

## 9. Closure of 11<sup>th</sup> Street

As described earlier in this report, the project proposes the regular closure of 11<sup>th</sup> Street outside of the weekday AM and PM peak periods, in order to facilitate safe pedestrian flow and to enhance the pedestrian environment in the general area of the Convention Center, STAPLES Center, and the project.

With the development of the L.A. Entertainment District around STAPLES Center, it is anticipated that many types of events will occur in the Plaza planned to be located adjacent to, and on the north side of, 11<sup>th</sup> Street between Figueroa Street and Georgia Street.

The large Plaza that is planned, will be ideal for all types of civic, community, and commercial events, including film premieres, exhibits, art shows, music, community events, and multi-media events/promotions. The natural synergy between the L.A. Entertainment District north of 11<sup>th</sup> Street and STAPLES Center and the Convention Center south of 11<sup>th</sup> Street will lead to high volumes of pedestrian movements across 11<sup>th</sup> Street. The juxtaposition of the Plaza opposite the main entrance to STAPLES Center and Star Plaza also suggests that for many events, it would be more practical and safer for these spaces to operate as one large physical civic outdoor space, without traffic passing along 11<sup>th</sup> Street, which divides the two spaces.

While the project proposes to close the section of 11<sup>th</sup> Street between Georgia Street and Figueroa Street on a regular basis for such events, the street would remain under public ownership and operation, would be kept open during peak traffic flow periods.

11<sup>th</sup> Street is not an Arterial Street in the City's General Plan. Furthermore, traffic count information shows that traffic volumes are typically low on 11<sup>th</sup> Street between Figueroa Street and Cherry Street, ranging from 6,100 to 10,900 daily vehicles and averaging 7,800 daily vehicles on a weekday. The daily vehicle total is about 4,200 on a Saturday and about 3,700 on a Sunday. (See Appendix E for Traffic Counts). 11<sup>th</sup> Street is therefore not a critical link in the area's street network. While 11<sup>th</sup> Street does lead to freeway ramps with the Harbor Freeway at Cherry and Blaine Streets, there are alternative routes available to those ramps. The southbound on-ramp at Blaine Street and 11<sup>th</sup> Street can be accessed via Olympic Boulevard and Blaine Street rather than 11<sup>th</sup> Street. The southbound off-ramp can use Olympic Boulevard rather than 11<sup>th</sup> Street and, in fact, is currently signed to direct the majority of traffic to do so. Instead of accessing the northbound on-ramp at Cherry Street and 11<sup>th</sup> Street via 11<sup>th</sup> Street, traffic could use alternate ramps at 9<sup>th</sup> Street (via Olympic Boulevard and Georgia Street), and at 8<sup>th</sup> Street (via Figueroa Street and 8<sup>th</sup> Street). Finally, traffic using the northbound off-ramp from the Harbor Freeway to Pico Boulevard and Cherry Street, can continue northbound on Cherry Street to Olympic Boulevard.

### Traffic Analysis

The feasibility of closing 11<sup>th</sup> Street was analyzed for the Saturday evening peak hour, which would be the time of highest traffic volume on the adjacent roadway network on a Saturday with incoming traffic to both STAPLES Center and the project. The analysis assumed that traffic diverted away from 11<sup>th</sup> Street between Georgia and Figueroa Streets would use Cherry Street,

Olympic Boulevard, Pico Boulevard, Figueroa Street, Hope Street and Olive Street. This analysis can be considered a conservative "worst case" analysis because it is assumed that traffic diverted because of the closure of 11<sup>th</sup> Street would in general take the nearest alternate route, with the exception of westbound 11<sup>th</sup> Street traffic of which some was assumed to divert onto Olive Street and Hope Street to Olympic Boulevard, rather than all traffic diverting onto Figueroa Street.

