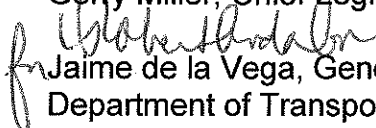


**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL MEMORANDUM**

Date: November 8, 2013

To: Miguel Santana, City Administrative Officer  
Geny Miller, Chief Legislative Analyst

From:  Jaime de la Vega, General Manager  
Department of Transportation

Subject: **REPORT BACK ON STRUCTURING SOSLA AS COMPLETE STREETS  
(C.F. 13-1300-S1)**

**SUMMARY**

This memo contains feedback regarding the proposed Save Our Streets Los Angeles (SOSLA) initiative and how to incorporate "complete streets" elements into the program.

**DISCUSSION**

**Overview**

Creating complete streets as part of the SOSLA program would ensure that when streets are resurfaced under the SOSLA program that they are designed to better support all users including motorists, transit users, bicyclists and pedestrians of all ages.

**Background**

The Los Angeles Department of Transportation (LADOT) has been requested to report back with recommendations on structuring the SOSLA (Save Our Streets Los Angeles) program as complete streets to serve all road users, including motorists, transit users, bicyclists, pedestrians, wheelchair users, children and the elderly (Public Works and Gang Reduction Committee Report dated 8-14-21, Recommendation "m").

The Complete Streets Act, Assembly Bill 1358, was signed into law by Gov. Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users.

**Definition**

The SOSLA program presents a tremendous opportunity to inject complete streets principles to the pavement repair and reconstruction program. Since the City would be engaged in rehabilitating the roadway surface and repaving them, the restriping that would follow along with other multi-modal treatments should give serious consideration to complete streets elements to ensure that streets are designed and operated to enable safe access for all users to the highest degree possible within the particular context of that street corridor.

What it takes to make a street "complete" varies depending on many factors, so there's no single definition. However, ingredients may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, enhanced crosswalks and more. A complete street in outlying areas of the City will look quite different from a complete street in highly urbanized areas of the City. But both are designed to balance safety and convenience for everyone using the road.

Benefits of Complete Streets, as stated by the California Bicycle Coalition, include the following:

- **Increased Transportation Choices:** Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- **Economic Revitalization:** Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- **Improved Return on Infrastructure Investments:** Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- **Quality of Place:** Increased bicycling and walking are indicative of vibrant and livable communities.
- **Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- **More Walking and Bicycling:** Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

### **Integration of Complete Streets into SOSLA Program**

Pursuing complete streets interventions will add to the overall SOSLA program cost. The amount of added cost to the program would depend on the type, number and degree of complete streets treatments that the City would want to infuse and invest into the SOSLA program.

When the streets are repaved under the SOSLA program, the program should be structured to integrate low cost design solutions to improve the mobility options for all users of the roadway. For example, highly visible continental crosswalks (per the latest DOT standard) and retiming of the signals for pedestrians, bicycle lanes for cyclists and even reallocation of pavement space for bus-only lanes (if warranted by further studies and/or identified by the Mobility Element Update as a Transit Enhanced Network) can be incorporated as part of the program and the cost can be absorbed by the overall restriping cost of the street segment under consideration at a negligible cost differential.

Additional consideration for striping related-items could be given to colored bicycle lanes, bicycle turn queue boxes, bicycle corrals and other lane marking treatments when appropriate. Infusing these type of pavement markings at the time of repaving could be much more cost effective, rather than retrofitting them later.

Other complete streets intervention elements that are beyond simple restriping modification measures, including more costly infrastructure/hardware investments such as transit signal priority, mid-block pedestrian signals, curb bulbouts, bicycle signals, etc. would have to be evaluated on a case-by-case basis. Each stretch of roadway that is targeted for repavement work under the SOSLA program may require different combinations of complete streets interventions given the unique nature of each street and what may already exist as part of the baseline conditions on that particular street segment. Additionally, the above mentioned items are generally more costly items and as such they should be implemented in a strategic and judicious manner given the funding limitations.

Moreover, where to install these multi-modal complete streets enhancements should be guided by the current Mobility Element Update efforts. This is a cross-departmental collaboration with the strategy of identifying a layered network of arterial streets with modal preference provided for individual streets with transit, bicycle, vehicle, pedestrian or truck priority.

### **Formation of a Working Group**

A cross-departmental working group is recommended to ensure that the SOSLA program is structured to include complete streets enhancements at an appropriate scale and to determine the following:

- Which street segments as part of the SOSLA program should be targeted for complete streets interventions?
- Which mobility option should be prioritized for the targeted street segments?
- What is the appropriate level of infrastructure investment for complete streets elements on the targeted street segments?
- What is the benefit to cost ratios of various complete streets options under consideration?
- What are other potential grants or developer paid funds for complete streets projects that may be available?

