

A photograph showing three people riding bicycles on a grassy path. In the background, there is a building with a red-tiled roof and the words 'CASA IT' visible on its facade. The scene is set outdoors with a clear sky and some trees in the distance.

# Other Potential Projects

Though Making the Connections focuses on six key connections, many more potential projects were identified through the course of the study. These other projects warrant further consideration because they would further enhance the chosen six key connections and other connections in the Lincoln/Cypress and Ann Street neighborhoods. The following pages briefly discuss each of the other potential projects.

## Metro Station to Puerta Del Sol Retail

To the extent possible, Metro stations should allow ease of access to nearby destinations. The recently opened Puerta Del Sol development adjacent to the Metro Gold Line Lincoln/Cypress Station includes housing and retail. The current connection between Puerta Del Sol and the station is weak as people must walk to Avenue 26, and then backtrack. Implementing a more direct connection between Puerta Del Sol and the station should facilitate more foot traffic for the retail businesses and, if well-designed, can foster a sense of place. Security concerns and emergency vehicle access must be accounted for in the design of this connection.

## Bicycle Boulevards

In recent years, bicycle boulevards, a new type of Bicycle Route, have been implemented in many cities. Bicycle boulevards are generally quieter secondary streets that are comfortably shared by bicycles and cars. Though design and configuration vary, generally bicycle boulevards give priority to cyclists as through traffic, while discouraging cut-through motor vehicle traffic. Bicycle boulevards frequently feature choker or deflector features which allow bikes to continue through, while forcing cars to turn. Bicycle boulevards often include “sharrow” road markings, and special signage.

While some communities have opposed bicycle boulevards, they can be acceptable and even popular with neighborhood streets that have issues with excessive cut-through traffic. Though no officially-designated bicycle boulevards have been implemented in Los Angeles, interest has been expressed for them by local elected officials and the Los Angeles Department of Transportation (LADOT).

To be successful, bicycle boulevards need to be sufficiently long to get bicyclists to destinations. One difficulty in siting them in the MTC project areas is that there are many linear physical features (including freeways, waterways and railroads) that act as barriers breaking up through streets. The following streets have been identified as promising candidates for bicycle boulevards. Configurations specified below are draft ideas that need further study:

### Workman St. from Pasadena to Alhambra

Currently southbound traffic on Pasadena Avenue merges onto Workman to avoid Five Points. This cut-through traffic makes the street less safe and less comfortable. Creation of a Bicycle Boulevard on Workman could include reconfiguring the triangular area at Workman and Pasadena Avenue. This area could potentially be closed to auto traffic and turned into a mini-park which would allow bikes and pedestrians to continue through, but force auto traffic to access Workman via Avenue 28.

Ideally the north end of the bike boulevard would connect to the future Arroyo Seco Bikeway and/or Heritage Square/Arroyo Metro Station and the southern end would connect to bike lanes planned for Mission Road, though further study would be needed to make these connections.

### Manitou from Lincoln Park Ave to I-5 Freeway in Lincoln Heights

Manitou is a much quieter residential alternative to the adjacent North Broadway. A Bicycle Boulevard treatment on Manitou could deflect automobile through-traffic at major intersections (likely at Griffin and/or Daly) while allowing bikes to continue through.

The west end of the bicycle boulevard might turn off Manitou at Avenue 24 and run on Avenue 22 (including the walkway from the end of Avenue 22 to Pasadena Avenue) to connect to MTC-proposed bike lanes on Pasadena Avenue.

### Avenue 19 from Humboldt to Mozart in Lincoln Heights

Avenue 19 today is a very quiet alternative to the adjacent San Fernando Road and a convenient route to connect the Arroyo Seco confluence area with the Albion neighborhood.

LADOT has proposed removing parking to add bike lanes on Avenue 19 from San Fernando Road. Given draft plans in the Cornfield Arroyo Seco Specific Plan that call for mixed use development in this area, it may not be feasible to remove half or more of the existing on-street parking. Instead this report proposes that Avenue 19 become a bicycle boulevard. Cars and bikes can share the road, with car through-traffic minimized by diversion at major roads (likely Pasadena Avenue and North Broadway). The north end of the Bicycle Boulevard should connect with the Los Angeles River Bikeway and the Arroyo Seco Bikeway.

### New Depot Bicycle Boulevard & College Bicycle Route

The existing conditions on College Street and New Depot Street are relatively comfortable for bicycling with relatively little grade, making these worthwhile feeder streets to connect Chinatown bicyclists with the Metro Gold Line Station.

On New Depot Street from Alpine to College a bicycle boulevard treatment could include: a) way finding signage; b) sharrows; and c) potentially diverting some through traffic away from New Depot at Alpine Street or at Bunker Hill Avenue. A bike route on College Street from New Depot to the Metro Station could include sharrows, signage, and might benefit from allowing peak hour parking.

