Chapter 9

Further Study

There are particular issues and ideas that warrant further investigation as the MTC proposals are implemented. This chapter discusses these key issues.

Traffic volumes

MTC worked with available traffic data. Recommendations for road diets appear to be feasible based on existing current average daily traffic (ADT) and peak hour data. Many cities have done road diets with ADTs in excess of 20,000 and many have seen overall increases in capacity. Examples include Kirkland, Washington; Santa Monica, California; and Toronto, Canada (Burden). The City of Los Angeles generally has not approved road diets with traffic volumes greater than 20,000, and the city generally reserves additional capacity for projected future automotive traffic volume growth (resulting in a self-fulfilling prophecy of maintaining excess automotive capacity that serves to encourage automotive travel and discourage alternate modes).

In order to make safe and convenient space for pedestrians in the project area implementaion of road diets will be a key strategy. Given today's situation (automotive contributions to greenhouse gases, increasing gas prices, epidemics of obesity), reserving space for future automobile traffic growth in our transit-rich core neighborhoods may be unnecessary and counterproductive. Nonetheless, MTC suggests that traffic volumes are an area that will need additional study and analysis before implementing road diets recommended herein.

If studies show road diet projects as very close to capacity break points, it may be desirable to implement projects as pilots, especially initial phases involving only re-striping.

Bike Path Alignments & Access Points

Though the facilities are planned and assumed and some access points have been identified, MTC has not focused on recommending a final alignment for the Los Angeles River and Arroyo Seco Bike Paths. Additional study is needed to finalize a preferred alignment. Especially for the Los Angeles River, this work is likely to be a key component of studies to design large-scale revitalization projects in the Cornfields and Confluence opportunity areas.

Bicycle Side Paths

There was a fair amount of community interest in and support for separated bicycle side path facilities along city streets. These would appeal especially to bicyclists who are not comfortable riding in traffic, even with bike lanes. While these facilities have been shown to work in European cities, they are often difficult to implement locally due to potential collision conflicts at driveways and intersections.

Promising new side path designs have been implemented in New York City. There is potential to implement side paths in some areas where MTC has recommended bicycle lanes. Bicycle side paths would require additional study to see if they are safe and feasible in the MTC project area.

Five Points

MTC is proposing road diets for two of the three widest and busiest spokes of the "Five Points" intersection in Lincoln Heights where Pasadena Avenue, Avenue 26, and Daly Street come together. Community members on foot, bicycle and car stated that they tended to avoid Five Points as it was perceived to be confusing, unpleasant and unsafe. MTC proposes reducing travel lanes on both Avenue 26 and Daly. With fewer lanes entering the Five Points intersection, it may be possible and desirable to greatly green the intersection, including potentially introducing a landscaped traffic circle. Additional study is needed to determine how to reconfigure the intersection.

Other Potential Projects

More study and planning is needed to determine feasibility and connectivity of projects listed in Chapter 8: Other Potential Projects.

Cornfields Arroyo Seco Specific Plan

Additional coordination is needed to incorporate proposed projects into the circulation portion of the Cornfield/ Arroyo Seco Specific Plan underway.