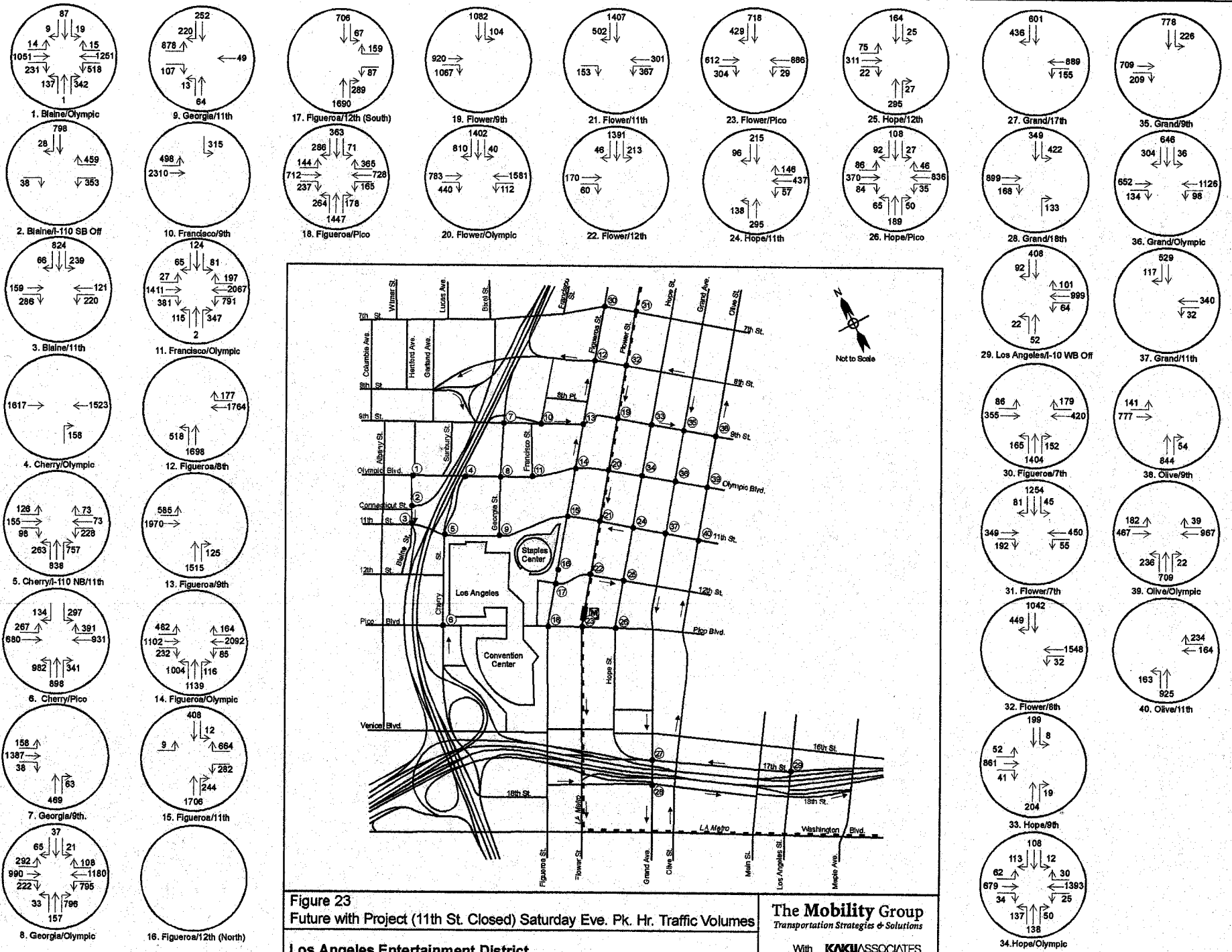
The results of the analysis are shown in Figure 23 and Table 30. Without the closure of 11<sup>th</sup> Street, the project would create ten significant impacts, although all locations would operate at LOS D, except for the Cherry Street/Pico Boulevard intersection, which would operate at LOS F. With the closure of 11<sup>th</sup> Street, the project would create nine significant impacts, with five locations operating at LOS D, and four locations operating at LOS F – Cherry Street/Pico Boulevard, Georgia Street/Olympic Boulevard, Francisco Street/Olympic Boulevard, and Figueroa Street/Olympic Boulevard.

With mitigation and without the closure of 11<sup>th</sup> Street, the project would cause five significant impacts, although four locations would operate at LOS C and one at LOS D. With the same mitigation as earlier proposed and with the closure of 11<sup>th</sup> Street, the project would cause eight significant impacts, of which six locations would operate at LOS C, and two would operate at LOS E (Francisco Street/Olympic Boulevard with a V/C ratio of 0.938 and Figueroa Street/Olympic Boulevard with a V/C ratio of 0.966).

During this peak time on a Saturday evening, closure of 11<sup>th</sup> Street would lead to high turning volumes at certain key intersections. For example, the westbound left turn on Olympic Boulevard at Georgia Street, the westbound left turn on Olympic Boulevard at Francisco Street, and the northbound left turn on Figueroa Street at Olympic Boulevard. Heavy, but lower turn volumes would occur for eastbound left turns on 11<sup>th</sup> Street at Georgia Street, northbound right turns on Georgia Street at Olympic Boulevard, and westbound right turns on 11<sup>th</sup> Street at Figueroa Street.

Some of these would not necessarily create significant impacts or poor operations, while others could be mitigated or improved by the provision of temporary turning lanes delineated by traffic cones and the deployment of traffic control officers (for example, providing a temporary dual right turn lane northbound on Georgia Street at Olympic Boulevard and a temporary dual northbound left turn lane on Figueroa Street at Olympic Boulevard), and additional traffic management measures. However, even with such temporary measures, the intersections of Figueroa Street/Olympic Boulevard and Francisco Street/Olympic Boulevard would operate at LOS E.

