

The 2010 Bicycle Plan

First Year of the First Five-Year
Implementation Strategy and the Figueroa Streetscape Project
ENV-2012-1470-EIR - State Clearinghouse Number: 2012061092

The City Wide 2010 Bicycle Plan significantly alters 4 Westside streets by removing traffic lanes and/or parking lanes to incorporate marked bike lanes. The mixed flow PM peak anti-gridlock lanes on Westwood Blvd. would be eliminated and changed to bicycle-transit-only lanes (Bus & bicycle only lane). The targeted Westside streets are: Westwood Blvd. (Santa Monica Blvd. to National Blvd.), Sepulveda Blvd. (Ohio Ave. to National Blvd.), Bundy Dr. (San Vicente Blvd. to Stanwood Dr.), and Avenue of the Stars (Pico Blvd. to Santa Monica Blvd.).

The entire Draft EIR can be found at: cityplanning.lacity.org

- follow the heading **Environmental**,
- then **Draft EIR**,
- **2010 Bicycle Plan**.

Public Hearing for the 2010 Bike Plan DEIR will be held for the West Area:

February 19, 2013, 6 pm to 8:30 pm
LADOT Western Parking Enforcement Office,
11214 W. Exposition Blvd.
Los Angeles, CA 90064

Submit written comments following review of the Draft EIR, please reference the file number above, and submit them in writing by March 4th, 2013 at 5 PM.

Direct comments to:

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Overview:

**City of Los Angeles 2010 Bicycle Plan -First Year of the First Five-Year
Implementation Strategy and Figueroa Streetscape Project
DRAFT ENVIRONMENTAL IMPACT REPORT**

January 2013

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Important project descriptions directly from the DEIR:

“Loss of Travel and parking (DEIR pages 3-11 and pages 3-35,36)

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

Westwood Boulevard (National Boulevard to Santa Monica Boulevard) {1.6 miles}

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

Sepulveda Boulevard (National Boulevard to Ohio Avenue) {2.1 miles}

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

Bundy Drive (San Vicente Boulevard to Stanwood Drive) {3.2 miles} and Centinela Avenue (Stanwood Drive to Culver City Limit at Washington Place) {1.3 miles}

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

Avenue of the Stars (Pico Boulevard to Santa Monica Boulevard) {1.0 mile}

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

3.6 CONSTRUCTION SCHEDULE AND PHASING

Proposed installation of the bicycle lanes is anticipated to begin in early 2013 and would take less than 12 months to complete.

EXISTING SETTING

Westwood Boulevard is a Secondary Highway. In the 2010 Bicycle Plan, Westwood Boulevard is a part of the Backbone Bicycle Network and has a Bicycle Lane designation in the Citywide Bikeway System. Between Santa Monica Boulevard and National Boulevard, it is a north-south roadway. Westwood Boulevard has two southbound lanes and one northbound lane from National Boulevard to just south of Pico Boulevard. From just south of Pico Boulevard to Santa Monica Boulevard, there are two full-time southbound lanes, one full-time and one peak-period northbound lanes. On-street parking is generally permitted on both sides of the street. On a typical weekday, Westwood Boulevard carries approximately 26,300 to 34,100 vehicles.

Sepulveda Boulevard is a Major Class II Highway. In the 2010 Bicycle Plan, Sepulveda Boulevard is a part of the Backbone Bicycle Network and has a Bicycle Lane designation in the Citywide Bikeway System. Between National Boulevard and Ohio Avenue, it is a north-south roadway with two travel lanes in each direction. On-street parking is generally permitted on both sides of the street with the exception of the west side of Sepulveda Boulevard from Santa Monica Boulevard and Pico Boulevard, where parking is prohibited. On a typical weekday, Sepulveda Boulevard carries approximately 25,600 to 29,600 vehicles.

Bundy Drive is a Secondary Highway north of Pico Boulevard and a Major Class II Highway south of Pico Boulevard. In the 2010 Bicycle Plan, Bundy Drive is a part of the Backbone Bicycle Network and has a Bicycle Lane designation in the Citywide Bikeway System. Between San Vicente Boulevard and Stanwood Drive, it is a north-south roadway with one travel lane in each direction north of Wilshire Boulevard and two travel lanes in each direction south of Wilshire Boulevard. It continues on as Centinela Avenue south of Stanwood Drive. I-10 on- and off-ramps are located between Pico Boulevard and Pearl Street. On-street parking is generally permitted on both sides of the street with some discontinuity, except for parts of the street between Olympic Boulevard and Wilshire Boulevard, where parking is prohibited from 7:00 a.m. to 7:00 p.m. On a typical weekday, Bundy Drive carries approximately 48,500 to 59,000 vehicles.