Recommendations on whether or not the complete streets make-over under the SOSLA program will be implemented on few demonstration corridors or a certain percentage of the funds will be dedicated for complete streets purposes on multiple corridors should be evaluated by the Complete Streets Working Group. Further, the proposed Complete Streets Working Group should collaborate and coordinate closely with the Mobility Element Update team to ensure consistency in implementing complete streets policies for the City.

Additionally, similar questions have been raised with respect to pursuing green streets and great streets initiatives. In light of this, we also recommend that consideration be given to potentially integrating the complete streets, green streets and great streets working groups into a single working group to help unify and coordinate the various efforts.

### **Potential Added Cost Implications**

In order help better gauge the potential added cost implications of pursuing complete streets make-overs as part of the SOSLA program, LADOT has developed a spreadsheet to show an average cost on a per mile basis to illustrate the cost for each type of complete streets treatment. They are categorized by improvements for pedestrians, bicyclists or transit riders. The attached table is meant to provide a sample relative cost index on a cost-per-mile basis. Costs provided are incremental costs and do not include the significant costs for labor and materials that LADOT would incur related to the proposed street resurfacing program.

ATTACHMENTS

- Cost Estimates for Complete Streets Elements

RA:JK

C: David Hirano, Staci Sosa – CAO  
Maria Souza Rountree – CLA  
Jay Kim, Tomas Carranza - LADOT  
Claire Bowin - DCP

## COST ESTIMATES FOR COMPLETE STREETS ELEMENTS

No.	Priority	Unit Cost	unit	Quantity	Cost per mile	Remarks/Assumption
<b>TRANSIT ENHANCEMENTS</b>						
1	Curb running transit only lane (peak period)	\$2,800,000	Mile	1	\$2,800,000	Includes pavement reconstruction costs
2	Signal Priority	\$110,000	I/S	4	\$440,000	4 signalized intersections per mile
3	Level Boarding Platforms	\$100,000	Each	2	\$200,000	1 Platform per mile per direction
4	Transit Shelter	\$12,000	Each	2	\$24,000	1 shelter per mile per direction
5	Off-board collection stations	\$7,500	Each	2	\$15,000	1 collection station per bus stop
6	Next Bus Information	\$8,000	Each	2	\$16,000	1 Next Bus Information per bus stop
7	Signs	\$400	Each	2	\$800	1 sign per stop location
8	Wayfinding	\$800	Each	4	\$3,200	4 Wayfinding signs per mile
<b>BICYCLE ENHANCEMENTS</b>						
1	Bicycle lanes (new striping, marking markings, signs etc.)	\$50,000	mile	1	\$50,000	Assumes 60-foot wide roadway
2	Colored bicycle lanes at intersections and conflict areas	\$100,000	mile	1	\$100,000	
3	Two stage turn queue boxes	\$10,000	I/S	4	\$40,000	4 signalized intersections per mile
4	Bicycle signals	\$120,000	Each	4	\$480,000	4 signalized intersections per mile
5	Bicycle Parking Corrals	\$10,000	Each	10	\$100,000	5 bicycle corrals per mile per direction
6	Short Term Bicycle Parking - Inverted "U" bicycle rack	\$250	Each	50	\$12,500	50 parking racks per mile
<b>PEDESTRIAN ENHANCEMENTS</b>						
1	Curb Bulbouts	\$75,000	Each	6	\$450,000	3 bulbout intersections per mile
2	High visibility crosswalk and crossing island	\$65,000	I/S	1	\$65,000	1 location per mile
3	Parkway enhancements	\$1,500	Each	80	\$120,000	80 trees per mile
4	Pedestrian Street Lighting	\$10,000	Each	20	\$200,000	20 pedestrian lights per mile
5	Crosswalk (Continental)	\$15,000	I/S	4	\$60,000	4 signalized intersections per mile
6	Pedestrian crosswalk with curb bulbout and signage	\$75,000	Each	2	\$150,000	2 per district per mile
7	Median pedestrian refuge	\$30,000	Each	2	\$60,000	2 per district per mile
8	Scramble crosswalks (including signal work)	\$200,000	I/S	1	\$200,000	1 new scramble crosswalk per mile
9	Accessible Pedestrian Signal upgrade	\$12,500	I/S	4	\$50,000	4 signalized intersections per mile
10	Sidewalk Furnitures (bench, trash receptacle etc...)	\$2,500	Each	10	\$25,000	10 locations per miles

**Notes:**

1. Cost estimates are for arterial streets only.
2. Unit cost estimates include costs associated with removal, installation and associated labor.
3. Specific enhancement costs are subject to change based on actual field conditions.