It should be noted that this analysis addressed a "worst case" condition rather than a typical condition because it addressed a Level 4 PCMP Condition involving a Convention Center and STAPLES Center event, as well as full activity on the project site including a sold-out theater event. There would be many Saturday evenings when a lower level of activity would occur either at STAPLES Center or particularly at the Convention Center. The low traffic volumes on 11<sup>th</sup> Street at other times also indicate that closure of 11<sup>th</sup> Street should not be a problem during the midday and afternoon periods. Nevertheless, it is precisely during the higher activity levels that there is the greatest need to close 11<sup>th</sup> Street for enhanced pedestrian circulation and safety in the area. Thus the benefit of an improved pedestrian environment on 11<sup>th</sup> Street may outweigh the impacted vehicular conditions on Olympic Boulevard.



**Figure 23**  
 Future with Project (11th St. Closed) Saturday Eve. Pk. Hr. Traffic Volumes  
 Los Angeles Entertainment District

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**Table 30. Future With Project and With Mitigation Conditions - Intersection Level of Service - Saturday Evening Peak - 11th Street Closed**

No.	Intersection	Future Without Project V/C	LOS	Future With Project				Future With Project Mitigation			
				V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1	Blaine & Olympic	0.563	A	0.778	C	0.215	Yes	0.778	C	0.215	Yes
2	Blaine & I-110 SB Off	0.417	A	0.487	A	0.070	No	0.487	A	0.070	No
3	Blaine & 11th	0.617	B	0.586	A	-0.031	No	0.554	A	-0.063	No
4	Cherry & Olympic	0.330	A	0.379	A	0.049	No	0.379	A	0.049	No
5	Cherry & I-110 NB On/11th	0.724	C	0.712	C	-0.012	No	0.649	B	-0.075	No
6	Cherry & Pico	0.915	E	1.062	F	0.147	Yes	0.916	E	0.001	No
7	Georgia & 9th	0.520	A	0.410	A	-0.110	No	0.410	A	-0.110	No
8	Georgia & Olympic	0.618	B	1.176	F	0.558	Yes	0.743	C	0.125	Yes
9	Georgia & 11th	0.479	A	0.692	B	0.213	No	0.712	C	0.233	Yes
10	Francisco & 9th (East)	0.447	A	0.521	A	0.074	No	0.521	A	0.074	No
11	Francisco & Olympic	0.598	A	1.102	F	0.504	Yes	0.938	E	0.340	Yes
12	Figueroa & 8th	0.362	A	0.549	A	0.187	No	0.549	A	0.187	No
13	Figueroa & 9th	0.466	A	0.565	A	0.099	No	0.565	A	0.099	No
14	Figueroa & Olympic	0.604	B	1.428	F	0.824	Yes	0.966	E	0.362	Yes
15	Figueroa & 11th	0.619	B	0.745	C	0.126	Yes	0.745	C	0.126	Yes
16	Figueroa & 12th (North) <sup>1</sup>	0.420	A	N/A				N/A			
17	Figueroa & 12th (South)	0.306	A	0.477	A	0.171	No	0.477	A	0.171	No
18	Figueroa & Pico	0.602	B	0.683	B	0.081	No	0.683	B	0.081	No
19	Flower & 9th	0.632	B	0.778	C	0.146	Yes	0.778	C	0.146	Yes
20	Flower & Olympic	0.556	A	0.825	D	0.269	Yes	0.682	B	0.126	No
21	Flower & 11th	0.572	A	0.539	A	-0.033	No	0.539	A	-0.033	No
22	Flower & 12th	0.291	A	0.360	A	0.069	No	0.360	A	0.069	No
23	Flower & Pico	0.521	A	0.554	A	0.033	No	0.554	A	0.033	No
24	Hope & 11th	0.302	A	0.361	A	0.059	No	0.361	A	0.059	No
25	Hope & 12th	0.172	A	0.232	A	0.060	No	0.232	A	0.060	No
26	Hope & Pico	0.345	A	0.367	A	0.022	No	0.367	A	0.022	No
27	Grand & 17th	0.427	A	0.462	A	0.035	No	0.462	A	0.035	No
28	Grand & 18th	0.451	A	0.507	A	0.056	No	0.507	A	0.056	No
29	Los Angeles & I- 10 WB Off	0.456	A	0.516	A	0.060	No	0.516	A	0.060	No
30	Figueroa & 7th	0.346	A	0.384	A	0.038	No	0.384	A	0.038	No
31	Flower & 7th	0.289	A	0.407	A	0.118	No	0.400	A	0.111	No
32	Flower & 8th	0.291	A	0.425	A	0.134	No	0.425	A	0.134	No
33	Hope & 9th	0.150	A	0.188	A	0.038	No	0.188	A	0.038	No
34	Hope & Olympic	0.245	A	0.457	A	0.212	No	0.457	A	0.212	No
35	Grand & 9th	0.149	A	0.264	A	0.115	No	0.264	A	0.115	No
36	Grand & Olympic	0.327	A	0.777	C	0.450	Yes	0.777	C	0.450	Yes
37	Grand & 11th	0.148	A	0.211	A	0.063	No	0.201	A	0.053	No
38	Olive & 9th	0.178	A	0.254	A	0.076	No	0.254	A	0.076	No
39	Olive & Olympic	0.311	A	0.461	A	0.150	No	0.461	A	0.150	No
40	Olive & 11th	0.126	A	0.329	A	0.203	No	0.329	A	0.203	No