Centinela Avenue is a Major Class II Highway. Between Stanwood Drive and Washington Place, it is a north-south roadway with two travel lanes in each direction. In the 2010 Bicycle Plan, Centinela Avenue is a part of the Backbone Bicycle Network and has a Bicycle Lane designation in the Citywide Bikeway System. It continues on as Bundy Drive north of Stanwood Drive. On-street parking is generally permitted on both sides of the street. On a typical weekday, Centinela Avenue carries approximately 32,600 to 37,400 vehicles.

Avenue of the Stars is a Major Class II Highway a Scenic Highway. In the 2010 Bicycle Plan, Avenue of the Stars is a part of the Backbone Bicycle Network and has a Bicycle Lane designation in the Citywide Bikeway System. Between Santa Monica Boulevard and Pico Boulevard, it is a north-south roadway with three travel lanes in each direction, and a wide landscaped median with center left-turn lanes. On-street parking is not permitted on either side of the street.

Impacts:

TABLE 4.5-2: INTERSECTION LEVEL OF SERVICE: **EXISTING** (DEIR pages 4.5-9)

| Street | Study Intersection | AM Peak Hour | | PM Peak Hour | |
|-----------------|--------------------|--------------|-----------------|--------------|-----------------|
| | | LOS | Delay (seconds) | LOS | Delay (seconds) |
| Westwood Blvd. | Santa Monica Blvd. | F | 120.3 | E | 77.6 |
| | Olympic Blvd | F | 104 | E | 62.4 |
| | Pico Blvd. | E | 55.8 | F | 90 |
| | National Blvd | D | 47 | D | 35.8 |
| Sepulveda Blvd. | Ohio Ave | C | 30.3 | D | 39.5 |
| | Santa Monica Blvd. | E | 64.1 | D | 52.8 |
| | Olympic Blvd | D | 40.9 | D | 42.2 |
| | Pico Blvd. | E | 79.1 | E | 70.8 |
| | National Blvd | D | 39.8 | D | 50.3 |

TABLE 4.5-5: INTERSECTION LEVEL OF SERVICE: **PROPOSED PROJECT** (DEIR page 4.5-19)

| Street | Study Intersection | AM Peak Hour | | | | PM Peak Hour | | | |
|-----------------------|--------------------|--------------|-------------|-----------------------|------------|--------------|-------------|-----------------------|------------|
| | | LOS | Delay (sec) | Change in Delay (sec) | Sig Impact | LOS | Delay (sec) | Change in Delay (sec) | Sig Impact |
| Westwood Blvd. | Santa Monica Blvd | F | 215.1 | 94.8 | YES | F | 200.3 | 122.7 | YES |
| | Olympic Blvd | F | 145.1 | 41.1 | YES | F | 192 | 129.6 | YES |
| | Pico Blvd | F | 121.2 | 65.4 | YES F | F | 192.6 | 102.6 | YES |
| | National Blvd | D | 46.8 | -0.2 | NO | D | 36.4 | 0.6 | NO |

| | | | | | | | | | |
|--------------------------|--------------------|---|-------|-------|-----|---|-------|-------|-----|
| Sepulveda Blvd. | Ohio Ave | D | 40.8 | 10.5 | YES | D | 46.7 | 7.2 | YES |
| | Santa Monica Blvd | F | 95.1 | 31 | YES | F | 85.2 | 32.4 | YES |
| | Olympic Blvd | D | 51.6 | 10.7 | YES | E | 77.9 | 35.7 | YES |
| | Pico Blvd | E | 79.9 | 0.8 | NO | F | 112.8 | 42 | YES |
| | National Blvd | D | 41.4 | 1.6 | NO | F | 106.9 | 56.6 | YES |
| Bundy Dr | Wilshire Blvd | E | 63.7 | 28.8 | YES | F | 94.3 | 51.7 | YES |
| | Santa Monica Blvd | F | 122.7 | 102 | YES | F | 142 | 115.3 | YES |
| | Olympic Blvd | F | 187.4 | 89.6 | YES | F | 154.5 | 74.4 | YES |
| | Pico Blvd | F | 223.6 | 169.2 | YES | F | 190.8 | 114.6 | YES |
| | I-10 E/B On-Ramp | F | 113.2 | 92.9 | YES | E | 62.6 | 38.8 | YES |
| | Ocean Park Blvd | F | 182.8 | 72.7 | YES | F | 233.9 | 47.3 | YES |
| | National Blvd | F | 310.6 | 229.8 | YES | F | 119.6 | 90.6 | YES |
| Ave. of the Stars | Santa Monica Blvd | D | 44.2 | 44.2 | NO | C | 32.2 | 0 | NO |
| | Constellation Blvd | D | 41.2 | 10.7 | YES | C | 28.3 | 1 | NO |
| | Olympic Blvd (WB) | B | 14.5 | 2 | NO | B | 10.9 | 0.6 | NO |
| | Olympic Blvd (EB) | B | 18 | 0.6 | NO | C | 20.5 | 1.2 | NO |

