the short term as we make a transition to a more balanced mobility paradigm in the future.

A promising concept has been to prioritize Westwood for local trips while reserving Sepulveda for through traffic. This approach aligns transportation and land use for each corridor while providing a clear framework through which to analyze potential projects. It is LACBC's vision to see fully developed bicycle infrastructure on Westwood and bus lanes on Sepulveda connecting Expo and UCLA with rapid service integrated across the various transit agencies. We therefore recommend that Sepulveda be deferred and analyzed for potential bus + bike lanes, conditional on Westwood bike lanes being approved.

#### **Sunset Boulevard (Douglas to Figueroa)**

LACBC identifies Sunset as a high-priority project. These proposed bike lanes would extend existing bike infrastructure and create a corridor from Los Feliz to downtown Los Angeles. The existing gap creates unsafe conditions for bicyclists to maneuver, especially during peak periods.

The City's proposal to explore a shared bus + bike lane instead of a conventional or buffered bike lane is not ideal. However, we realize the corridor is heavily used by multiple bus lines, including a rapid bus and the Dodger shuttle. Streamlining this corridor for buses while providing a predictable space for bicyclists (and a dedicated bike lane during off-peak



hours) is something we are comfortable pursuing as a potential solution for otherwise difficult portions of the backbone network. Careful evaluation will be needed before expanding this approach to other facilities.

### **Venice Boulevard (San Vicente to Main)**

LACBC identifies Venice as a high-priority project. Venice's existing bike lanes from the beach to San Vicente are the only bike lanes that span east-west through central Los Angeles. Extending existing facilities to downtown completes a corridor that can adequately serve cross-town commuters. Its direct route to destinations like the beach and downtown make Venice a desirable and practical avenue to use as a bicyclist, but current conditions east of San Vicente make it unsuitable and unsafe. The utility of this route will become readily apparent on April 21st, when CicLAvia extends along its entire length from Downtown LA to Venice Beach. Like on Sunset, we are comfortable experimenting with peak-hour bus lanes in order to minimize impacts on the rapid bus.

Furthermore, outreach was conducted with the United Neighborhoods Neighborhood Council and their governing board supports the idea of bike lanes on Venice within their boundaries.

### **Vermont (Venice to Wilshire)**

The proposed project on Vermont will connect to existing bike lanes on 7th Street, the proposed bike lanes on Venice and the Wilshire/Vermont station. This mixed bus + bike lane is necessary to facilitate maximum flow for bus and bike modes. As the second busiest bus corridor in Los Angeles, multiple transit lines use Vermont including a rapid bus with 5-minute headways during peak periods. The implementation of this bike lane will also introduce a center-turn lane, facilitating safer movements along the corridor for drivers, bicyclists, and pedestrians.

Like on Sunset and Venice, streamlining this corridor for buses while providing a space for bicyclists to share lanes with a bus (and a dedicated bike lane during off-peak hours) is something we are comfortable pursuing as a potential solution for otherwise difficult portions of the backbone network.

### **Virgil (Santa Monica to Melrose)**

Virgil is a through street with lower traffic volumes than parallel Vermont, making it a great candidate for a road diet to expand the bicycle network. Virgil bike lanes would connect to the existing bike lanes on Santa Monica and create a more comprehensive network in Silver Lake with connections to bike lanes on Sunset and Griffith Park Boulevards. We support this initial project and hope to see it extended along Virgil's entire length.



### **Westwood (Santa Monica to National)**

Westwood is LACBC's highest priority on the Westside. As part of a vision for a local-serving Westwood and region-serving Sepulveda, Westwood bike lanes are the epitome of a local access project. We have worked hard to identify an alternative that minimizes impacts to local businesses and residents, and believe we have done so with the floating bike lane concept. This innovative solution requires no net parking loss and only capacity reduction in the off-peak direction, which is anticipated to have no significant impact pending further analysis by LADOT.

Simply put, we think this project is a winner. And so do approximately 500 petitioners who have signed on in support of the lanes (Appendices C and L), including 117 people that have left specific comments in support of the lanes (Appendix D). We also had approximately 150 attendees at our Ride Westwood event of all ages, genders, ethnicities and skill levels. LACBC and the Bicycle Coalition at UCLA have conducted extensive outreach to neighborhood councils and homeowners associations and gone door-to-door along the residential portion south of Pico. We will continue this outreach to better explain our alternative and ensure people understand its much reduced impacts.

Westwood is one of the primary bicycling corridors on the Westside as it acts as a natural funnel from Palms to UCLA. It has among the highest ridership of any street in Los Angeles without bicycle infrastructure. The coming Expo Line is all the more reason to ensure a bike lane is ready for first and last-mile access on day one. Waiting an undetermined amount of time to see what happens to Westside traffic after the train opens makes no sense when it is projects like this one that allow people to get to the train in the first place.

### **Woodley (Stagg to Chase)**

Woodley is one of the few north-south bike lanes that spans the entire Valley. The proposed 0.8 miles of Woodley will complete this corridor and improve safety through this industrial section. A facility is only as strong as its weakest link: this last remaining gap along the entire corridor should be closed so the value of the entire bike lane can be realized.

Los Angeles is at a transportation crossroads without easy decisions. We've picked the low-hanging fruit of multimodalism. What's left are projects that involve tradeoffs where in order to balance the transportation system, resources need to be reallocated from one purpose to another. Collectively, these projects provide the highest return for their cost. And that return is measured in safety, local economy, environment, and quality of life, while the cost is measured in the singular dimension of vehicular delay. We have a choice whether to reprioritize our streets to match our values or to continue to be paralyzed by congestion. For the sake of all Angelenos clamoring for options, LACBC hopes our decision-makers choose wisely.



Thank you for your consideration of these comments. If you have any questions, please call Alek Bartrosouf or me at (213) 629-2142.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eric Bruins', is positioned below the word 'Sincerely,'.

Eric Bruins  
Planning and Policy Director

**OFFICERS**

DON KNABE  
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JOHNATHAN WILLIAMS  
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SECRETARY

JOHN SANDBROOK  
INTERIM GENERAL MANAGER &  
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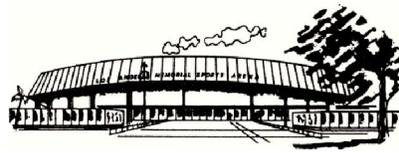
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**SITE OF 1932 AND 1984  
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TOM LaBONGE  
ALTERNATE

**LOS ANGELES MEMORIAL COLISEUM COMMISSION**

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FAX: (213) 748-5828

SPORTS ARENA: 3939 S. FIGUEROA ST. (213) 747-7111  
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March 4, 2013

Mr. David Somers  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

Dear Mr. Somers

The purpose of this letter is to provide comments regarding the "Figueroa Streetscape Project" (Project) as currently proposed by the Los Angeles Department of Transportation (LADOT). The Project is an ambitious and exciting upgrade for those that travel the Figueroa Corridor for either business or pleasure. Upon completion, Downtown Los Angeles will have a renewed sense of connectivity with the Exposition Park area of Los Angeles, particularly the Coliseum/Sports Arena campus for which the Coliseum Commission is responsible.

In undertaking a project such as that proposed for 3+ mile stretch of Figueroa Street from Wilshire Blvd. to Martin Luther King, Jr. Blvd., LADOT understandably has many interests and factors – residential and commercial – to consider. Clearly, the examples cited in your proposal regarding the many beneficial impacts seen by similar projects in San Francisco and New York City show the possibilities for this Los Angeles project. The residents near the Figueroa Corridor as well as the members of the USC community and the commercial businesses on or in proximity to the Figueroa Corridor should benefit from these permanent, year-round improvements.

However, at the same time, the San Francisco and New York examples, to the best of our knowledge, do not involve the existence of a 90,000 stadium and 16,000-seat arena at one end of the improvement corridor. This circumstance is a reality for the Figueroa Corridor. The reduction of traffic capacity on Figueroa Street has a significant and material impact on overall traffic congestion facing attendees traveling to this area of Los Angeles for the periodic special events at the Coliseum/Sports Arena campus.

But such congestion also has significant and extended impacts on the local residents and businesses on such special event days. Just this morning (Monday, March 4), the traffic congestion earlier today on Figueroa Street caused by LADOT-imposed traffic restrictions on Figueroa Street due to a special event at the 10,000-seat USC Galen Center serves as a reminder of the importance of Figueroa Street's traffic volume for such special event circumstances. Further, such circumstances can quickly impact the 110 Freeway as off-ramp flow-through is reduced.

Similarly, within the Exposition Park area, the proposals in reduction in the width of Bill Robertson Lane could also restrict the ingress and egress rates for the Exposition Park parking lots (# 1, # 2 and # 3) west of the Coliseum. While these impacts and possible increased congestion on special event days would not directly affect local residents and businesses in the same manner as that experienced by increased congestion on the Figueroa Corridor, the indirect impacts on nearby streets from such ingress and egress impacts need to be recognized as a consequence of the proposed project.

Clearly, as LADOT pursues the process to reach in a deliberate manner a balanced decision about these various concerns, the concern is for an even more focused LADOT-organized vehicular traffic plan for special event-attendees unable to walk or unable to utilize the EXPO line light-rail system that is now happily available.

The Coliseum/Sports staff applaud the efforts being undertaken to address the needs of a vibrant, growing community with ever-changing demands by developing proposals such as the Figueroa Streetscape Project. A more fully-developed proposal that addresses the concerns outlined above regarding special-event circumstances is, respectfully, a necessary next step.

Sincerely,



John Sandbrook  
Interim General Manager

cc: Members of the Coliseum Commission



Automobile Club of Southern California

AAA.com

ALICE C. BISNO  
Senior Vice President  
Public Affairs  
(714) 885-1253  
(714) 885-1278 Fax

March 1, 2013

Mr. David Somers  
Department of Planning  
City of Los Angeles  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

Transmitted on March 1, 2013 via E-mail to: david.somers@lacity.org

**Subject: Draft Environmental Impact Report No. ENV-2012-1470-EIR**

Dear Mr. Somers:

Thank you for the opportunity to review and comment on the draft EIR for "The 2012 Bicycle Plan – First Year of the Five-Year Implementation Strategy and the Figueroa Streetscape Project." Auto Club staff along with Figueroa Corridor Business Improvement District members met with Department of Transportation (LADOT) staff and consultant on February 27 to review a revised project proposal for Figueroa Street that is different from the draft EIR. This letter includes our comments on the revised project and we look forward to continued productive dialogue with the city on this important effort.

The Auto Club has been part of the Figueroa corridor community for 90 years. Improving the corridor in the right way is very important to us. Our beautiful historic headquarters building is located at the corner of Figueroa Street and Adams Boulevard. We have been serving members and operating from this location since 1923. Today, 1,100 Auto Club and tenant employees work at this location and hundreds of Auto Club members visit each day.

We support improving Figueroa Street to enhance traffic safety, overall mobility, the appearance, and economic development in the area. We believe these objectives can and should be achieved in ways that do not make congestion worse and that maintain the current number of through and peak-period traffic lanes along the corridor. Bicycle lanes and other improvements can be added without removing traffic lanes by modifying the revised proposal

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presented to us on February 27 to maintain peak-period travel in parking lanes between 21st Street and Exposition Boulevard.

The revised proposed cross-section for the project shows two travel lanes in each direction, a two-way center median turn lane, one full-time parking lane, and one buffered bicycle lane in each direction. Although this latest proposed cross-section is an improvement to the project that is shown in the draft EIR – under which this segment of Figueroa Street would have been reduced to only one southbound and two northbound travel lanes – the latest proposal still eliminates the existing third peak-period travel lane in each direction (which is now used as a parking lane during off-peak hours). Removing the peak-period travel lanes would cause unacceptable and immitigable levels of congestion on an already heavily congested corridor.

LADOT staff informed us that an analysis of intersection capacity/delay calculations for the revised proposed cross-section should be completed in the next few weeks. This information is critical to understanding potential congestion and mobility impacts. Considering the extremely significant levels of projected delay and congestion in the EIR associated with the initial proposal, we expect that the calculations on the revised proposal will still show significant increases in intersection delays and congestion levels if the number of peak-period travel lanes is reduced.

Congestion levels will be made even worse by the proposed placement of “Bus Platforms” in the parking lanes after intersections. Such placement will force buses to stop in the Number Two travel lane to pick-up and drop-off passengers, effectively blocking traffic in these lanes, especially during peak traffic periods. As a result, there will be only one functional travel lane in each direction when traffic is at its worst, which will cause extremely high levels of congestion and delay during peak periods. Placement of bus platforms at these locations will also force bus riders to step into and cross bicycle lanes, creating a hazardous condition for both bicyclists and pedestrians. We urge the City to develop an alternative street design that will accommodate the proposed bicycle lanes without vehicular capacity reductions and significant worsening of congestion in the corridor.

We are also concerned that traffic exiting the new I-110 Metro Express Lanes will further increase congestion in the area. To address a freeway bottleneck where the express lanes end, Metro and Caltrans are encouraging more traffic heading downtown to exit the freeway at or before Adams Boulevard and continue on Figueroa and other north-south streets. Analysis of these traffic impacts also needs to be taken into consideration before the Figueroa Street project is approved.

The proposed project, regardless of the final cross-section, will have impacts, especially during the construction period. Inevitably, some traffic will divert to adjacent cross and parallel streets. In approving the project, the City must commit to both managing construction in a way to minimize construction-related impacts and to not approve any traffic restrictions on cross and parallel streets in the future that would make mobility along the corridor even worse.

We also believe that to better measure the success of the proposed project, quantitative data needs to be provided about the current daily volume of cyclists using the corridor and modeled projections indicating expected increase in the use of the new facility. This type of analysis is

commonly done for all transportation improvement projects and will provide a way to gauge the project's success in attracting bicyclists to the area.

We support public transit and safe facilities for biking and walking. However, the proposed project must be done in manner that does not make traffic congestion worse for the tens of thousands of commuters, students, and visitors who will continue to drive to and through the Figueroa corridor. Congestion in the corridor is not a new condition, and the Auto Club has taken steps over the years to mitigate the impact of our employees. We have implemented transportation demand management practices at our headquarters building for employees, including vanpool/carpool programs, financial incentives for using public transit, and flexible work schedules to reduce peak-period traffic impacts in the corridor.

The Auto Club has a strong commitment to the City of Los Angeles and to the corridor that we have called home for ninety years. We share the City's desire to upgrade and improve this important area; what we are asking for is that the proposed changes to Figueroa Street be done in a way that provides the best environment possible for all users. Any further degradation of mobility and safety in the corridor ultimately will harm everyone who travels through it. That does not have to happen.

Reasonable modifications based on sound traffic engineering practices can be made to the revised proposal to accommodate the desired addition of bicycle lanes without reduction in vehicle capacity on this segment of Figueroa Street. We look forward to working with you and your consultants to reach that objective.