## Los Angeles River Bike Path

In the long run, probably the most significant bicycle project for this area will be the Los Angeles River Bicycle Path. Planned to extend over 50 miles from Canoga Park to Long Beach, with spurs along tributaries, this path can serve as a backbone for the region's bicycle network. Approximately five miles of the LA River Bike Path are completed upstream of the MTC project area, with an additional 3 miles of additional path funded and expected to be constructed by 2009.

The path along the river in the project area is one of the most difficult portions to complete, due to a great deal of rail and automotive infrastructure. Given these difficulties, LADOT has proposed continuing the bikeway as on-street bike lanes on portions of Avenue 19, Barranca Street, Avenue 18, and North Spring Street. While on-street bicycle connections will be important to create a viable bike network, the river corridor remains an important site for a continuous bicycle path. The river bike path will be a difficult project to build as a stand-alone project, but will most likely be a part of a larger river revitalization project.



Photo by Ryan Snyder

BIKE BOULEVARD IN BERKELEY, CA

## Arroyo Seco Bike Path

The Arroyo Seco also presents a significant opportunity for a bicycle path within the study area. Approximately three miles of the Arroyo Seco Bike Path are completed upstream of the MTC project area.

In order to best connect the Arroyo Seco path with the nearby Lincoln/Cypress Metro Station, a spur from the path can run immediately east of the 110 Freeway on ramp and connect to Avenue 26.

## Cypress Avenue Pedestrian Bridge

The existing Cypress Avenue pedestrian bridge is used every day by many people, especially by school children attending Nightingale Middle and Loreto Street Elementary Schools. It also serves to connect Cypress Park residents to the Lincoln/Cypress Metro station. Currently the walkway that connects Avenue 33 to the bridge features blind turns with very poor sight lines, creating a gauntlet with serious security risks. The pedestrian bridge and walkway should be improved to be a safe and inviting connection. There is potential to work with the adjacent school district facility at 3225 Lacy Street to improve safety of the walkway. This could be done by adding lighting, windows and, if possible, utilizing a small portion of the school district site to widen the walkway. Safe Routes to School is a potential funding source for this project.

## Lid Over I-5 Freeway

The stretch of the I-5 Freeway from Humboldt Street to the Metro Gold Line rail bridge is depressed and appears to be a candidate site for creating a lid over the freeway. This would be a very expensive project, though it has the potential to dramatically change the nature of the station vicinity from freeway-oriented to pedestrian oriented. The project would potentially have positive impacts on air quality at adjacent housing. The surface of the lid could be a park, potentially combined with some revenue-producing park-compatible retail - such as small restaurants, kiosks, or a coffee shop that would serve park and Metro users. Successful freeway lids have been implemented in cities across the U.S. including Seattle and Trenton New Jersey (Harnick), and locally in La Crescenta.

A freeway lid would serve to create a bicycle and pedestrian connection extending from the currently dead-end southwest end of the station. This would make walking and biking to existing destinations such as the Goodwill and proposed development in the vicinity easier. A bicycle and pedestrian connection could be made somewhat less expensively by doing a bicycle/pedestrian bridge extending southwest from the station. The bridge or lid could be extended via a rail-with-trail multi-use path connecting with Avenue 21 and San Fernando Road.

## Confluence Park Pedestrian Improvements

The state Mountains Recreation and Conservation Authority (MRCA) plans a park to commemorate the historic confluence of the Los Angeles River and the Arroyo Seco. One feature of the park, being designed and constructed in conjunction with the City of Los Angeles' planned replacement of the Riverside Drive (Figueroa Bridge), is the creation of a roundabout at the intersection of San Fernando Road, Riverside Drive and North Figueroa Street.

The MRCA's Confluence Park Area Circulation Plan (draft August 2007) recommends operating the roundabout at a single-lane configuration, instead of the two-lane roundabout currently being pursued by the city. Single-lane roundabouts are much friendlier to bicyclists and pedestrians, more compatible with the park setting, and would open the possibilities for additional landscaped medians and bike lanes. MTC supports the MRCA recommendation for a single-lane roundabout.

## Calming Wide Residential Streets

A number of existing streets, especially in Cypress Park, have relatively wide right-of-ways, which present opportunities for greening and traffic-calming. For example, Jeffries Avenue is 50 feet wide for only two travel lanes and two lanes of parking; this configuration only requires 36 to 40 feet. The extra 10+ feet in these streets could be used for bike lanes or to create landscaped areas that would cleanse storm water, similar to the Seattle's pilot Street Edge Alternatives Project (SEA Streets). A SEA Street type project could connect thematically with the adjacent Los Angeles River Center and Gardens and could include a small outdoor classroom along the back side of Nightingale Middle School.

This treatment could apply to Jeffries Avenue (from Avenue 26 to Isabel Street), Huron Street (from Avenue 26 to Cypress Avenue), Cypress Avenue (from Idell Street to Arroyo Seco Avenue), and possibly additional wide streets northwest of the study area.