(DEIR pages 4.5-23 & 24)

Westwood Boulevard – The proposed project would eliminate one southbound lane between National Boulevard and Pico Boulevard. From south of Pico Boulevard to Santa Monica Boulevard, the northbound peak-period lane would also be eliminated. These changes would cause the project to result in potentially significant impacts at the following three intersections:

- Intersection #60: Westwood Boulevard/Santa Monica Boulevard (AM and PM)
- Intersection #61: Westwood Boulevard/Olympic Boulevard (AM and PM)
- Intersection #62: Westwood Boulevard/Pico Boulevard (AM and PM)

Currently, there are three intersections operating unsatisfactorily at LOS E or F in the AM and PM peak hours. There would be no change in the number of intersections operating at LOS E or F with the proposed project. It is noted that the Westwood Boulevard/National Boulevard intersection would experience a minor decrease in delay because the upstream intersection (Westwood Boulevard/Pico Boulevard) would experience a large increase in delay, reducing the traffic traveling from Pico Boulevard to National Boulevard to slow and lowering the delay at the downstream intersection.

Sepulveda Boulevard – The proposed project would eliminate one southbound lane throughout the study area. This change would cause the project to result in potentially significant impacts at the following five intersections:

- Intersection #74: Sepulveda Boulevard/Ohio Avenue (AM and PM)
- Intersection #75: Sepulveda Boulevard/Santa Monica Boulevard (AM and PM)
- Intersection #76: Sepulveda Boulevard/Olympic Boulevard (AM and PM)
- Intersection #77: Sepulveda Boulevard/Pico Boulevard (PM)
- Intersection #78: Sepulveda Boulevard/National Boulevard (PM)

Currently, there are two intersections operating unsatisfactorily at LOS E or F in the AM peak hour and one intersection operating at LOS E or F in the PM peak hour. The number of intersections operating at LOS E or F in the AM peak hour would not change; however, the number of intersections operating at LOS E or F in the PM peak hour would increase to four.

Bundy Drive – The proposed project would eliminate one travel lane in each direction between Wilshire Boulevard and Olympic Boulevard (full-time northbound lane between Santa Monica Boulevard and Wilshire Boulevard and

peak-period lanes elsewhere). Between Olympic Boulevard and Stanwood Drive, one northbound lane would be eliminated. These changes would cause the project to result in potentially significant impacts at the following seven intersections:

- Intersection #64: Bundy Drive/Wilshire Boulevard (AM and PM)
- Intersection #65: Bundy Drive/Santa Monica Boulevard (AM and PM)
- Intersection #66: Bundy Drive/Olympic Boulevard (AM and PM)
- Intersection #67: Bundy Drive/Pico Boulevard (AM and PM)
- Intersection #68: Bundy Drive/I-10 Eastbound On-Ramp (AM and PM)
- Intersection #69: Bundy Drive/Ocean Park Boulevard (AM and PM)
- Intersection #70: Bundy Drive/National Boulevard (AM and PM)

Currently, three of seven intersections operate unsatisfactorily at LOS E or F in the AM and PM peak hours. With the proposed project, all seven intersections would operate at LOS E or F in the AM and PM peak hours.