Sincerely,



Alice Bisno  
Senior Vice President  
Public Affairs

C: Mayor Antonio Villaraigosa  
Councilwoman Jan Perry  
Councilman Jose Huizar  
Supervisor Gloria Molina  
Supervisor Mark Ridely-Thomas  
Mr. Borja Leon, Deputy Mayor  
Mr. Jaime de la Vega, General Manager LADOT  
Members of the Figueroa Street Business Improvement District

Steve Finnegan, Automobile Club of Southern California  
[Finnegan.Steve@aaa-calif.com/714-885-23087](mailto:Finnegan.Steve@aaa-calif.com/714-885-23087)

Hamid Bahadori, Automobile Club of Southern California  
[Bahadori.Hamid@aaa-calif.com/714-885-2326](mailto:Bahadori.Hamid@aaa-calif.com/714-885-2326)



February 14, 2013

David J. Somers  
Policy Planning and Historic Resources Division  
Citywide Planning, Bicycle Plan  
Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

**Re: My Figueroa Streetscape Project**

The purpose of this letter is to inform you that the Figueroa Corridor Partnership Business Improvement District (BID) opposes the My Figueroa Streetscape project as currently structured and will continue to oppose the project until an alternate project structure is developed that will:

- Provide two vehicle travel lanes north bound and south bound (not including right/left turn pockets) on South Figueroa Street between Venice Boulevard and Martin Luther King Boulevard.
- Maintain on-street parking in areas that are critical to businesses.

The current project structure reduces vehicular travel lanes and increases the intersection level of service to unacceptable levels. Additionally, on-street parking is removed in areas that are important to the districts businesses. The Draft EIR specifically calls out the following resulting from the My Figueroa Streetscape project.

- Loss of 92 on-street parking spaces within our BID district.
- Level of Service F indicated at all intersections within our BID district during AM/PM peak periods.

We are currently working with the Department of Transportation and the project design team to develop an alternative project structure that meets the needs of the District.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Gibson".

Steve Gibson  
Executive Director  
Figueroa Corridor Partnership BID

Cc: Mayor Antonio Villaraigosa  
Jan Perry, Council District 9

February 14, 2013

David Somers  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

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[www.shammasgroup.com](http://www.shammasgroup.com)

Via Certified Mail, Return Receipt

## **Draft Environmental Impact Report No. ENV-2012-1470-EIR**

Dear Mr. Somers:

I am writing to oppose the 2010 Bicycle Plan Figueroa Streetscape Project. As the CEO of the Shammass Group and the Downtown LA Auto Group, I am very concerned that the current proposals for bike lanes will have a very negative impact on our automobile retailing businesses on Figueroa Street.

We own eight dealerships, six of which are located on Figueroa Street, including Felix Chevrolet, the oldest dealership in Los Angeles. Each month we sell about 1300 cars. In 2012 we generated nearly \$22 million in sales revenue tax for the City and State. We provide family-supporting jobs for nearly 1,000 employees.

Figueroa is a very busy street, and many of the people who use Figueroa are on their way to or from our businesses. Each day more than 500 customers come to our service departments for repair work. Reducing the number of lanes for vehicles to one northbound and one southbound will result in very long waits at stoplights (estimated at 2 to 5 minutes) and a situation where our customers will decide to go elsewhere. We will oppose any bike plan that limits the number of vehicular lanes to one north and one south.

In addition, we oppose the proposal to install permanent curbs in the street for "protected" bike lanes. My reading of AB 2245 is that the new law provides for "striping" of streets, but not for the construction of new, fixed, permanent curbs in the street. Like AEG and LA Live, located to the north of our businesses, we prefer buffered lanes to protected lanes.

I have been told by representatives of DOT that this project needs quick approval in order to capture the Prop. 1C funding. As someone who was instrumental in building the coalition that won the funding for the project, I don't buy the argument that we need to

Page 2  
February 14, 2013  
Department of City Planning

rush to get this approved. Sure, the funding would be great to get, but not at the risk of inconveniencing our customers and damaging our businesses.

We just received word from the Department of Building and Safety that our plan to build a new \$20 million facility on Washington and Figueroa has been approved. But I am putting it on hold until we know what will happen to Figueroa Street.

Thank you for hearing our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Holter', with a horizontal line extending to the right.

Darryl Holter, CEO  
The Shammass Group  
Downtown LA Auto Group

March 4, 2013

Mr. David Somers  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

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[www.shammasgroup.com](http://www.shammasgroup.com)

Via Certified Mail, Return Receipt

## **Draft Environmental Impact Report No. ENV-2012-1470-EIR**

Dear Mr. Somers:

I am writing once again to oppose the 2010 Bicycle Plan Figueroa Streetscape Project, as well as some of the “revised” plans discussed in the last few weeks. As the CEO of the Shammas Group and the Downtown LA Auto Group, I am very concerned that the current proposals for bike lanes will have a very negative impact on our automobile retailing businesses on Figueroa Street.

We own eight dealerships, six of which are located on Figueroa Street, including Felix Chevrolet, the oldest dealership in Los Angeles. Each month we sell about 1300 cars. In 2012 we generated nearly \$22 million in sales revenue tax for the City and State. We provide family-supporting jobs for nearly 1,000 employees.

Figueroa is a very busy street, and many of the people who use Figueroa are on their way to or from our businesses. Each day more than 500 customers come to our service departments for repair work. Reducing the number of lanes for vehicles to one northbound and one southbound will result in very long waits at stoplights (estimated at 2 to 5 minutes) and a situation where our customers will decide to go elsewhere. We will oppose any bike plan that limits the number of vehicular lanes to one north and one south.

In addition, we oppose any plan to install permanent “curbs” in the street for “protected” bike lanes. My reading of AB 2245 is that the new law provides for only for “striping” of streets, but not for the construction of new, fixed, permanent curbs in the street.

LADOT staff have informed us that intersection capacity/delay calculations for the revised proposal should be completed soon. Considering the extremely significant levels of projected delay and congestion in the EIR associated with the initial proposal, we expect that the calculations on the revised proposal will still show significant increases in

intersection delays and congestion levels if the number of peak-period travel lanes is reduced.

Congestion will be made even worse by the proposed placement of "Bus Platforms" in the parking lanes after intersections. Such placement will force buses to stop in the Number Two travel lane to pick-up and drop-off passengers, effectively blocking traffic in these lanes, especially during peak traffic periods. As a result, there will be only one functional travel lane in each direction when traffic is at its worst, which will cause extremely high levels of congestion and delay during peak periods. We urge the City to develop an alternative street design that will accommodate the proposed bicycle lanes without vehicular capacity reductions and significant worsening of congestion in the corridor.

We support public transit, biking, and walking. But this must be done in a manner that does not make traffic congestion worse for the tens of thousands of people who will continue to drive to and through the Figueroa Corridor.

For these and other reasons, we oppose the Bicycle Plan proposals.

Thank you for hearing our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Darryl Holter", with a long horizontal stroke extending to the right.

Darryl Holter, CEO  
The Shammass Group  
Downtown LA Auto Group

Cc: Mark Cohen, Figueroa Corridor Partnership  
Steve Gibson, Figueroa Corridor Partnership  
Aaron Aulenta, Figueroa Corridor Partnership  
Irene Rodriguez, Figueroa Corridor Partnership



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February 14, 2013

David Somers  
Policy Planning and Historic Resources Division  
Citywide Planning, Bicycle Plan  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

**Re: DEIR Bike Plan Hearings**

Dear Mr. Somers:

Community Health Councils (CHC) submits the following comments on the DEIR for the 2010 Bicycle Plan – First Year Implementation Strategy. CHC seeks greater equity in access to multi-modal transportation for the residents of South Los Angeles and other underserved communities. CHC is encouraged by the proposed Grand, South Figueroa, 7<sup>th</sup>, and Venice bike lanes and ask that these lanes not be deferred by LADOT. Included in our support is the specific request for a redesign of the segment on Martin Luther King Jr. Blvd, and for future experimental traffic control and bike projects to be considered in South Los Angeles.

CHC is a non-profit, community-based health promotion, education and policy organization that works to strengthen community participation in defining state and local policies. CHC promotes social justice to achieve equity in community and environmental resources for underserved populations. Many residents in South Los Angeles depend on bicycles as their primary mode of transportation, and we wholeheartedly support the expansion of safe innovative bicycle infrastructure in historically underserved low-income racial and ethnic communities. However, the DEIR failed to adequately analyze the proposed bike lanes based on multi-modal transportation objectives and incorporate best practice design standards to mitigate adverse impacts.

The establishment of well-connected bicycling networks is an important component for livable communities. Bicycling fosters safe, livable, family-friendly communities; reduces vehicle emissions; and promotes physical activity and health. Assembly Bill (AB) 1358, the Complete Streets Act, requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. This being said, it is important to use the bike lane construction opportunities set forth in the Bicycle Plan to push for innovative design and best practices in South Los Angeles. Projects like the painted bike lane on

Spring Street and future experimental bike projects should be considered in South LA communities and not just in Downtown Los Angeles.

The introduction and integration of designated bike lanes requires greater community input and analysis. The removal of parking in higher density communities such as South LA should not be the default design. The bike lanes along Martin Luther King Blvd. from Crenshaw to Leimert will require the removal of 54 residential parking spaces. While we understand that the bike lane creates a vital connection to the future Crenshaw/King station, it is imperative to assess and determine the effects it will have on the surrounding neighborhood. The complete removal of on-street parking along this segment will affect residential access on the southern portion of Martin Luther King Blvd. There is a left turn lane along this entire segment of the street that is primarily needed only during peak hours. There are at least two options:

1. If the left turn lane is removed, there should be enough room for two bike lanes and to maintain the existing parking on both sides of Martin Luther King Blvd; or
2. If the left turn lane and the on street parking on the north side of the street is removed, the street can accommodate two bike lanes and maintain the existing parking on the southern portion of MLK Blvd.

We therefore support the designation and establishment of bike lanes throughout South Los Angeles as a priority in 2013 in order to enhance the safety and health of the community. However, we ask the LADOT and the Department of City Planning to conduct a street-by-street analysis of the design options with stakeholder input to ensure community buy-in and to make full use of all strategies and best practices when implementing these bicycle facilities in South Los Angeles to mitigate any adverse impact.

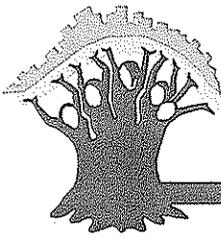
Thank you in advance for your consideration. Please feel free to contact me or Alex Campbell, Policy Analyst, at 323.295.9372 or [acampbell@chc-inc.org](mailto:acampbell@chc-inc.org) for further information.

Sincerely,



Lark Galloway-Gilliam  
Executive Director

cc: Councilmember Reyes  
Councilmember Huizar  
Councilmember Perry  
Councilmember Parks  
Councilmember Wesson



# T.R.U.S.T. SOUTH LA

February 10, 2013

David Somers  
Policy Planning and Historic Resources Division  
Citywide Planning, Bicycle Plan  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

Re: DEIR Bike Plan Hearings

Dear Mr. Somers:

On behalf of T.R.U.S.T. South LA, I submit the following comments and analysis of the DEIR for the 2010 Bicycle Plan – First Year Implementation Strategy. My organization is writing in support of the proposed Grand, Martin Luther King, South Figueroa, 7th, and Venice bike lanes, with a specific request that these lanes not be deferred by LADOT later. We wholeheartedly support the expansion of safe bicycle infrastructure into low-income communities where the need for safe, alternative modes of transport is high but infrastructure investments have been lacking. Many of our community members depend on their bicycle for their main mode of transportation for economic reasons and many youth and families have taken to the Bicycle as a healthy and social means of transportation and recreation.

T.R.U.S.T. South LA was established in 2005 as a permanent and democratic steward of land in South Los Angeles. Our mission is to acquire and steward land in perpetuity, to conceptualize and support the development of affordable housing and other community-serving uses such as parks, gardens and local businesses. Since its inception the group has expanded its community membership, and has raised and dedicated millions of dollars in its effort to improve the way of life for thousands of local residents, businesses, and stakeholders. For T.R.U.S.T. South LA, community planning means that the needs and interests of residents, especially those historically marginalized from the planning process and from the practice of real estate development, are brought to the forefront. It means capturing their vision and creativity about the neighborhoods they live in, the sidewalks and streets they walk, bike and drive, the businesses they patronize, and resources they need in order to live a quality way of life.

As an organization and Community we are very excited about our cities many gains when it comes to the cities Biking infrastructure. The establishment of well-connected bicycling networks is an important component for livable communities. Bicycling fosters safe, livable, family-friendly communities; reduce vehicle emissions; and promotes physical activity and health. Assembly Bill (AB) 1358, the Complete Streets Act requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. With this being said, it is important to use the bike lane construction opportunities set forth in the Bicycle Plan to push for innovative design and best practices in South Los Angeles.

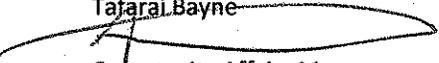
Projects like the painted bike lane on Spring Street and future experimental bike projects should be considered in South LA communities and not just Downtown Los Angeles.

Of course, the introduction and integration of designated bike lanes requires community input and analysis. It is imperative to assess and determine the effects it will have on the surrounding neighborhood and that community engagement occurs that helps to inform the best solutions for challenges identified. In this way both the community and the city can work together to ensure that these improvements best serve the residents of the neighborhoods and ensure the full use and success of these improvements long after the shovels have done their job.

We support the designation and establishment of bike lanes throughout South Los Angeles as priority in 2013, in order to enhance the safety and health of the community. However, we ask the LADOT and the Department of City Planning to conduct detailed analysis of the design options with stakeholder input and community based partnerships to ensure community buy-in, and to make full use of all strategies and best practices when implementing these bicycle facilities in South Los Angeles.

Sincerely,

Tafarai Bayne



Community Affairs Manager  
TRUST South LA



# Southeast Asian Community Alliance

Empower ❖ Community ❖ Justice

February 4, 2013

David Somers  
Policy Planning and Historic Resources Division  
Citywide Planning, Bicycle Plan  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012

Re: DEIR Bike Plan Hearings

Dear Mr. Somers:

I am writing this letter on behalf of the Southeast Asian Community Alliance (SEACA), an organization dedicated to empowering low-income immigrant and refugee youth in Los Angeles. We respectfully submit these comments on the pending DEIR of bicycle lanes from the Citywide Bicycle Master Plan. My organization is writing in support of the proposed Grand, Martin Luther King, South Figueroa, 7<sup>th</sup>, and Venice bike lanes, with a specific request that these lanes not be deferred by LADOT later. We wholeheartedly support the expansion of safe bicycle infrastructure into low-income communities, which are greatly underserved. Many of our members or people we serve depend on their bicycle for their main mode of transportation for economic reasons.