1. Eliminated by project with realignment of 12th Street to Figueroa & 12th Drive (South)

In addition to traffic management measures, which are described above and in Chapter 8 of this report, a suitable mitigation measure to this condition would be additional management of the parking supply. During times of 11<sup>th</sup> Street closure and high event activity, a higher proportion of vehicles could be parked east of Figueroa Street and south of 11<sup>th</sup> Street, thereby reducing the traffic load on Olympic Boulevard. At the time of highest parking need for the Entertainment District on a Saturday evening, the Convention Center parking supply is typically unused, for example. Use of the Convention Center parking facilities to the south of 11<sup>th</sup> Street, as well as other public parking in the area east of Figueroa Street, would reduce the number of vehicles using Olympic Boulevard to access the parking garages on Olympic West and Olympic East Parcels, thereby reducing traffic volumes and improving traffic conditions on Olympic Boulevard. Given the operational success of the STAPLES Center Parking and Circulation Management Plan, it is likely that these impacts can be reduced.

### **Street Design Concept Parameters**

In order to create a more pedestrian friendly and “seamless” environment along 11<sup>th</sup> Street, the project proposes that potential design and traffic control features could include the following:

- Reduce the current mid-block 92’ curb-curb width to a 70’ curb-curb width. This will probably involve a 15 – 20’ street vacation on the north side of the street.
- Provide two traffic lanes plus one left turn lane in each direction.
- Retain the existing loading/waiting zone area adjacent to STAPLES Center.
- Provide special paving on 11<sup>th</sup> Street, between the Plaza and STAPLES Center, to link these areas together, and provide a visual message to motorists of a special environment. This paving will need to delineate and distinguish the road surface from the Plaza and sidewalk areas, and retain the necessary lane striping.
- Provide a roadway edge treatment other than a standard curb/gutter (for example, a rolled curb), which also might include bollards, planters, etc.

### **Operations/Closure Parameters**

It is proposed that the street would be closed on a regular basis for events in the Plaza, STAPLES Center, and the Convention Center. The details of when and how the street would be closed will be addressed in the Specific Plan, and could include the following proposed parameters:

- Street could remain open during peak periods and nighttime (3:00 AM to 9:00 AM, and 4:30 PM to 6:30 PM) on weekdays.
- Street could be closed down between 9:00 AM and 4:30 PM, and 6:30 PM to 3:00 AM, as necessary for events in the Plaza, STAPLES Center and the Convention Center, as well as on weekends and holidays.

- Street would be closed down only between Georgia and Figueroa Streets.
- Street would remain in public ownership and operation.
- Planning for closures of 11<sup>th</sup> Street could be accomplished through the regular actions of the South Park Event Coordination Committee.
- Street closures could be accomplished via the following types of measures:
  - Possibly street level barricades and signs, if necessary, or pop-up bollards across 11<sup>th</sup> Street on west side of Figueroa Street, and east side of Georgia Street.
  - Turning on of illuminated overhead signs (probably on signal mast arms) indicating “No Entry”, “Left Turn Only”, and “Right Turn Only” facing 11<sup>th</sup> Street westbound at Figueroa Street and 11<sup>th</sup> Street eastbound at Georgia Street.
  - Use of South Park Changeable Message Signs (CMS) to provide advance warnings of street closures, at the following locations:
    - 11<sup>th</sup> Street WB at Grand Avenue
    - Flower Street SB at Olympic Boulevard
    - Cherry Street NB at 12<sup>th</sup> Street
    - Figueroa Street NB at 18<sup>th</sup> Street
    - 11<sup>th</sup> Street EB at Blaine Street (portable)
  - Redirection of event traffic to Olympic Boulevard.
  - Redirection of non-event traffic to Pico Boulevard.

The closure of 11<sup>th</sup> Street will have corresponding benefits to the residential neighborhoods on the west side of the Harbor Freeway, by re-directing traffic to major arterials such as Olympic Boulevard and Pico Boulevard.

A Traffic Control Plan will be prepared, subject to approval by LADOT and the City Council, for the closure of 11<sup>th</sup> Street.