Avenue of the Stars – The project would eliminate one travel lane in each direction, with the exception of a short section just north of Pico Boulevard. This would cause the proposed project to result in potentially significant impacts at the following two intersections:

- Intersection #80: Avenue of the Stars/Constellation Boulevard (AM)
- Intersection #83: Avenue of the Stars/Pico Boulevard (AM)

All five study intersections currently operate at LOS D or better in the AM and PM peak hours, and they would continue to operate at LOS D or better with the proposed project. It is noted that the Avenue of the Stars/Pico Boulevard intersection would experience a minor decrease in delay in the PM peak hour as a result of the interaction with the upstream intersections. An increased delay at upstream intersections would cause a slight decrease in traffic and delay traveling at the downstream direction.

Alternatives: (DEIR 5.0)

Alternative 1 - No Build Alternative

The No Build Alternative

Alternative 2A - Increased Parking Removal/Alternate Travel Lane Impacts

Alternative 2A includes the removal of a parking or a different travel lane along 15 streets (the removal of an alternate travel lane to that proposed under the project condition). The affected study streets are Lankershim Boulevard, Cahuenga Boulevard West, Cesar E. Chavez Boulevard, 7th Street, Vermont Avenue, N. Figueroa Street, S. Figueroa Street, **Westwood Boulevard, Bundy Drive, Centinela Avenue, Sepulveda Boulevard, Avenue of the Stars**, Colorado Boulevard, 2nd Street, and Grand Avenue. Alternative 2A would potentially cause changes in traffic circulation, parking, and transit operation along these affected streets. Alternative 2A is described below.

- *Westwood Boulevard.* This alternative would convert the northbound peak-period lane north of Pico Boulevard to a full-time lane, but would eliminate one full-time southbound lane.
- *Bundy Drive.* This alternative would involve the same conditions as the proposed projects, with the exception that between Wilshire Boulevard and Olympic Boulevard, only a southbound lane would be eliminated. Parking would be eliminated on both sides of the street where present within this same section.
- *Centinela Avenue.* This alternative would eliminate a southbound lane.
- *Sepulveda Boulevard.* This alternative would eliminate one northbound lane from Ohio to Olympic, and one lane in each direction south of Olympic, and the introduction of a center left turn lane in most areas.
- *Avenue of the Stars.* This alternative would remove one lane in each direction for the full length of the road segment, resulting in the reduction of the triple left turn pocket on Pico Boulevard to two left turn pockets.

Alternative 2A would cause a net decrease in parking spaces on ten streets for a total loss of 1,383 parking spaces (as compared to 529 parking spaces under the proposed projects).

Alternative 2B - Increased Parking Removal/Alternate Travel Lane Impacts Variant

This alternative would be similar to Alternative 2A, except for five streets: N. Figueroa Street, **Westwood Boulevard, Bundy Drive, Centinela Avenue**, and Colorado Boulevard. Instead of removing a travel lane under Alternative 2A, Alternative 2B proposes the removal of parking along these streets in the study areas.

- *Westwood Boulevard.* Alternative 2B scenario would eliminate parking on both sides of the street.
- *Bundy Drive.* Alternative 2B would have the same roadway land configuration as the proposed projects, except that a southbound lane between Wilshire Boulevard and Olympic Boulevard and parking on both sides of the street south of Olympic Boulevard would be eliminated.
- *Centinela Avenue.* Alternative 2B would retain the existing lane configuration, but would eliminate parking on both sides of the street. Therefore, there would be no additional delays from the existing condition.

Alternative 3 - Alternate Bikeway Options

Alternative 3 would implement bikeways along Century Park East instead of Avenue of the Stars and along Overland Avenue instead of Westwood Boulevard as follows:

- Century Park East could potentially serve as a potential alternate route to Avenue of the Stars, as it provides a similar connection from Pico Boulevard to Santa Monica Boulevard. However, such a connection would be further east from the existing bike lanes on Motor Avenue at the south end, and Santa Monica Boulevard at the north end, requiring persons to navigate on each of these roadways without the presence of bike facilities.
- Overland Avenue has been suggested as a potential alternate route to Westwood Boulevard. This route has limitations, as it is too narrow in places and doesn't connect to the University of California at Los Angeles or the future light rail station at the intersection of Westwood Boulevard and Exposition Boulevard and therefore does not meet basic project objectives of connectivity.

No alternate routes (that are not already identified as bicycle routes in the 2010 Bicycle Plan) have been identified for other study areas that would provide similar connections to the existing bicycle network or between major attractions.”

Complete details can be found in the DEIR for the 2010 Bicycle Plan, the above sections are key descriptions of what is being proposed.

Courtesy of:

Debbie Nussbaum

Westwood Hills (WHPOA) Traffic Committee Chairperson