While we understand why those bicycle lanes were subjected to CEQA analysis, we believe that the above-mentioned bicycle lanes are valid projects that should move forward and warrant priority. They have strong community and political support behind them and the overwhelming need for these projects should override any negative traffic impacts the DEIR has found that they pose.

We know that the DEIR was required because the studied traffic and congestion impacts were limited to an automobile level of service (LOS) measure only and had it been possible to include the number of cyclists using these streets, the decision would have been clear to implement the said projects. The DEIR shows minimal impacts from the proposed lanes beyond those on automobile and transit traffic, signal timing, and relevant construction projects. We support any needed parking removal or travel lane reduction, as a means to implement these highly desired projects in 2013 to improve the safety and health of our at-risk populations.

We respectfully request the Planning Department's approval of these abovementioned projects' environmental analyses.

Sincerely,

A handwritten signature in black ink, appearing to be 'Sissy Trinh', written in a cursive style.

Sissy Trinh  
Executive Director

March 1, 2013  
James O'Sullivan  
Fix The City, Inc.

David Somers  
Los Angeles Department of City Planning  
200 North Spring Street, Room 667  
Los Angeles, CA 90012  
Fax: (213) 978-3307  
E-mail: [david.somers@lacity.org](mailto:david.somers@lacity.org)

Re: ENV 2012-1470-EIR, State Clearinghouse No. 2012061092

Dear Mr. Somers:

Please accept these remarks and comments on ENV 2012-1470-EIR (2010 Bike plan). I have copied references to the DEIR and Bike Plan, making comments on both in red along the way.

City of Los Angeles 2010 Bicycle Plan  
First Year of the First Five-Year Implementation Strategy and  
Figueroa Streetscape Project

**From the Draft Environmental Impact Report (DEIR)**

2.1 INTRODUCTION

In September 2012, Governor Brown signed in to law **Assembly Bill (AB) 2245**, which allows re-striping of urban roadways to proceed under a Statutory Exemption as long as a traffic and safety analysis is prepared and hearings are held in affected areas. Since this law goes in to effect as this Draft EIR was being completed, this Draft EIR, including a **traffic and safety analysis is being circulated**. Comments on this the Draft EIR will be addressed in a staff report prepared by the DCP for consideration by the General Manager of Los Angeles Department of Transportation (LADOT) and will be made available to, the general public, including all parties that commented on the Draft EIR and attended any of the public meetings. Four public hearings and a webinar will be held after circulation of the Draft EIR. **The City will not be certifying the EIR or preparing a Final EIR. Rather, Notices of Exemption will be filed pursuant to 1) California Public Resources Code (PRC) Section 21080.20.5 (c)(2) – for the bicycle lanes and 2) CEQA Guidelines, Article 19, Sections 15301, 15304, and 15311 for the streetscape improvements proposed as part of the My Figueroa Project.**

Fix The City believes there are multiple issues with this DEIR. First and foremost it **does NOT comply with AB 2245** as stated in the Bill. “This division [CEQA] does not apply to a project that consists of the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan prepared pursuant to Section 891.2 of the Streets and Highways Code.”

#### PROBLEMS THE CITY NEEDS TO CORRECT

1. It is a General Plan Amendment and requires a Full EIR
2. The City is doing a piecemeal approach to implementing the Full Bike Plan.
3. In order to mitigate the impacts a Full EIR is required.
4. The Bike Plan does not meet the requirements of AB 2245
5. The plan is inconsistent with the Framework Element
6. The plan is inconsistent with the Community Plans
7. The plan does not comply with the Complete Streets Act
8. The plan discriminates against persons with Disabilities

1) This Bike plan is a major revision of the Circulation Element, a mandated Element of the General Plan. This First year strategy will impact 20 of the 35 Community plans and full implementation will eventually affect all 35. A Full EIR is therefore required.

2) This Update to the Circulation is being done in a piecemeal fashion. Impacts must be studied for the entire plan (1684 miles) not just the first 42 miles.

3) Simply doing a DEIR is not sufficient to understand and mitigate impacts. This requires that a Full EIR be done.

4) The Bike Plan does not meet the requirements of AB 2245  
The City of Los Angeles incorrectly claimed that AB 2245 allows it to circumvent CEQA and not prepare or certify a Final EIR. While AB 2245 does exempt Class 2 bicycle lanes from the EIR process in certain circumstances (compliance with section **891.2** of the California Streets and Highways code) the 2010 Bicycle Plan falls short of compliance on several points.

#### From the Streets and Highway Code

**891.2.** A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing **bicycle commuters** in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

From the 2010 PLAN. 2000 Census listed commuters as 0.61 % of the population. 2008 info had it at 0.90%.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

From DEIR. There were no maps as described. Not showing residential communities or commercial districts does not show the full impact of Bike lanes on the surrounding communities. 20 of the 35 Community plans are impacted by the Bike Plan.

From 2010 PLAN

No maps as required.

Maps that show existing and proposed Land user and settlement patterns can be found in Bicycle plans of other California Cities and are necessary to evaluate impacts that the loss of parking and motorized travel lanes would have on businesses and adjacent Residential communities. This is a serious issue.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

**Safety.** The Bike plan mentions Safety but this is the only reference in the DEIR. “Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public”. This is not a clear Commitment to allocate specific

funds for Safety. Without funds for safety to protect the public and the bicycle community there will be unmitigated serious impacts.

**Education.** The Bike plan mentions education but funds are sketchy. It says Metro will allocate 2% of bike plan funds to bike safety and Education programs. This does not rise to the level of a clear Commitment to allocate specific funds for education. Without funds to educate the public and the bicycle community there will be unmitigated serious impacts.

**Law Enforcement.** Specific amounts of funding and agencies involved must be made prior to approving this Plan or DEIR. The general public has no confidence that there will be enforcement of the vehicle code for bicyclists.

DEIR. “Education and encouragement programs would further mitigate congestion by increasing bicycle mode share”. This is much too vague. Mitigating congestion without proper funds attached will not produce useful results.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past **expenditures** for bicycle facilities and **future** financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

**Expenditures.** PLAN. No description. of Past Expenditures. DEIR, lists the requirement but still there is no list of past expenditures

**Future** PLAN lists costs in future \$235-427 Million. DEIR. Couldn't find any.

The loss of on street parking in many built out communities would deprive those businesses of the only parking they have in close proximity to their businesses and could lead to conditions of BLIGHT on certain boulevards. Residential communities will suffer the intrusion of motorists looking for a parking space close to their parking destination and increase GREEN HOUSE gasses as motorists circle endlessly looking for a coveted parking spot.

This situation is much worse than it should have been due to the flagrant **“escheatment”** of City special parking funds to fill the coffers of the City general fund.

Further AB 2245 requires compliance with California Streets and Highways Code Section 891.2 and that Section is located in Article 3, California Bicycle Transportation Act (890-894.2). Article 3 states that “it is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.”

Shall be designed and developed to achieve the Functional commuting needs. The Bike Plan relies heavily on other types of bike riding. Sport, recreation not commuting.

In enacting the 2010 Bicycle Plan the City of Los Angeles states in Chapter 1, this Chapter articulates the Purpose of the 2010 Plan to increase, improve and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation.

As a matter of fact much of the 2010 plan deals with Recreational use, fitness, and sport use.

The Plan states that in 2000, 0.61% of commuters used a bicycle to commute to work each day and by 2008 that number had risen to 0.90%. That still means that less than 1% of Angelenos use a bicycle to commute to work on a daily basis.

While that number may be laudable it shows that the vast majority of those who will use the Class 2 routes in the plan will not be using it as intended for “the functional commuting needs of the employee, student, business person, and shopper” and as such different criteria must be used as the foremost consideration in route selection. That can only be achieved through a full EIR which takes into consideration the full impact of this plan.

A Final EIR would give the community the ability to challenge the assertions in the DEIR and 2010 Plan. It would also give the City time to provide evidence that such programs exist and will have sufficient funding.

- 5) The plan is inconsistent with the Framework Element.

#### COMMENTS ON THE DEIR

The City states that the DEIR and 2010 Bike plan are consistent with the Framework Element and Community Plans.

However the Framework Element last updated in 2002 filed a statement of overriding considerations for the Bicycle plan which this DEIR and the Bicycle Plan do not address.

*In addition to the Framework Element, other mitigation measures recommended by the Final EIR include:*

- *Ensure that all City Streets have a curb lane wide enough to accommodate bicycle traffic; and*
  - *Require that all new developments install in all garages electric plugs that can recharge electric vehicles.*
- Pursuant to Section 21081 of the Public Resources Code, the City finds the first mitigation measure to be physically and economically infeasible without extensive condemnation of private property or purchase of right-of-way. A “built out” city cannot ensure that all the streets will be rebuilt with the required width for bicycle routes. Also, there are streets where any kind of bicycling would be unsafe. Therefore, the City will not adopt this mitigation measure and will adopt a substitute measure as follows: "Ensure that all City streets designated in the Bicycle Plan as bicycle routes have a curb lane wide enough to accommodate bicycle traffic ."*

**Curb lane wide enough.** Wide curb lane - A 14 foot (or greater) wide outside lane adjacent to the curb of a roadway, that provides space for bicyclists to ride next to (to the right of) motor vehicles. Also referred to as a “wide outside lane”. If adjacent to parking, 22 feet in width may also be considered a wide curb lane.

The DEIR for the First Year Implementation states:

*City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element establishes the overall policy and direction for the General Plan. It includes a long range strategy to guide the comprehensive update for the General Plan’s other elements are listed below in Table 4.3-1.*

AND

*City of Los Angeles Plans and Policies*

*As previously stated, the City of Los Angeles 2010 Bicycle Plan (Bicycle Plan) was approved and adopted by the City of Los Angeles as part of the Transportation Element, which is the overall guiding plan element that establishes the City's transportation policies. The proposed project implements projects that are included in the Bicycle Plan and therefore, would be consistent with the goals and objectives of this plan and of the General Framework Element.*

**This DEIR picks and chooses from many objectives and policies of the Framework Element and misses important ones critical to an objective EIR.**

**Framework Element.** The City’s General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future.

The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services.

**The Framework Element actually states under City Form:**

**Policies 5.3.4 - STREETS**

Identify **commuter and recreational bicycle routes** that link major destinations within the City, and establish and implement standards to maintain their safety and security. (P3, P4)

**P3, P4. These two policies implement this part of the Framework Element**

**P3** Formulate and periodically update a citywide Transportation Element addressing the following within the context of the regional transportation system:

- a. A transit system, including transit station enhancement programs
- b. Street standards for pedestrian-oriented roadways and transit-oriented roadways. These standards will apply on a case-by-case basis to specific streets as determined during the development of community plan level TIMPs
- c. Paratransit services, taxis, and other privately operated services
- d. Non-motorized transportation alternatives, such as bicycling and walking
- e. The Roadway Classification System
- f. Changes in travel behavior and technology; private sector transportation system management and transportation demand management
- g. Access to major regional employment and other attractors
- h. Transit system security
- I. Mobility and accessibility for senior citizens and disabled persons
- j. Protection of neighborhoods from traffic intrusion
- k. Movement of goods, including intermodal facilities
- l. Parking
- m. Mixed-use development as a trip reduction/VMT reduction measure
- n. An investment and funding strategy
- o. Use of electrical energy as an alternative fuel for personal and mass transit

**Responsibility:** Department of City Planning with the assistance from the Departments of Transportation and Public Works

**Funding Source:** General Fund

**Schedule:** Ongoing

**P4** Develop Transportation Improvement and Mitigation Plans (TIMPs) for selected districts, centers, and boulevards that will expedite approvals of new development applications and streamline traffic mitigation procedures. These should consider traffic impacts on pedestrian-priority areas and identify mitigation measures, as feasible, that do not restrict pedestrian circulation in those areas. The TIMP should consider which of the following elements should be included:

- a. A transit access plan, which determines the appropriate minimum level of transit accessibility based on an assessment of future conditions, and identifies actions to achieve that level of accessibility;
- b. A pedestrian facilities plan, which identifies pedestrian-oriented roadways and establishes standards for them;

- c. A shared-parking plan, which identifies the locations and sizes of shared-use parking facilities to be used by the various land uses within the districts, centers and boulevards;
- d. A bicycle access plan, which provides for safe and efficient bicycle access to the targeted growth areas;
- e. A vehicular circulation plan, which identifies traffic mitigation measures and provides for adequate internal circulation of vehicles; and
- f. Neighborhood traffic management strategies to prevent traffic from nearby developments and regional traffic growth from intruding upon residential areas.

**Responsibility:** Department of Transportation, with assistance from City Planning and Department of Public Works

**Funding Source:** General Fund, ISTEA and other sources

**Schedule:** Initiate within 24 months of Framework Element adoption

- 6) The 2010 Bike plan is inconsistent with the Community Plans.

2010 BICYCLE PLAN (Page 20)

#### Land Use Element - 35 Community Plans

The City's 35 Community Plans constitute the Land Use Element of the City's General Plan. They implement, at a community level, the citywide goals and policies established in the overarching General Plan Framework and all other elements of the General Plan. The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in each of the City's 35 communities. While the 2010 Plan provides a citywide approach to enhancing bicycle transportation across the City, Community Plans provide the necessary focus for bicyclists at the community level. In this way, localized recommendations that address community-specific conditions can be developed in each of the Community Plans that are consistent with and complementary to this citywide 2010 Plan.

**Policies.** Out of the 20 Community plans the 2010 Bike Plan will impact, only two (Hollywood and Boyle Heights) have a policy listed. The rest make do with Objectives which are much easier to manipulate rather than Policies which Implement the Community Plans.

Community plans do a whole lot more than provide the necessary focus on bicyclists at the Community level. Pick any Community plan (below we quote from the West LA Community plan) and look at what it says about the **Purpose of the Community plan.**

#### PURPOSE OF THE COMMUNITY PLAN

The last comprehensive review of the West Los Angeles Community Plan was completed in 1974, and revised in 1988 through the General Plan Consistency Program and through on-going Periodic Plan Review and other Plan amendments. Since that time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. **Consequently**, it became necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners. The Community Plan sets forth goals and objectives to maintain the community's distinctive character by:

- Preserving and enhancing the positive characteristics of existing **residential neighborhoods** while providing a variety of compatible housing opportunities.

**Residential Neighborhoods.** How will removing parking on commercial streets protect Residential neighborhoods. It will drive traffic into these neighborhoods causing health and safety issues.

- Improving the function, design and economic vitality of commercial and industrial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing development opportunities around future transit systems while minimizing any adverse impacts.
- Preserving and strengthening commercial and industrial developments to provide a diverse job-producing economic base; and through design guidelines and physical improvements, enhance the appearance of these areas.

ALSO IMPORTANT IS THE

#### **Role of the Community Plan**

The Community Plans are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the **economic**, social and physical health, safety, welfare and convenience of the people who live and work in the community.

**Economic.** It is hard to see how removing over 500 on street parking spaces along Westwood Blvd. Sepulveda or Bundy will contribute to the economic vitality of the West LA or Westwood community plans.

The 2010 Bicycle Plan lays out the process for implementing the Bike plan by updating the Community Plans when it states the following:

The City is currently in the process of updating all 35 Community Plans that together comprise the Land Use Element of the General Plan. As each Community Plan is

updated future bicycle lanes in that planning area will be analyzed with regard to potential environmental impacts. Currently future bicycle lanes are being analyzed for the Sylmar, Granada Hills, Southeast, South, San Pedro, and West Adams/Leimert Park Community Plans.

That is not being done and as a result: THIS BICYCLE PLAN IS INCONSISTENT WITH THE COMMUNITY PLANS.

7) The plan does not comply with the Complete Streets Act

Complete Streets Act (AB 1358)

In December 2010 the California Governor's Office of Planning and Research (OPR), came out with an Update to the General Plan Guidelines: Complete Streets and the Circulation Element. Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008. The California Complete Streets Act, required OPR to amend the 2003 General Plan Guidelines to provide guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan **circulation elements**.

The OPR states that the circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves because of its potential to both **provide accessibility and act as a barrier**. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the **elderly, and the disabled**. Transportation systems and facilities should not serve as barriers to community resources.

AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. OPR recommends that local jurisdictions view all transportation projects, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system. The standard practice should be to construct complete streets while prioritizing project selection and project funding so that jurisdictions accelerate development of a balanced, multimodal transportation network.

In Los Angeles the **Transportation Element is the Circulation Element**. The 1996 Framework Element stated that the Transportation Element supersedes the Circulation Element. That means that the 2010 Bicycle Plan which **proposes to make changes to 20 of the 35 Community plans** must conform to the Complete Streets Act instead of just planning for Bike Lanes.

The 2010 plan makes 2 passing references to persons with disabilities. One was about children (K8) and the other with ADA compliance but there were no programs to help either in this Bike Plan. That's unfortunate but the DEIR for the Plan is even worse stating the plan would encourage children, including those with disabilities, to walk and bicycle to school. **I suppose those children as well as adults who cannot ride a bicycle or walk have no place in this plan.**

## FROM COMPLETE STREETS

### Circulation Element

The circulation element is not limited to transportation network issues. For the purpose of the circulation element, circulation includes all systems that move people, goods, energy, water, sewage, storm drainage, and communications. As a result, the circulation element should contain objectives, policies, and standards for transportation systems, including multimodal transportation networks, airports and ports, military facilities and operations, and utilities.

**By statute, the circulation element must correlate directly with the land use element.** (California Government Code §65302(b)(1). Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip distance is a determinant of whether pedestrians and bicyclists, as well as transit users walking or bicycling to and from terminals, can reach a given destination. The land use plan and transportation network should be complementary. The close proximity of land uses can also facilitate effective transportation services and provide the ridership necessary to support high quality mass transit. Multimodal transportation policies should **link transportation planning and land use planning to support effective multimodal transportation networks that connect people with desired destinations.** This means that although AB 1358 only requires cities and counties to modify the circulation element to plan for a balanced, multimodal transportation network, jurisdictions will need to examine, and amend as necessary, the land use element. Jurisdictions should also consider the housing, open space, noise, conservation, and safety elements.

**Land Use Element. The Bike Plan does not link the Circulation Element to the Land Use Element (Community Plans).**

It should be clear that the City of Los Angeles is merely giving lip service to Complete Streets in this update to the Bicycle Plan. At the minimum they must complete a FEIR and show how this plan complies with AB 1358.

### 8) The plan discriminates against persons with Disabilities

The 2010 Bike Plan which is a major update of the Circulation Element discriminates against persons with Disabilities. Recent litigation (CALIF v. City of Los Angeles) against the City of Los Angeles showed that there are over 800,000 persons with Disabilities living within the City of Los Angeles. The 2010 Bike Plan does not address their needs and discriminates against them in favor of persons who can ride Bicycles.

Sincerely  
James O'Sullivan

Cc Michael J. LoGrande  
Cc Alan Bell  
Cc Eva Yuan-McDaniel



David Somers &lt;david.somers@lacity.org&gt;

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## Draft EIR for the City of LA Bicycle Plan and My Figueroa 1st Year Implementation Comments

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**Stewart Chesler** <chesler2@adelphia.net>  
To: david.somers@lacity.org

Sat, Mar 2, 2013 at 12:28 PM

Dear City of Los Angeles:

The initial phase of the City of Los Angeles Bicycle Plan calls for building 39.5 miles of Class II bicycle lanes throughout Los Angeles. All the proposed lanes except for 1.5 miles will be located on primary streets carrying significant amounts of such as Cahuenga Blvd. in the Pass, Venice Blvd., Lankershim Blvd, Colorado Blvd, Figueroa St and Vermont Ave. In almost every instance, travel lanes, turning lanes and curbside parking will be removed in order to accommodate the bicycles lanes. In some cases, the number of the travel lanes will be reduced to one per direction like in Cahuenga Pass. If implemented, the resulting project will have dire consequences for the city.

### Traffic Impacts

According to the traffic impact analysis in the project's EIR, 61% of the 103 affected street intersections during the AM peak and 69% of these during the PM peak will be significantly impacted. Considering how over extended how the City's streets are particularly with these streets, it will considerably slow down traffic and make it harder navigate and conduct business throughout Los Angeles. Meanwhile the bike lanes will do little to mitigate any of these.

### Parking Impacts

The parking impacts are significant too. These streets have significant amounts of commercial activity including many small stores and businesses. Most of these places do not have significant amounts of parking and parking in adjacent neighborhoods is heavily restricted particularly with permit only parking. This will hurt local commerce particularly the small retail businesses who are already struggling. This in turn will hurt the City's coffers since so much of the City's income is from sales tax. It will also result in the removal of lots of parking meters which the City's depends on for income too.

### Transit Impacts

The removal of travel lanes and turning movements will significantly slow down bus travel. Unfortunately a quantitative analysis was not conducted for the EIR but one can get a sense from the amount of intersection being significantly impacted. Currently it costs approximately \$130 per hour per bus to operate. If buses speeds are lowered even by even one mile per hour, it will increase our operating costs by millions of dollars in order to maintain existing service. Since Metro does not have any extra money for operations, we will be forced to reduce bus service and in some cases even abandon it altogether. Considered what happened when bus lanes were installed on downtown Main Street. The bicycle lanes have caused significant queuing of buses especially between 12<sup>th</sup> and 16<sup>th</sup> St, thereby costing us more to run the service and making it harder to maintain on time performance and service reliability. Imagine what will happen if this strategy is applied across the city.

The impacts will be even worse where travel lanes are reduced to one per direction. If a vehicle breaks down or if a bus or delivery vehicle needs to dwell for more than just a few seconds, it will cause additional traffic back ups since the vehicles behind them will not be able to get around them. Meanwhile, the Traffic Mitigation section does not offer any mitigation for these impacts. There may also be FTA Title VI and Environmental Justice issues as well due to the potential negative consequences it will have on transit service.

If the City's goal is to improve mobility for the greatest number of people and to improve the flow of commerce, then pursuit of this project is counter-productive. Therefore, we urge the City to reconsider this entire project.

Stewart Chesler, AICP  
Sherman Oaks, CA 91403



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## RE: LA Bicycle Plan [Case #ENV-2012-1470-EIR]

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Alexander the Great <alek3000@sbcglobal.net>  
Reply-To: Alexander the Great <alek3000@sbcglobal.net>  
To: david.somers@lacity.org  
Cc: LADOT - Bike devts 6 <Michelle.Mowery@lacity.org>

Sat, Feb 23, 2013 at 4:23 PM

Dear Mr. Somers,

Unfortunately I wasn't able to attend the public hearings, however I had a chance to review the proposed bicycle lane corridors online, and I fully support all of the projects' streets proposed for Class II Bike Lane implementation

In addition, I suggest the bike lanes be **painted green**, especially on busy streets. The success of Spring Street (in Downtown LA) green bike lane should be set as an example for other bike lanes. Green bike lanes are much more visible for motorists, thus becoming much safer for everybody. Therefore, on your existing proposed Bike Lane corridors - especially in the Central area - new bike lanes should be painted green as well.

Finally, I would like to suggest adding the following streets for Class II Bicycle Lane placement, as those corridors are very widely used among bicyclists, but lack of bike lanes creates a serious danger and a high chance of bicycle-car accidents:

### **A. CENTRAL AREA:**

#### North-South corridors:

- (1) Western Avenue (**green bike lane**), between Hollywood Blvd. and Wilshire Blvd.;
- (2) Vine Street, between Franklin Ave. and Melrose Ave.
- (3) La Brea Avenue (**green protected bike lane**), between Hollywood Blvd and Wilshire Blvd (phase I).
- (4) La Brea Avenue (**protected bike lane**), between Wilshire Blvd and Washington Blvd (phase II).

(NOTE: La Brea Avenue is notorious for heavy traffic volume, often moving at high speeds.

Therefore, **protected** green bike lanes are necessary to ensure bicyclist safety and visibility for motorists).

- (5) Fairfax Avenue (**green bike lane**), between Hollywood Blvd and Venice Blvd.
- (6) Crescent Heights Blvd, between Sunset Blvd and Wilshire Blvd.
- (7) La Cienega Blvd. (**green bike lane**), between Santa Monica Blvd. and Rodeo Rd. (south of 10 Fwy);

#### East-West corridors:

- (1) Sunset Blvd, between Vermont Ave. and Fairfax Ave.
- (2) Beverly Blvd., between Vermont Ave. and La Cienega Blvd., and west to Santa Monica Blvd. junction
- (3) 3rd Street, between Alvarado St. and La Cienega Blvd.
- (4) 6th Street (**green bike lane**), between Vermont Ave. and Fairfax Ave.
- (5) Olympic Blvd. (**protected green bike lane**), between Figueroa St. and La Cienega Blvd.

(NOTE: Olympic Blvd. is very wide, and can accommodate bike lanes throughout its entire span, from Downtown LA to Downtown Santa Monica.

Also, due to automobiles' high speeds, protected green bike lanes are vitally important).

- (6) Los Feliz Blvd, between Riverside Dr. and Western Ave.

### **B. WEST AREA:**

#### East-West corridors:

- (1) Fountain Avenue, between Highland Ave. and La Cienega Blvd.

(NOTE: Fountain Ave. bike lanes could be a magnet for cyclists,

as currently Fountain is very heavily used among bicyclists, but lack of bike lanes poses danger).

- (2) Santa Monica Blvd, between Doheny and Century City  
(NOTE: Placing bike lanes on Santa Monica Blvd. in the Beverly Hills area would serve as a great connector between the two existing bike lane corridors).
- (3) Santa Monica Blvd (**green bike lane**), between Sepulveda Blvd and Downtown Santa Monica..
- (4) EXISTING bike lane corridor: between Century City and Sepulveda Blvd. needs protection.  
Cars travel on this corridor at very high speeds, and a careless move by a motorist can cause a serious hazard to a cyclist. Delineators and/or other bike lane protection would be a great implementation that LADOT should consider.  
Please see some examples of protected bike lanes, currently used in other cities:  
(a) [http://sf.streetsblog.org/wp-content/uploads/2009/12\\_03/protected\\_bike\\_lane.jpg](http://sf.streetsblog.org/wp-content/uploads/2009/12_03/protected_bike_lane.jpg)  
(b) [http://grid.platformpublicaffairs.com/safelakefront/sites/default/files/images/protected\\_bike\\_lane\\_320px.jpg](http://grid.platformpublicaffairs.com/safelakefront/sites/default/files/images/protected_bike_lane_320px.jpg)  
(c) [http://www.sfexaminer.com/files/blog\\_images/bikelane1\\_070112.jpg](http://www.sfexaminer.com/files/blog_images/bikelane1_070112.jpg)

### **C. VALLEY AREA:**

#### North-South corridors:

- (1) Barham Blvd, between Cahuenga Blvd. E. and Forest Lawen Dr.  
(NOTE: this will serve as a connector to existing Forest Lawn Drive bike lanes, highly popular)
- (2) Olive Avenue, between Forest Lawn Dr. and Downtown Burbank.
- (3) Zoo Drive / Crystal Springs Drive, between Riverside Dr. and Los Feliz Blvd.
- (4) Hollywood Way, between W. Olive Ave. and Victory Blvd. (connecting to existing bike lane)

#### East-West corridors:

- (5) Ventura Blvd. (**green bike lane**), between Lankershim Blvd and Sepulveda Blvd. (phase I);
- (6) Ventura Blvd. (**green bike lane**), between Sepulveda Blvd. and Topanga Canyon Blvd. (phase II).  
(NOTE: Green bike lane is required due to very high traffic volume on Ventura Blvd., to provide additional safety for cyclists and better bike lane visibility - for motorists)

So, those are the corridors that should be seriously considered for Class II bike lane implementation. Currently all those streets are widely used by bicyclists, but - due to lack of bike lanes - those streets are very dangerous. Bike lanes would provide much-needed safety and will encourage bicycling, reducing the number of cars, and ultimately - reducing congestion.

Lastly, protected bike lanes should also be considered. As you saw in the links above, many cities have already implemented protected bike lanes, including placement of delineators, elevated curb, etc. Los Angeles is still lagging behind. However, I'm confident LADOT will seriously consider this life-saving addition. Especially on high-speed automobile corridors like Santa Monica Blvd, Fountain Avenue, Olympic Blvd, etc.

Thank you very much for considering my comments. Please contact me if you have any questions or concerns. Likewise, please feel free to forward my request to the appropriate department(s) and person(s) of interest.

Yours truly,

Alexander Friedman  
Hollywood, California  
Member of LACBC Planning Committee  
[\(323\) 465-8511](tel:3234658511)

**Cc:** Michelle Mowery, City of LA.



David Somers <david.somers@lacity.org>

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## **Bike Lane/Figueroa Streetscape Project DEIR (ENV-2012-1470-EIR) and Sunset Blvd Bike/Bus Lanes Traffic & Safety Assessment**

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**Niall Huffman** <nhuffman28@gmail.com>  
To: david.somers@lacity.org

Thu, Feb 21, 2013 at 8:08 PM

Mr. Somers:

I wish to voice my strong support for the full implementation of all of the bike lanes identified in the Draft EIR (ENV-2012-1470-EIR) for Year One of the first Five-Year Implementation Strategy for the 2010 City of Los Angeles Bicycle Plan and the South Figueroa Corridor Streetscape Project, as well as the planned bus/bike lanes on Sunset Boulevard from Douglas to Figueroa.

As an Angeleno, a frequent bicyclist, and a resident of the Mid-Wilshire area, I support these projects because I believe in the fundamental right of human beings to travel through their communities outside of motor vehicles, because I believe in prioritizing the safety of vulnerable road users over motoring convenience, and because I believe we will be better off as a city when we offer greater mobility options for people to visit prime destinations, commute to work or simply enjoy an occasional bike ride in their neighborhood. If we can make riding a bike a safer, more welcoming option for more people, we can move toward a future with less congestion, cleaner air, and healthier living for everyone.

I understand that some of these proposed bike lanes may require the removal of a travel lane, and as someone who drives in addition to riding a bike on Los Angeles streets, I realize that I may occasionally experience some additional delay. Nonetheless, I believe the benefits to be worth these costs. During off-peak hours, when excess roadway capacity frequently leads to speeding, the "right-sizing" of the roadway will encourage drivers to moderate their speed. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

I support these bike lanes because they will make the streets I currently ride on safer and more accessible to a greater range of existing and potential bicyclists. I urge the approval and robust implementation of all the projects identified above. Thank you for your consideration.

Sincerely,

Niall Huffman  
945 South Sycamore Avenue, Los Angeles  
[nhuffman28@gmail.com](mailto:nhuffman28@gmail.com)



David Somers <david.somers@lacity.org>

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## Bicycle Infrastructure

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**Marcus Kaye** <MarcusK@rko.com>  
To: david.somers@lacity.org

Tue, Feb 19, 2013 at 9:59 AM

February 19, 2013

David Somers

Assistant Planner

City of Los Angeles Department of City Planning

200 N. Spring Street, Room 525

Los Angeles, CA 90012-4801

Dear Mr. Somers,

I am writing to you in strong support of the removal of travel and/or parking lanes for the purpose of creating dedicated bicycle infrastructure on the streets of Los Angeles. I am in strong support of the First Year of the First Five-Year Implementation Strategy, the Figueroa Streetscape Project, and the bike lanes along Sunset Boulevard west of Figueroa Street.

Thanks for your time,

**Marcus Kaye**

*Story Editor*

RKO Pictures

2034 Broadway

Santa Monica, CA 90404

P: [310-277-0707](tel:310-277-0707)

F: [310-566-8940](tel:310-566-8940)

[MarcusK@RKO.com](mailto:MarcusK@RKO.com)

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David Somers <david.somers@lacity.org>

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## Support for Los Angeles Bicycle Infrastructure.

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**Christopher Rallo** <chris.m.rallo@gmail.com>

Fri, Feb 15, 2013 at 7:39 PM

To: david.somers@lacity.org

Dear Mr. Somers,

As a resident of Los Angeles, a bike commuter and an advocate for human safety, I am writing to you in strong support of the removal of travel and/or parking lanes for the purpose of creating dedicated bicycle infrastructure on the streets of Los Angeles. I am also in strong support of the First Year of the First Five-Year Implementation Strategy, the Figueroa Streetscape Project, and the bike lanes along Sunset Boulevard west of Figueroa Street. It all boils down to human safety.

Thank you for your time,

Chris Rallo

932 N. Curson Ave (#8) | West Hollywood, CA 90046



David Somers &lt;david.somers@lacity.org&gt;

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## support for bicycle infrastructure

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**mike windisch** <mike.windisch@gmail.com>

Mon, Mar 4, 2013 at 3:21 PM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

I am a voting resident of of the 3rd and Fairfax district writing in support of continued development of bicycle infrastructure. I commute to work at LACMA via bicycle and ride throughout the city in my leisure time. The progress in bicycle infrastructure in recent years has been commendable. It has caused a marked improvement in my quality of life. The number of people riding bicycles for commuting and recreation is exploding in Los Angeles. It is my sincere hope that your department continues to develop the bicycle plan and create even more infrastructure.

Bike lane projects on N. Figueroa and Colorado in Northeast LA, bike lanes over the Cahuenga pass and on Lankershim in Hollywood, and the extension of Venice and Figueroa bike lanes in the central area are all projects that I enthusiastically support.

Please do all that you can to make these and similar projects a reality.

Sincerely,

Mike Windisch  
206 S. Fuller Ave  
Los Angeles, CA 90036





David Somers &lt;david.somers@lacity.org&gt;

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## In support of bike lanes on Figueroa

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**Jeremy Barofsky** <jeremybarofsky@gmail.com>

Sun, Mar 3, 2013 at 11:33 PM

To: david.somers@lacity.org

Cc: Councilmember.Huizar@lacity.org, Tanner.Blackman@lacity.org, Kevin.Ocubillo@lacity.org

Dear Departments of Transportation and Planning,

As a resident of downtown (Financial District), I am writing in support of the MyFigueroa project and Figueroa Street bike lanes. This is particularly important to me because I bike from downtown to USC most work days and would like to be able to do so safely. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require the removal of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Jeremy Barofsky

612 S. Flower Street, #1128

Los Angeles CA 90017



David Somers &lt;david.somers@lacity.org&gt;

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## Bike lane projects

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**Michael Shifflett** <romanovsky4@gmail.com>

Thu, Feb 28, 2013 at 11:13 AM

To: david.somers@lacity.org

Dear Mr. Somers and Departments of Transportation and Planning,

I attended the hearing for first year bike lanes in Central LA and I am writing in support of Glendale/2nd St, Cesar Chavez/Sunset and both South and Northwest Figueroa. These are streets that I travel on a daily basis. The removal of a traffic lane on these streets, either to share with a bus or to dedicate solely to the cyclist, would increase bicycle safety in two ways: allowing greater mobility for cyclists pinned between parked cars and moving traffic as well as reducing speeding motorists through multi-lane corridors.

I understand that with every proposal you must weigh the costs. In the meantime, I will continue to be a positive presence on the road, encouraging people to voice their support of this project and to experience a more enjoyable method of traveling around their community. I know that with more adequate infrastructure on my daily routes, my family and friends will feel much better about supporting my choice and trying it for themselves.

Sincerely,

Michael Shifflett  
327 1/2 Welcome St  
Los Angeles, CA 90026

Jeffrey M. Jacobberger  
15206 Morrison Street  
Los Angeles CA 91403

**VIA E-MAIL**

David Somers  
Citywide Section  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012

**Re: Case Number ENV-2012-1470-EIR  
Comments re Traffic and Safety Assessment**

Dear Mr. Somers:

I am a member of the Los Angeles Bicycle Advisory Committee, representing the 10<sup>th</sup> Council District. However, this letter is written in my individual capacity.

I strongly support implementation of all of the bike lane proposals included in the Traffic and Safety Assessment, but offer the following specific comments.

**Cahuenga Boulevard**

Under the 2010 Bicycle Plan, the City of Los Angeles made a commitment to “develop a comprehensive transportation . . . bikeway system for the City of Los Angeles.” Objective 1.1. If the City does not implement Cahuenga Boulevard bike lanes, the City will not have a “comprehensive” system; it will have one system in the Los Angeles Basin and a separate system in the San Fernando Valley, which are connected only by travelling through the City of Burbank. That is not what bicyclists were promised.

The Hollywood Hills is a physical barrier that presents challenges to a comprehensive transportation system in Los Angeles. While challenges exist for all modes, bicycling is unique. Because bicycles are human-powered, an effective bikeway must be as direct and as level as possible. The Cahuenga Pass is by far the best bicycle route through the Hollywood Hills.

**“Complete Streets” Demand Bike Lanes Through the Cahuenga Pass**

Today, there are no bike lanes that transverse the Hollywood Hills.<sup>1</sup> Bicyclists who wish to ride between the San Fernando Valley and the Los Angeles Basin, but will ride only on bike paths or in bike lanes, must detour around the Hollywood Hills east along the LA River, south through the Glendale Narrows, and then back west to their destination.

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<sup>1</sup> While there are bike lanes on the Valley portion of Sepulveda, getting to the top of the hill is not the same as getting across the hill. The Titanic made it halfway across the Atlantic Ocean, yet we do not say it successfully transported its passengers to New York.

In contrast, motor vehicle have many options for travelling through the Hollywood Hills. In the Cahuenga Pass, there are at least fourteen (14) lanes for motor vehicles: on Cahuenga Blvd. East, there are 1 or 2 northbound lanes and a partial southbound lane; on Cahuenga Blvd. West, there are 1-2 northbound lanes and 2 southbound lanes; on the US-101 Hollywood Freeway, there are 5 northbound lanes and 5 southbound lanes.

In addition to the Cahuenga Pass, there are more than two dozen other lanes through the Hollywood Hills for motor vehicles, on: I-405 San Diego Freeway (undergoing a \$1 billion expansion); Laurel Canyon Blvd.; Coldwater Canyon Blvd.; Benedict Canyon; Beverly Glen; and Sepulveda Boulevard. The number is larger if one includes narrow local streets.

Los Angeles' elected and appointed officials have promised "complete streets." It is now time to fulfill that promise. There are at least 40 lanes for cars through the Hollywood Hills; Metro, LADOT and others have a subway and multiple bus routes. It is long past time to create bike lanes.

### **Cahuenga Blvd is the Only Feasible Bikeway Through the Hollywood Hills**

Although the 2010 Bike Plan calls for bike lanes on Sepulveda and Beverly Glen, bike lanes on Cahuenga are by far the most important. Because bicyclists travel by human power, it is important to provide bike lanes and paths that minimize the amount of climbing, and minimize the steepness of ascents and descents.

In this regard, the Cahuenga Pass provides by far the best route through the Hollywood Hills for bicyclists. At approximately 750 feet, it requires the least amount of climbing. In addition, both approaches to the pass are on gradual grades that average bicyclists can climb and descend.

By contrast, the Sepulveda Pass is 50% higher, or approximately 1,130 feet, and requires bicyclists to ride through a narrow tunnel. It will never be a route that is comfortable for any but experienced bicyclists.

The crests of Benedict Canyon, Beverly Glen, Coldwater Canyon and Laurel Canyon are even higher than Sepulveda. All involve very steep ascents and descents. None of these streets is an acceptable alternative to Cahuenga.

### **The Traffic and Safety Assessment Improperly Ignores the Hollywood Freeway**

By focusing solely on Cahuenga Boulevard and ignoring the Hollywood Freeway, the Traffic and Safety Assessment does not fairly and honestly evaluate the traffic impacts of Cahuenga Boulevard bike lanes.

The Assessment asserts that bike lanes on Cahuenga would reduce the number of northbound lanes from 3 to 2 (a loss of 33% of lane capacity), and the number of southbound lanes from 2 to 1 (a loss of 50% of lane capacity). Cahuenga East and Cahuenga West both largely function as alternates to the US-101 Hollywood Freeway that runs between them.<sup>2</sup> The Cahuenga Pass corridor includes at least 7 northbound vehicle lanes and 7 southbound vehicle lanes. Installing bike lanes reduces automobile lanes in the corridor by no more than 14.3%.

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<sup>2</sup> While Cahuenga carries some local traffic to and from residential areas in the Cahuenga Pass, this is a small portion of all traffic.

Nearly all vehicles have a readily available alternative to Cahuenga Boulevard. Northbound vehicles on Cahuenga East can enter US-101 at the ramp north of the Pilgrimage Bridge and exit at Barham, Universal Studios Blvd., Lankershim or Vineland. Drivers could also make a short detour and enter US-101 at Franklin/Argyle. Northbound vehicles on Cahuenga West can enter US-101 just north of Hollywood Bowl Road. Similarly, southbound vehicles on Lankershim/Cahuenga West could use any of three entrances to US-101, and exit at Highland, Cahuenga, Vine or Gower. In short, if bike lanes on Cahuenga cause motor vehicle congestion, motorists could use an immediately-adjacent 10-lane freeway that might add a few minutes to their trip.

By ignoring the Hollywood Freeway, the Assessment is akin to discussing transit service through the Cahuenga Pass by talking only about bus service on Cahuenga Boulevard and ignoring the Red Line.

### **The Assessment Ignores the Travel Impacts on Bicyclists if Bike Lanes Are Not Installed**

The Assessment analyzes the potential travel time impacts for motorists if bike lanes are installed on Cahuenga. However, it fails to analyze the travel time impacts for bicyclists if bike lanes are **not** installed. Of all the streets included in the Assessment, Cahuenga is unique. For nearly all other proposed streets, bicyclists could use alternate streets; there is no alternate to Cahuenga. According to GoogleMaps, a 2.6 mile bike ride from the Universal City Red Line station to the John Anson Ford Amphitheater takes 17 minutes. Without the bike lanes, a bicyclist who is unwilling to ride on high-traffic streets that lack bike facilities must ride around Griffith Park and back to Hollywood through Silver Lake and Hollywood--a 17.7-mile, 1 hour and 40 minute ride that involves a 41-step set of turn-by-turn instructions. That is an increase of 680% in travel distance, and 575% in travel time.

By way of comparison, a car trip on Cahuenga Boulevard between Universal City and the John Anson Ford Amphitheater takes seven minutes. According to GoogleMaps, a car trip on the alternate route--the Hollywood Freeway—actually takes **less** time than surface streets.

### **Lankershim Boulevard**

Metro and the City of Los Angeles have adopted numerous policies supporting multi-modal transportation, and that emphasize the importance of first-mile, last-mile connections to transit. To date, Metro and the City of Los Angeles have failed miserably in providing bike lanes that actually connect to transit stations. Bike lanes on Lankershim would provide direct connections to the Red Line stations at North Hollywood and Universal City. The alternative proposal, to provide bike lanes on Vineland, does not provide access to the Universal City Red Line station.

Because topography matters to bicyclists, most bicyclists using the Universal City station are coming from the flat Valley floor to the north, rather than south from the Hollywood Hills. Bicyclists heading south on Vineland to the Universal City station must negotiate the 134 freeway ramp north of Riverside Drive, the 101 Freeway ramps between Whipple and Acama, a double left turn lane onto Ventura Blvd; a double left turn lane onto Campo de Cahuenga, and another 101 Freeway ramp. The Traffic and Safety Assessment does not analyze the safety hazards of that route.

Bicyclists need bike lanes that actually connect to transit stations. Bike lanes that get us to the general vicinity of a transit station are not helpful.

### **Venice Boulevard**

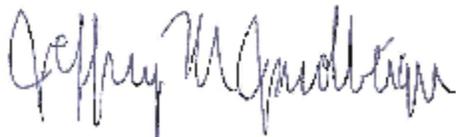
Today, there is no bike lane that connects Downtown to the Westside. Extending the Venice Boulevard bike lanes from Crenshaw to Downtown Los Angeles has symbolic importance. There are large numbers of low-wage service workers who bicycle from jobs in restaurants and hotels in Beverly Hills, West Hollywood, the Fairfax District, etc. to their homes in lower-income neighborhoods west of Downtown. Today, there are no bike lanes for these workers, many of whom start work early or end work late when transit service is infrequent, if it exists at all. Venice Boulevard bike lanes are critically important for the lower-income communities they would pass through.

### **Westwood Boulevard/Sepulveda Boulevard**

The Traffic and Safety Assessment does not adequately highlight the importance of providing bike access to UCLA. In Los Angeles, the highest levels of bicycling are near the USC campus, in part because there is bike infrastructure connecting student housing areas to campus. In the United States, cities with high levels of bicycling—including Davis, Palo Alto, Boulder, Madison and Minneapolis—are cities with large student populations. Students—by virtue of age and economic circumstance—are perhaps the prime bicycling demographic. The Traffic and Safety Assessment should present data regarding levels of bicycling near comparable college campuses, in order to fairly assess the impacts of proposed bike lanes.

Both Westwood and Sepulveda will have Expo Line stations, and the Traffic and Safety Assessment fails to emphasize the importance of “first mile, last mile” connections to these stations.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Jeffrey M. Jacobberger". The signature is fluid and cursive, with the first name "Jeffrey" being the most prominent part.

Jeff Jacobberger



David Somers &lt;david.somers@lacity.org&gt;

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## Bike lanes

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**Darius Azari** <dariusazari@gmail.com>

Sun, Mar 3, 2013 at 8:49 PM

To: "david.somers@lacity.org" <david.somers@lacity.org>

Bike lanes service an important and underrepresented constituency. Bike lanes are an integral part of the cities developing public transportation infrastructure and provide huge cost to benefit advantages, namely - safety. A casual look at bicycle traffic in the area makes it clear these (and more) improvements are needed. Many of the riders are kids, who wants a car vs kid accident on their conscious.

I have lived in L.A. Over 40years and am only now using my bicycle + public transport in lieu of driving. I have reduced my car use by at least 40% since making the switch. Any improvements to bicycle services is money well spent.

Respectfully

Darius Azari

Sent from my iPhone

STRUMWASSER & WOOCHELLP

ATTORNEYS AT LAW

10940 WILSHIRE BOULEVARD, SUITE 2000  
LOS ANGELES, CALIFORNIA 90024

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FREDRIC D. WOOCHELLP  
MICHAEL J. STRUMWASSER  
GREGORY G. LUKE †‡  
BRYCE A. GEE  
BEVERLY GROSSMAN PALMER  
RACHEL A. DEUTSCH  
PATRICIA T. PEI

†Also admitted to practice in New York  
‡Also admitted to practice in Massachusetts

March 15, 2013

Jaime de la Vega, General Manager  
City of Los Angeles Department of Transportation  
100 S. Main St., 10th Floor  
Los Angeles, CA 90012

**Via US Mail and email**

Re: The 2010 Bicycle Plan: First Year of the First Five-Year Implementation Strategy  
(ENV-2012-1470-EIR)

Dear Mr. de la Vega:

On behalf of Fix the City, I request that you send me a copy of any Notice of Exemption posted by the City of Los Angeles or the City of Los Angeles Department of Transportation (LADOT) pursuant to Public Resources Code section 21080.20.5, subdivision (c)(2) regarding the project known as "The 2010 Bicycle Plan: First Year of the First Five-Year Implementation Strategy" (ENV-2012-1470-EIR). I request to be notified of the first facility to proceed under a Notice of Exemption and for all facilities proceeding in this manner thereafter.

In addition, please add me to any mailing list of interested individuals that the LADOT maintains for projects relating to the 2010 Bike Plan so that I receive all future notifications from LADOT.

Thank you,



Beverly G. Palmer

cc: David Somers, Department of City Planning (email only)



David Somers &lt;david.somers@lacity.org&gt;

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## In support of bike lanes

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**Nathan Carballo** <nathan.carballo@gmail.com>

Mon, Mar 4, 2013 at 4:33 PM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a resident of Silver Lake, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,  
Nathan Carballo



David Somers <david.somers@lacity.org>

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## Bike lanes

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**Cotty Chubb** <cotty@chubbco.com>

Thu, Feb 28, 2013 at 4:09 AM

To: "david.somers@lacity.org" <david.somers@lacity.org>

Count me as a Fairfax/Melrose rider who wants bikes to be available to get me to downtown and to Beverly Hills and Century City, wherever the City of LA can help make riding safer for me and many like me.

Cotty Chubb

\*\*\*\*\*

@ChubbCo  
310-729-5858



David Somers< david.somers@lacity.org>

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## We need to support bike lanes

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mark.cosby< mark.cosby@gmail.com>

Thu, Feb 28, 2013 at 4:23 PM

To: "david.somers@lacity.org" <david.somers@lacity.org>

It's time to transition away from over-reliance on the car. It's the future. Look at what Long Beach has done in support of bikes, it's really helped business. Most people want a city that they can walk and bike to run their errands. Walkability attracts young innovators to our economy. People might complain that time will be added to their commutes, that might be the price they'll have to pay if the care about the future of L.A. This city must grow in the right direction and that means making way for alternate transit and becoming more walkable and bike friendly.

Thanks.

> Mark Cosby, Santa Monica

Sent from my iPhone



David Somers &lt;david.somers@lacity.org&gt;

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## In Support Bike Lane Plan(s)

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Victor Cuevas &lt;vcuevas@mac.com&gt;

Mon, Mar 4, 2013 at 11:43 AM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a lifelong resident of the East San Fernando Valley and multi-modal commuter, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. [With the upswing of hit and run accidents in the San Fernando Valley, and many of those fatalities being pedestrians and cyclists](#), it is important we find a way to improve safety for everybody traveling in a non-motorized vehicle.

If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, improve all of our health, and help develop vibrant commercial districts, such as NoHo Arts District and others.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere.

Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

**Victor Hugo Cuevas, City of LA resident and LA Board of Building and Safety Commissioner**  
**11351 Goleta St.**  
**Lake View Terrace, CA 91342**



David Somers &lt;david.somers@lacity.org&gt;

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## In Support Bike Lane Plan(s)

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Victor Cuevas &lt;vcuevas@mac.com&gt;

Mon, Mar 4, 2013 at 11:43 AM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a lifelong resident of the East San Fernando Valley and multi-modal commuter, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. [With the upswing of hit and run accidents in the San Fernando Valley, and many of those fatalities being pedestrians and cyclists](#), it is important we find a way to improve safety for everybody traveling in a non-motorized vehicle.

If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, improve all of our health, and help develop vibrant commercial districts, such as NoHo Arts District and others.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere.

Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

**Victor Hugo Cuevas, City of LA resident and LA Board of Building and Safety Commissioner**  
**11351 Goleta St.**  
**Lake View Terrace, CA 91342**





David Somers <david.somers@lacity.org>

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**(no subject)**

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**Richard Foos** <richardfoos2002@yahoo.com>

Thu, Feb 28, 2013 at 5:22 AM

To: "david.somers@lacity.org" <david.somers@lacity.org>

I would like more bike lanes particularly over manners him

Sent from my iPhone



David Somers <david.somers@lacity.org>

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## Bike Lane

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**Frankie Fridkin** <antiquefreak21@aol.com>  
To: "david.somers@lacity.org" <david.somers@lacity.org>

Fri, Mar 1, 2013 at 5:42 PM

Yes we need BIKE LANES!

Sent from my iPhone



David Somers< david.somers@lacity.org>

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## BIKE LANE SUPPORT

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melissa< eviljones@gmail.com>  
To: david.somers@lacity.org

Thu, Feb 28, 2013 at 2:57 PM

Dear Departments of Transportation and Planning,

As a resident of Los Angeles, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require the removal of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Melissa Fujimoto  
444 E. Tujunga Avenue, Burbank



David Somers< david.somers@lacity.org>

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## LA Bike Plan Comments

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**Ben Grangereau**< bengranger@gmail.com>  
To: david.somers@lacity.org

Thu, Feb 28, 2013 at 5:51 PM

Dear David Somers, Dept of Planning and DOT representatives,  
As a resident of Echo Park, I am writing in support of all of the proposed bike lanes under review. I am a former motorist who recently gave up driving for financial reasons, and saw my quality of life improve exponentially since then. As a freelance worker, I work all over town - from Santa Monica to Glendale, and switch jobs as often as every week. Experiencing the city via bicycle has allowed me to develop a much greater appreciation for all the neighborhoods Los Angeles is made of, and has completely removed the element of stress and anger I felt driving to and from work on clogged streets. I want everyone in the city to have this option to exercise to work - after all, we live in one of the best climates for cycling in the entire world. Unfortunately, most of our streets are unsafe for cyclists, and many of the best streets to bike on are mini freeways where people regularly drive 50mph and over. If cycling the streets of LA could be made to seem safe, I am positive the level of ridership would increase exponentially.

I would like to address two streets of special importance to me - Sunset Blvd and Glendale Blvd/2nd street. Sunset Blvd already has fairly adequate cycling infrastructure. Granted, the markings could be clearer, and it would be nice if the buses weren't always in the designated lanes, but it's a nice start nonetheless. Only problem is that the path stops abruptly when cycling towards Union Station. Wouldn't it make sense to create an alternative transportation corridor on Sunset/Chavez toward Union Station? If it wasn't for Metro, I wouldn't be able to commute to the west side; but thanks to the expo line, I can cut the bicycle ride in half, a much manageable 7-8 miles instead of 16 each way. I could imagine many other Angelenos wanting to access Union Station by bike to go wherever else they may work.

Currently, I cycle from Echo Park to Glendale Blvd (south of Sunset) all the way downtown to access the Expo Line at 7th and Flower. I found this to be the best, most direct route, because it is the flattest route, and hence the easiest to ride. This road doesn't seem to see that much traffic - but the cars that are on this street drive it like they were still on the 2 freeway. The high speed of travel is exacerbated by the fact that the road is full of potholes, and there isn't a bike lane. Regardless of these dangers, it is still the best way for someone from Echo Park or Silverlake or Atwater Village to bike downtown, and I would really like to see it turned into a bike-friendly road. I'm not the only one who uses this street frequently on two wheels, but many of my fellow cyclists choose to ride on the sidewalk, which is illegal from my understanding, and not much safer because of tree roots and curbs. My dream would be a protected bike path - where parked cars act as a barrier between traffic and bike lane, though some simple markings would also make a huge difference.

The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require the removal of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Ben Grangereau  
1811 Lucretia Ave 90026



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## Number of bikeways in LA compared to Portland

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**DENNIS HINDMAN** <dennis.hindman@att.net>

Sat, Feb 23, 2013 at 3:30 PM

To: Glenn Bailey <glennbaileysfv@yahoo.com>, Alek Bartrosouf <alek@la-bike.org>, Eric Bruins <eric@la-bike.org>, david.somers@lacity.org, Michelle Mowery <michelle.mowery@lacity.org>

Here are a few comparisons to where Los Angeles is in terms of bikeways compared to Portland:

Portland has 319 miles of bike lanes/paths and bicycle boulevards (they call them neighborhood greenways).

181 miles of bike lanes

79 miles of bike paths

30 miles of neighborhood greenways

There are 4,700 miles of streets in Portland and 1,300 miles of those are arterial streets.

The population of Portland is 593,820, which makes it one of the 70 largest cities in the U.S.

According to the 2011 Census Bureau American Community Survey (ACS) Portland has a 6.3% bicycle commuting modal share.

<http://www.portlandoregon.gov/transportation/article/407660>

Los Angeles has a total of 321 miles of bike lanes and paths

According to the LADOTBIKEBLOG website there are:

266.04 miles of bike lanes

55.39 miles of bike paths

There are 6,500 miles of streets in Los Angeles and 1,400 miles of those are arterial streets.

The population of Los Angeles is 3,819,702

The 2011 ACS survey results show Los Angeles has having a 1% commuting modal share

Bicycle commuting modal share chart of 70 largest U.S. cities from 1990-2011 available here:

<http://blog.bikeleague.org/blog/2012/10/infographic-bike-commuting-growing-faster-in-bicycle-friendly-communities/>

14% of the 1,300 miles of arterial streets in Portland have bike lanes

18% of the 1,400 miles of arterial streets in Los Angeles have bike lanes

To match the proportion of bike lanes/paths/bicycle boulevards to miles of streets that Portland has LA would need 441 miles of them. At an average of 40 miles of bike lanes/paths/bicycle friendly projects installed per year, that would take three more years to achieve this.

Page 442 of a report by professors Ralph Buehler and John Pucher shows that of the 90 largest cities in the

U.S. an average 3.1% increase in bicycle commuting is associated with a 10% greater bike lanes supply per 10,000 population.

The 2010 LA bike plan listed 167 miles of existing bike lanes and the 2010 ACS bicycle commuting modal share was .9%.

A 10% greater supply of bicycle commuters is associated with a 32.258% increase in bike lanes according to the study. That would require 220 of bike lanes in Los Angeles to create about a 1% bicycle commuting modal share (up from .9% in 2010). The 2011 ACS bicycle commuting modal share for LA in 2011 was at 1%.

These results of this study also indicates that if LA has a typically average increase in bicycle commuting for the amount of bike lane miles installed per population, then it would require 274 miles of bike lanes to reach a 1.1% bicycle commuting modal share.

Also according to this study, a 10% increase in the supply of bike paths per 10,000 population has an average 2.5% higher level of bicycle commuting. LA had about a 13% increase in bike paths since the 2010 bike plan. Using the average, these additional miles of bike path should produce a 3.25% increase in the bicycle commuting rate in LA.

<http://policy.rutgers.edu/faculty/pucher/bikepaths.pdf>

Excluding the rise in gas prices that occurred in 2012, I would expect that the upcoming ACS bicycle commuting modal share results for LA will indicate at least a 1.1% modal share for 2012 if the bikeway installations produce what would be a average rate of increase per population for the 90 largest cities.

Dennis Hindman



David Somers &lt;david.somers@lacity.org&gt;

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## Bike Lane installations

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**DENNIS HINDMAN** <dennis.hindman@att.net>

Mon, Mar 4, 2013 at 3:26 PM

To: david.somers@lacity.org

David,

New York City Transportation Commissioner Janet Sadik-Khan has stated that NYC has installed over 300 miles of bike lanes since 2007, or six fiscal years. The actual number is 314.3 miles of bikeways, according to the NYC gov website, which include: 193.1 miles of bike lanes (61%), 95.6 miles of shared bike lanes (sharrows, 30%) and 25.6 miles of bike paths:

<http://www.nyc.gov/html/dot/downloads/pdf/bikeroutedetailsfy07-fy12.pdf>

The 2010 LA bike plan lists 167 miles of bike lanes and 49 miles of bike paths in Los Angeles.

On the LADOTBIKEBLOG website, the bikeways inventory is listed as:

267.85 miles of bike lanes  
55.39 miles of bike paths  
29.04 miles of sharrows

Minus what was listed in the bike plan, there have been 100.85 miles of bike lanes, 6.39 miles of bike paths and 29.04 miles of sharrows installed in two years. For a total of 136.28 miles of path, lanes and sharrows, or about 43% of what New York City accomplished in six years.

The downside is that the pace of bike lane installations in NYC dropped off steeply after the first three years, as you can see from the above link. This, and how many bike lanes that Portland has indicates the sharp resistance that will occur very shortly to having bike lanes installed in Los Angeles.

The good news is that there are still over 1,100 miles of arterial streets in Los Angeles that do not have bike lanes. There still are miles of streets in the San Fernando Valley where putting in bike lanes would not require removing any space from motor vehicles (ex. most of Vineland Ave and miles of Sherman Way)

Installing bike lanes where there is already a number of people riding in the street will get the quickest increase in the bicycling rate. Connecting bike lanes to a bike path (like attaching branches onto a tree trunk) like what was done with the Orange Line bike path/busway should be very effective.

If the LADOT can get just a short bike lane connected to the Expo Line, say on Westwood Blvd from Pico Blvd to National Blvd, this will get cyclists not only to the Expo Line/bike path, but also past the freeway barrier. This should also have much less objections than putting bike lanes on Westwood Blvd from Santa Monica Blvd to Pico Blvd.

A bicycle friend street could later be created from a residential street paralleling Westwood Blvd to the west, to get people to the Expo Line from UCLA without raising as much objections from motorists.

Connecting bike lanes to the San Fernando bike path should also be considered.

Dennis Hindman



David Somers <david.somers@lacity.org>

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## You're Doing a Great Job

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**Thomas Holcomb** <tholcomb7@gmail.com>

Wed, Feb 27, 2013 at 3:18 PM

To: david.somers@lacity.org

Hi David,

Just wanted to let you know I think you're doing a great job. Keep it up!

Thanks

—

**Tommy Holcomb**



David Somers <david.somers@lacity.org>

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## Comments / Support regarding proposed bike lanes.

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**Matt Irwin** <matt@irwincine.com>  
To: david.somers@lacity.org

Mon, Mar 4, 2013 at 4:53 PM

Hello,

My name is Matt Irwin and I'm a resident of Atwater Village. I ride regularly in East Los Angeles, Silverlake, Echo Park, Downtown, Hollywood, and the areas around and in between.

I was present at the February 14 public hearing regarding the proposed bike lanes, and I wanted to send my word of support for the proposed projects that were discussed. They can't come soon enough, and there is a dire need for more.

I have a few comments in addition to my support:

1. I hope that this is more than redrawing lines on the road. As you may know, most of the roads in Los Angeles (and especially the parts of the roads where bikes travel) are extremely battered-- full of potholes, debris, and cracks-- that regularly force us to veer into traffic to avoid getting our wheels pinched, causing a flat or crash.
2. Certain parts of the plan involve combination bus/bike lanes. If this is to happen, you need to make sure ALL bus drivers are educated on traffic laws involving bikes, and exactly what is expected of them when operating in these lanes. Half of the vehicle altercations and close calls that I've had are with busses, and I can site two instances where I have been tailgated by a bus while riding legally to the right, where the driver leaned on the horn, swerved around me leaving less then 3 feet, and then cut me off forcing me into the curb. I would expect this from cabs and normal drivers, but should not have to worry about eminent death from people and vehicles that basically represent the city's transit infrastructure.
3. LAPD officers (that drive patrol cars) need to be educated on what bicycles are legally allowed to do in traffic. Most of them don't know the laws or don't seem to care about anyone on a bicycle. When there is a car-on-bike accident, benefit of the doubt is always given to the driver and no police report is filed (LAPD policy so they have told me) for non-fatal accidents involving bikes. This needs to change.

Thank you for diligence,

Matt Irwin  
[805-570-3284](tel:805-570-3284)  
3152 Madera Ave  
Los Angeles, CA90039



David Somers &lt;david.somers@lacity.org&gt;

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## Bike Lanes

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Joshua Cohen &lt;joshuacohen.law@gmail.com&gt;

Fri, Mar 1, 2013 at 5:37 PM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a resident of the West 3rd neighborhood, I am writing in support of bike lanes on 3rd and Beverly. Both streets are vital east-west arteries. While helpful, the sharrows on nearby side streets dump cyclists out on Fairfax, where we are forced to fight hostile drivers and their cars. I have been harassed several times, just trying to bridge Fairfax across Beverly. There is no safe way to circumvent Farmers' Market, the Grove, CBS and Park LaBrea. Inevitably, cyclists have to battle cars in this area, which is among the most densely populated and commercially utilized neighborhoods in the county. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve our health.

While I understand that these proposed bike lanes may require altering the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

I live at 3rd and Harper and work at Wilshire and Highland, a commute of 2.5 miles. It takes 15 minutes for me to get to work, whether I bike or drive. That my wife is terrified that a motorist will make her a single mother is simply inexcusable in such a global city.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Joshua Cohen  
109 S. Harper Ave.  
Los Angeles, CA  
90048  
[\(323\) 333-3986](tel:(323)333-3986)



David Somers &lt;david.somers@lacity.org&gt;

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## More for bikes

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FHMSHM &lt;fhmshm@gmail.com&gt;

Sun, Mar 3, 2013 at 7:43 PM

To: "david.somers@lacity.org" &lt;david.somers@lacity.org&gt;

Dear Departments of Transportation and Planning,

As a resident of Koreatown, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,  
Jonathan Fox

735 South St. Andrews Place #406  
Los Angeles CA 90005



David Somers &lt;david.somers@lacity.org&gt;

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## consideration of bike lanes

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**Sue LaVaccare** <lavaccare@gmail.com>  
To: david.somers@lacity.org

Mon, Mar 4, 2013 at 1:59 PM

I am writing in support of all of the proposed bike lanes under review. I live in Los Angeles. The addition of bike lanes will increase safety and allow people to use more environmentally friendly modes of transportation. I do not currently ride my bike on streets without bike lanes because it is so dangerous. As a motorist, I know how dangerous it is to have bikes on the road and NOT in designated bike lanes. I put my bike on a bike rack and drive to Santa Monica, where there are bike lanes, and will ride my bike around there and do my shopping. I would much rather stay here in LA and hop on my bike to go to the grocery store or clothing store, the bank and post office. It would also allow me and thousands of others to commute to work. If biking in Los Angeles were safer with structured bike lanes, more people would do it and it would relieve traffic congestion, air pollution, and noise pollution.

Bike lanes give me an option to bypass traffic rather than sit in it. Riding a bicycle is also a healthy choice that is economically advantageous. Also, if more people are on bikes, there won't be so much parking congestion on the streets. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. It will also offer the opportunity for small businesses to develop who can rent bikes at different locations throughout the city for residents and tourists. I live near the Sunset Strip in Los Angeles. I only imagine that many tourists would enjoy riding up and down the streets on bikes, safely in bike lanes, and would stop at more restaurants and shops along the way, spending more money that goes back into the city.

Thank you for your attention and consideration. Let me know if I can be of help in any way to make this happen!

Sincerely,  
Sue LaVaccare  
[lavaccare@gmail.com](mailto:lavaccare@gmail.com)  
9265 Thrush Way  
LA, CA 90069  
[310-497-7853](tel:310-497-7853)



David Somers< david.somers@lacity.org>

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## Bike Lane Comments

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Aaron Lawrence< aaron.lawrence@gmail.com>

Fri, Mar 1, 2013 at 3:34 PM

To: david.somers@lacity.org

Cc: councilmember.garcetti@lacity.org, alek@la-bike.org

Dear Departments of Transportation and Planning,

I'm a resident of Atwater Village and a cyclist (and pedestrian, and driver, and public transit user). I'm writing to express my strong support for, well, really all of the bike lanes that are currently under consideration. I've studied the 2010 bike plan closely and can't wait for its full implementation. While I'll probably end up taking advantage of most of the lanes that are under consideration, there are a few that are particularly important to me personally:

- All of the Northeast lanes, including the full stretch of Figueroa. Living in nearby Atwater Village, my wife and I are big fans of Eagle Rock and Highland Park, and we like to head over there from time to time to check out the shops and restaurants (and she goes to Cardio Barre on Colorado). Currently, there isn't a particularly safe route for us to make the short trip up to these neighborhoods (current traffic speeds on Figueroa are ridiculous and intimidating). Sometimes we'll bike anyways, but more often than not we end up driving (and parking is always a hassle). We'd much prefer to be able to take a fun and casual bike ride up Figueroa to these neighborhoods on the weekends.
- The lanes on Virgil and Vermont. I work in Koreatown and commute to work by bike most of the time. These are both bike lanes that I would use on a daily basis if they were installed. Currently, there is a serious lack of North/South bike lanes in this area (actually, there basically aren't any). Right now, it's a real challenge to find safe routes North/South to my office. These lanes would be a big help.
- The lanes on 2nd, 7th, and Sunset/Caesar Chavez. These are all streets that I ride regularly when I want to hang out downtown. These would fill in some important gaps in the growing downtown network of bike lanes.

Again, all of the lanes strike me as desperately needed, and I support them all. These are just a few examples of ones that I know I'll be using on a regular basis once they're implemented.

While I understand that some of these proposed bike lanes may require altering the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. The safety benefits will also promote more cycling, especially for female riders. I already mentioned the example of Figueroa, where my wife and I tend to drive if we want to shop or dine in Highland Park because the street is currently a little intimidating. I'll ride it from time to time, but it doesn't make for a pleasant Sunday morning ride. We'd cycle much more if there were safer options. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

I haven't been able to attend any of the public hearings because they conflict with my work schedule, but I wanted to write and make sure that my voice was heard. Thank you for your consideration.

Sincerely,

Aaron Lawrence  
3138 Glenmanor Pl., Los Angeles, CA 90039



David Somers< david.somers@lacity.org>

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## Bike lane support

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Susannahlowber< susannahlowber@gmail.com>

Fri, Mar 1, 2013 at 3:24 PM

To: "david.somers@lacity.org" <david.somers@lacity.org>

Hi David

Im writing to tell you I support the citys proposed bike lanes. I live in Echo Park and ride daily. The proposed lanes will make my commute safer. I ride for fun, for exercise, and to get almost everywhere. Im a founding member of the echo park bike posse, a group of cyclists that ride together because we find it safer in numbers as well as enjoy the company. We've over doubled our size since last year and frequently ride the streets of the proposed new lanes. Im an alert and experienced rider and still find myself in situations where a not so experienced rider would have been hit because drivers arent paying attention. Many of the newer riders are scared to ride on the street without bike lanes alone and so they drive what would be a 3 mile easy bike commute. When I first moved to LA four years ago i was also scared to ride here but in the last few years with new bike lanes and bike routes and the power of ciclavia more and more people have felt safe and confident to get out of their cars and into the streets. Keep up the good work.

Susannah Lowber  
1326 douglas st  
LA, CA 90026

Sent from my iPhone



David Somers <david.somers@lacity.org>

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## Draft EIR is available for the First Year of the 2010 Bicycle Plan Five-Year Implementation Strategy and the Figueroa Streetscape Project

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Alex MikoLevine <Alex.MikoLevine@acmartin.com>  
To: David Somers <david.somers@lacity.org>

Tue, Jan 22, 2013 at 10:04 AM

David,

I am glad to be on this list and will try to make it to the hearing.

I am probably just reiterating comments from the 2010 plan, but

I would give my input in the form of some questions:

“Why are Bike lanes planned differently from freeways?”

“Why are they discontinuous and unconnected?”

“Why does the ‘plan’ not connect the blue lines to each other?”

“Does this ‘plan’ look anything like the plans of cities with successful bicycle plans?”

Imagine if the US Freeway system plan of the 50’s had looked like the LA bike plan. It would have been laughed at.

Yes, I am sure there are practical difficulties, maybe even impossibilities, but that is what planning should identify, not hide from. Yes, one ¼ mile section of bike lane might cost 100 times what another section cost. I would compare that to the cost of bridges, tunnels, and steep grades for the Highway system. This is not really a plan, it is a list of low-hanging fruit.

Imagine what it feels like when a Freeway you are riding on suddenly turns into a boulevard with streetlights. Now apply that feeling to the ends of all the blue squiggles on the ‘plan’. This approach does not inspire; it does not change culture or empower cycling.

I guess beggars can’t be choosers, so I should really be thanking the City for this. Can we stop calling it a ‘plan’ and call it something like “Bicycle this-and-thats”.





David Somers <david.somers@lacity.org>

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## Proposed Bike Lanes

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**Matthew Mooney** <klamedia@gmail.com>  
To: david.somers@lacity.org

Mon, Mar 4, 2013 at 2:51 PM

Please give us all bike lanes that are being proposed. The City can't survive without them!



David Somers &lt;david.somers@lacity.org&gt;

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## Bike Lanes

---

**Alexei Nowak** <a.nowak.mail@gmail.com>

Mon, Mar 4, 2013 at 12:44 PM

To: david.somers@lacity.org

To the Departments of Transportation and Planning,

I'm writing to ask you to support all of the proposed bike lanes. I try to ride my bike to avoid traffic and high gas prices, but Los Angeles is one of the most dangerous cities in the country for cycling. I would ride to work every day (it's only about 7 miles), if it wasn't so hazardous to deal with angry motorists who find cyclists to be an obstacle to their own commute. On a related note, in my neighborhood teenagers and even adults constantly ride their bikes on the sidewalk, which is not only dangerous to pedestrians, particularly the elderly, but also encourages drivers' views of bicycles as not belonging on the street. Only new bike lanes can help this situation, and cut down on the frankly ridiculous traffic in the city.

Best,  
Alexei Nowak



David Somers &lt;david.somers@lacity.org&gt;

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## Bike lanes

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**Arsenio Nunez** <seniobikes@aol.com>

Thu, Feb 28, 2013 at 10:45 AM

To: david.somers@lacity.org

Mr. David Somers,

I'm sending this e-mail in support of bike lanes.

A brief history of what got me into cycling, In 1980, 81, and 82 I had three knee surgeries, the doctor and physical therapist suggested that I start riding bicycles in 1984 in order to bring equal strength to both legs. I started riding on the streets in 1985 and haven't stopped since.

When I ride my bike it is 100% on the streets. Without bike lanes I notice that automobiles tend to come very close to me and have been hit once. I've come very close to being hit several times since then, but thank God I have not. When there is a bike lane, I have that buffer from the vehicles. There seems to be a respect from the drivers when there is a bike lane. Again, I can't stress enough the difference when there is no bike lane. The attitude of the drivers is so different that at times it's very scary.

I understand we need to share the road, and in order to keep everyone safe a bike lane would help a lot.

Thank you for your attention,  
Arsenio Nunez



David Somers< david.somers@lacity.org>

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## Support bike lanes!

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**Pauline Martinez**< martinep@usc.edu>  
To: david.somers@lacity.org  
Cc: Jill Sourial <jill.sourial@lacity.org>

Fri, Mar 1, 2013 at 2:52 PM

Dear Departments of Transportation and Planning,

As a resident of Lincoln Heights, I am writing in support of bike lanes along Mission Blvd/Broadway to Main Street to Downtown LA. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve our health.

While I understand that these proposed bike lanes may require altering the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Pauline Martinez  
Board of Director, President  
City View Terrace Homeowner's Association  
3711 Baldwin Street, #1310  
Los Angeles, CA 90031  
[www.cvthoa.org](http://www.cvthoa.org)



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## Fwd: Sunset DEIR

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**Nathan Baird** <nate.baird@lacity.org>

Wed, Jan 23, 2013 at 5:22 PM

To: Wendy Lockwood <wl@siriusenvironmental.com>, David Somers <david.somers@lacity.org>

Hi Wendy and David,

Our former intern Ricardo has a few comments on the safety section of the DEIR.

Seems we've been very conservative, but I think I can incorporate some of his corrections into our presentation, at least.

-Nate

----- Forwarded message -----

From: **Ricardo Gutierrez** <rick81@berkeley.edu>

Date: Fri, Jan 18, 2013 at 5:19 PM

Subject: Sunset DEIR

To: Nathan Baird <nate.baird@lacity.org>

I just finished reading through the DEIR for the Sunset lanes and I think the safety argument can be strengthened. Right now the DEIR seems to focus more on what will be lost in terms of traffic delays and parking, rather than the safety gains, better LOS for buses, etc.

1. The footnotes for the safety section state: "Injury types and their respective monetary values used are Fatality (\$140,301), Severe Injury (\$7,560), Other Visible Injury (\$2,765), and Complaint of Pain (\$1,572)." I am not sure where those numbers came from but they seem very low considering that the USDOT recommended Value of Statistical Life is \$6.2M (<http://www.dot.gov/policy/transportation-policy/treatment-economic-value-statistical-life>). That means that the value of a reduced fatality should be \$6.2M, not \$140,301, and every other injury severity level is a fraction of that \$6.2. I emailed the TIMS people to see what figures they use for their calculations but I suspect it is the USDOT figures since the calculator was developed for the FHWA, a USDOT agency. I will forward you their answer when I get it.
2. The heat map is too general and was really developed to show the HSIP why we prioritized bike lane projects in the areas that we did over other areas. In addition to the heatmap I would zoom in on the extent of the proposed Sunset bus-bike lanes and map the SWITRS injury locations by severity type. There is a mxd that was used for the Tiger analysis that already has this data setup. Its the one where the fatality icon is a yellow circle with a black outline of a body inside it. I think showing exactly where a fatality or injury occurred along the project limits is more convincing for the public than monetary safety benefit value from a calculation they may not follow or trust. The monetary safety benefit value makes more sense when you weigh it against the cost of the increased traffic delays, loss of parking costs, project costs etc.
3. Seems like if there is an LOS increases for buses that is not captured. The bus traffic delay before the project should be the same as the vehicle LOS in the report. But after the project the bus LOS should improve because buses do not have to wait in the queue like before. There may be a way to weigh the bus LOS improvement against the car LOS decrease. If on average there are Z passengers per bus during peak time, and Y buses per hour, then there are Z x Y passengers crossing the impacted intersection per hour during peak time. We know how many cars pass the intersection per hour during peak times and the average passengers per car. Seems like you can estimate reduced delay for bus riders per hour and compare it to the reduced delay for drivers per hour.

But these suggestions all assume that the council member still needs to be convinced. If Reyes is already on board then your time is probably better spent strengthening the argument for the projects that have less council-

person. Reyes is on his way out so I don't see why he would care if he went against voters. Once I read through the other DEIR I may have some suggestions. Let me know if you need help with any of this stuff. I happen to have some free time right now.

Ricardo



## Fwd: TIMS Benefit-Cost Calculator Question

Nathan Baird <nate.baird@lacity.org>

Wed, Jan 23, 2013 at 5:23 PM

To: Wendy Lockwood <wl@siriusenvironmental.com>, David Somers <david.somers@lacity.org>

Here are the better numbers Ricardo mentioned.

----- Forwarded message -----

From: Ricardo Gutierrez <rick81@berkeley.edu>

Date: Wed, Jan 23, 2013 at 11:19 AM

Subject: Fwd: TIMS Benefit-Cost Calculator Question

To: Nathan Baird <nate.baird@lacity.org>

I heard back from the TIMS staff. The values used for the safety benefits and methodology used in the benefit-cost calculator are on page 82 of the Local Roadway Safety Manual (see attached).

Crash Severity **	Crash Cost *
Fatality (K)	\$4,008,900
Severe/Disabling Injury (A)	\$216,000
Evident Injury – Other Visible (B)	\$79,000
Possible Injury – Complaint of Pain (C)	\$44,900
Property Damage Only (O)	\$7,400

\* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

\*\* Highway Safety Manual (HSM), First Edition, 2010.

These TIMS numbers are outdated when compared to the USDOT numbers but still much higher than what the DEIR says, "6 Injury types and their respective monetary values used are Fatality (\$140,301), Severe Injury (\$7,560), Other Visible Injury (\$2,765), and Complaint of Pain (\$1,572)." I still can't figure out where the numbers in the footnotes came from?

I would suggest that consultant just repeat what the manual has (everything in the attached screenshot) in the DEIR footnotes . They could also specify that the crash reduction factor used is 35% for bike lane projects and 30% for road diet projects. Also the service life is 20 years. All of the information for each countermeasure is also in the manual, on pages 68 and 75 of the PDF.

Ricardo

----- Forwarded message -----

From: **TIMS** <[tims\\_info@berkeley.edu](mailto:tims_info@berkeley.edu)>  
 Date: Tue, Jan 22, 2013 at 8:29 PM  
 Subject: Re: TIMS Benefit-Cost Calculator Question  
 To: Ricardo Gutierrez <[rick81@berkeley.edu](mailto:rick81@berkeley.edu)>, TIMS <[tims\\_info@berkeley.edu](mailto:tims_info@berkeley.edu)>

Hi Ricardo.

The benefit/cost calculator was specifically developed for use by Caltrans Division of Local Assistance for grant applications. It is being reviewed for an upcoming funding cycle and the values may change, but all the information is provided for the last cycle, including the values for injury level, in the attached manual.

This should give you the information you need.

Thanks.

TIMS Support

On 1/18/2013 4:38 PM, Ricardo Gutierrez wrote:

I have searched through the TIMS website looking for information on the assumptions and inputs that the benefit-cost calculator uses for its calculations. Specifically, what how does the calculator value each injury severity level? Does the calculator use the USDOT recommended value of a statistical life (<http://www.dot.gov/policy/transportation-policy/treatment-economic-value-statistical-life>) or some other figures? I am attempting to figure out the values that you assign to each injury severity level in the KABCO scale. In the past I have used the USDOT value of a statistical life and a KABCO to AIS conversion chart provided by USDOT to calculate safety benefits from SWITRS data.

Thanks  
 Rick

**2 attachments**

**Safety Index Calculation Method**

$$1) \text{Benefit (Annual)} = \frac{CRF \times \sum (N_{ij} \times CC_{ij})}{Y}$$

- CRF: Crash reduction factor in each countermeasure
- S: Severity (0:POD, 1:Minor Injury, 2:Injury, 3:Severe Injury, 4:Fatal)
- N<sub>ij</sub>: Number of Crashes, in severity levels, related to selected countermeasure
- F: Crash data time period (Year)
- CC<sub>ij</sub>: Crash costs in severity levels

Crash Severity **	Crash Cost *
Fatality (K)	\$4,008,900
Severe/Disabling Injury (A)	\$216,000
Evident Injury - Other Visible (B)	\$79,000
Possible Injury - Complaint of Pain (C)	\$44,900
Property Damage Only (O)	\$7,400

\* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

\*\* Highway Safety Manual (HSM), First Edition, 2010.

2) Benefit (LIFE) = Benefit (Annual) x Years of service (Y)



David Somers &lt;david.somers@lacity.org&gt;

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## support for bike lanes

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**Sarah Evans** <sarah-evans@sbcglobal.net>

Wed, Feb 27, 2013 at 7:58 PM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a resident of West Adams/worker downtown, I am writing in support of bike lanes on Figueroa and any other streets. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require the removal of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Sarah Evans  
Los Angeles, CA 90016



David Somers &lt;david.somers@lacity.org&gt;

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## support of all of the proposed bike lanes under review

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**Dan Curnow** <DCurnow@xrds.org>

Mon, Mar 4, 2013 at 11:59 AM

To: "david.somers@lacity.org" &lt;david.somers@lacity.org&gt;

Dear Departments of Transportation and Planning,

As a resident and owner at Little Tokyo Lofts (420 S. San Pedro Street, Los Angeles, CA 90013), I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Dan Curnow

420 S. San Pedro Street, #406

Los Angeles, CA 90013

February 12, 2013

David Somers  
Assistant Planner  
City of Los Angeles Department of City Planning  
200 N Spring Street, Room 525  
Los Angeles, CA 90012-4801

Dear Mr. Somers,

I am a resident of the Central Los Angeles Area, residing in the 1500 block of S Curson Ave. I have lived at this address for two years and have lived in Los Angeles for more than 12 years. I am a member of the Los Angeles County Bicycle Coalition and recently graduated from the UCLA Luskin School of Public Policy, where I studied Transportation Planning and Policy in the Urban and Regional Planning department. I have been a bicycle commuter for 10 years, both in Los Angeles, and in the San Francisco Bay Area. I also work in the transportation industry and have designed infrastructure and policy for approximately five years.

I am writing to you in strong support of the removal of travel and/ or parking lanes for the purpose of creating dedicated bicycle infrastructure in the streets of Central Los Angeles. I am particularly invested in the extension of the Venice Boulevard bicycle lanes, as this new extension to Main Street would finally grant bicycle access from the west to Downtown. As the upcoming April 21<sup>st</sup> CicLAvia event will be celebrating, this link from the West side of Los Angeles to Downtown is vital to the movement of people throughout the city.

The 10 proposed projects in the Central Area would result in almost 17 miles of new bicycle infrastructure. This is by far the greatest investment in bicycle infrastructure out of the four areas of the city and is the most important to overall connectivity in the city. The Central Area includes Downtown, Silver Lake, and Highland Park, the neighborhoods in which the LADOT has already invested in active transportation via parklets. Approving all of the proposed bicycle projects in the Central Area is essential to continuing to grow the bicycle network across the city.

Even in the last two years, I have seen the numbers of cyclists noticeably increase in my area. This is, no doubt, in response to the increased infrastructure and safety campaigns that LADOT and other agencies have invested in bicycling in Los Angeles. Bicycling in Los Angeles is growing quickly and can play a vital part of moving people of all income levels throughout the city without contributing to congestion, poor air quality, or greenhouse gas emissions. Bicycling is also a vital part of the active transportation movement and has many health benefits over traveling via automobile.

The 2010 Bicycle Plan puts forth a great vision for bicycling in our city. Please move forward to the goal of full implementation by accepting the relatively small losses in

automobile capacity and parking supply currently under consideration in order to provide safe, convenient, connected corridors for bicycling in Los Angeles.

Best Regards,

Julia Salinas, LEED AP  
1545 S Curson Ave  
Los Angeles, CA 90019

Juliacaesar123@gmail.com



David Somers &lt;david.somers@lacity.org&gt;

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## Bike lane

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Gwenaëlle Gobé &lt;gounie@gmail.com&gt;

Mon, Mar 4, 2013 at 11:46 AM

To: "david.somers@lacity.org" &lt;david.somers@lacity.org&gt;

Dear Departments of Transportation and Planning,

As a resident of downtown Los Angeles, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Gwenaëlle Gobe  
530 S. Hewitt st  
LA, CA 90013



David Somers &lt;david.somers@lacity.org&gt;

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## DEIR 5 Year Bike Plan

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Sanchez, Lawrence (CDPH-DDWEM) <Lawrence.Sanchez@cdph.ca.gov>  
To: david.somers@lacity.org

Mon, Mar 4, 2013 at 3:17 PM

Dear Departments of Transportation and Planning,

*If we do not build bike lanes, Angelenos cannot use them.*

As a resident of Los Feliz, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health. I know many people that are uncomfortable riding their bikes in the street and prefer to ride hesitantly on the sidewalk or not at all.

While I understand that these proposed bike lanes may require altering of the usage of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes mitigate the need for motorists to squeeze/pass bicyclists when lane sharing is difficult. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community and give my neighbors and me an option to bypass traffic rather than sit in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Lawrence Sanchez  
2053 N. Vermont Ave.  
Los Angeles, CA 90027



David Somers &lt;david.somers@lacity.org&gt;

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## More bike lanes please

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**My Cambridge** <mycambridgefarms@gmail.com>

Wed, Feb 27, 2013 at 5:56 PM

To: "david.somers@lacity.org" <david.somers@lacity.org>

It would be very nice to have more bike lanes . Bike lanes gives a lot of security when I am on the road. To as when there is no bike lane I am afraid of getting hit by a car.

Thank you for reading my two cents.

Sent from

Avraham Shamoil

818 506 6661

310 498 1022 cell

818 506 4977 fax



David Somers &lt;david.somers@lacity.org&gt;

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## Bike Lane EIR

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**Aaron Sosnick** <aaronsosnick@alum.mit.edu>

Sat, Mar 2, 2013 at 2:37 PM

To: david.somers@lacity.org

Dear Departments of Transportation and Planning,

As a homeowner in Los Feliz, I am writing in support of all of the proposed bike lanes under review. The addition of bike lanes will only help increase safety and mobility options for people to visit prime destinations in the area and commute to work. If we can make bike riding a safe, welcoming option, then we can relieve congestion, clean the air, and improve all of our health.

While I understand that these proposed bike lanes may require the removal of a travel lane, the benefits of bicycle lanes outweigh this cost. On many of the streets, the bike lanes will reduce motorists speeding through our community to get to destinations elsewhere. Bike lanes will also help people feel comfortable riding on the street instead of the sidewalk, which is safer for them and safer for pedestrians. Bike lanes are good for my community, and give me and my neighbors an option to bypass traffic rather than sitting in it.

In the end, these bike lanes will make our community feel safer and have more travel options to help people get around on foot or on two wheels. With adequate infrastructure on our streets, I'd be more willing to ride to work, recreate, and run errands. Thank you for your consideration.

Sincerely,

Aaron Sosnick  
2243 East Live Oak Drive  
Los Angeles, CA 90068

