



TRANSPORTATION & COMPLETE STREETS

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ENVISIONING LOS ANGELES AS A CITY OF COMPLETE STREETS

Throughout his multiple terms in office, Councilmember José Huizar has pioneered efforts for a safer, more accessible, and pedestrian-friendly city. While car culture in Los Angeles is entrenched and the city is historically reliant on its freeway system, Huizar has toiled diligently to promote the concept of “Complete Streets”. The Councilmember’s vision involves a multimodal transportation network, including walking, cycling, and riding public transit, while also incorporating additional green space and public art into future streetscape designs.

The City of Los Angeles has the largest municipal street system in the country with 6,500 centerline miles of roadway and 800 miles of alleys. Huizar recognized the possibilities presented by this network, so he set to work with public, nonprofit, and community partners to change the way people get around the City. As a result, the Councilmember has helped transform neighborhoods throughout Los Angeles into safer and more vibrant communities.

In fact, Huizar's work in the Complete Streets realm has been so transformative that Streetsblog LA, a leading complete streets advocacy and national nonprofit website, has honored the Councilmember as a perennial nominee and two-time winner of its esteemed "Elected Official of the Year" award.

"For a time it seemed that every major story had a José Huizar element. Huizar worked hard to draft a compromise that left the Spring Street Green Buffered Bike Lane partially intact, while a mayor-elect and other councilmembers were chomping at the bit to rip it up. This says nothing of his leadership on parklets, the streetcar, the growing DTLA bike lane, the Eagle Rock bike lanes, etc."

- StreetsblogLA, a website focused on improving city streets and promoting multimodal transportation in naming José Huizar its Elected Official of the Year, 2016

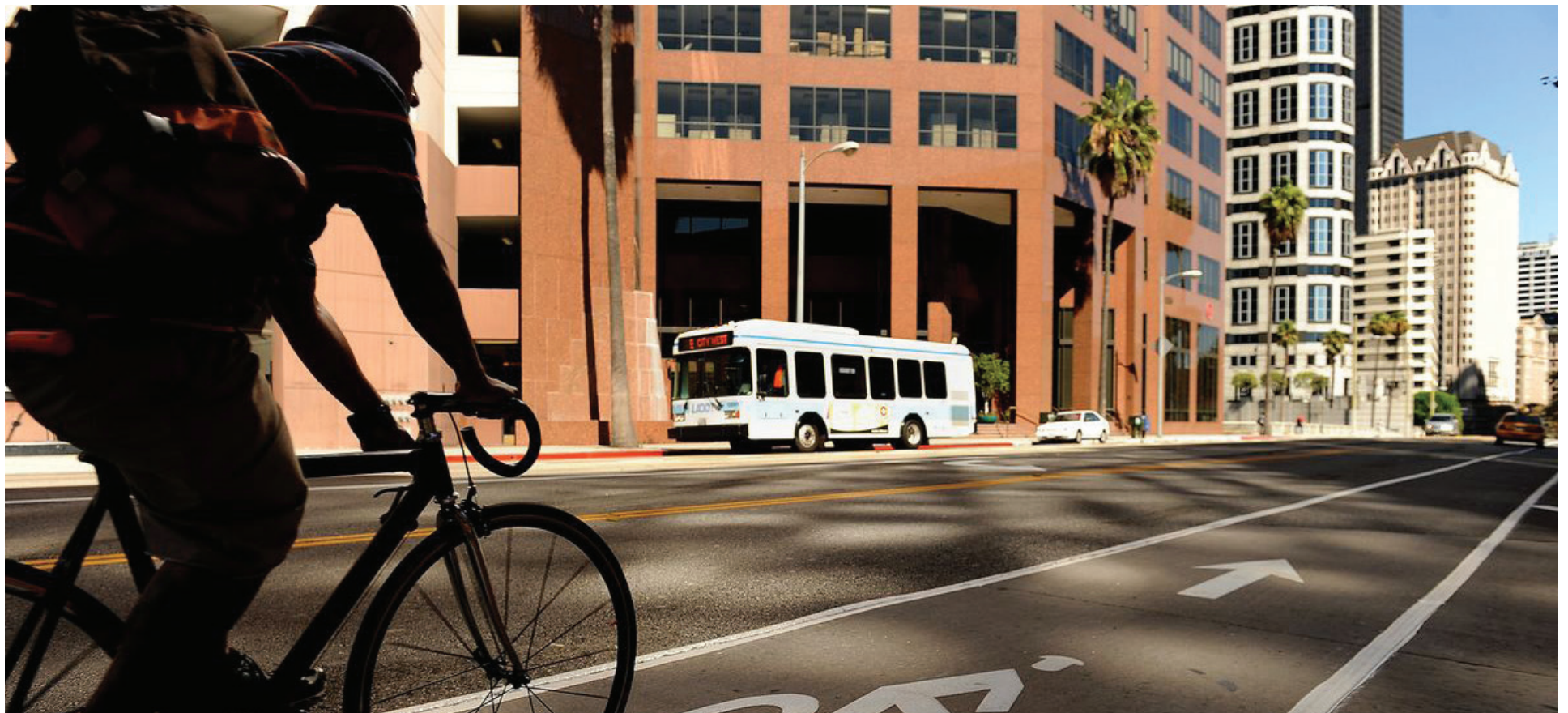


DRIVING CITYWIDE ‘COMPLETE STREETS’ POLICY

SAFELY MOVING LA FORWARD WITH MOBILITY PLAN 2035

As Chair of the City’s Planning Committee, Councilmember Huizar, along with Transportation Committee Chair Councilmember Mike Bonin and the Planning and Transportation Departments, developed a 193-page roadmap that outlines a new vision for moving around Los Angeles.

The Mobility Plan 2035 is intended to reduce traffic congestion by providing residents with safer, more effective ways to bike, walk, and use public transit in the city. Prioritizing safety and building the vision on a “Complete Streets” model, this mobility plan is the first major overhaul to Los Angeles’ transportation policies since the 1990s.





CICLAVIA

Councilmember Huizar has been a champion for CicLAvia since its inception in 2010. The one-day event transforms Los Angeles streets and major auto thoroughfares into biking boulevards and encourages foot traffic for local businesses, as well as interaction and discovery of Los Angeles' unique communities, including DTLA and Boyle Heights.

"Each of our CicLAvia events draws well over 100,000 participants - people from every corner of our city. This event does more to advance the cause of pedestrian and bicycle use in Los Angeles than any single act of legislation could ever do."

- José Huizar

PEOPLE STREET PROGRAM

The Los Angeles Department of Transportation's People Street program for adding parklets, bike corrals, and plazas was first developed through initiatives developed by Councilmember Huizar.

Council District 14 debuted the City's initial bike corral in 2011 on York Boulevard, which later became the site of the City's first parklet in 2013, followed in quick succession by parklets in El Sereno and two in DTLA on Spring Street. (Parklets are designed as temporary mini-public spaces that are typically located in the street, adjacent to sidewalks.)



A "road diet" reduced Colorado Boulevard in Eagle Rock from six lanes to four, added two new crosswalks, three flashing "Beacon" crosswalks, and bike lanes. The lane reduction and safety improvements reduced accidents on the street by 42% while reducing average miles per hour speed by less than one mph."
-Severin Martinez, June 2016: "Who Wins When Streets Lose Lanes?"



ROAD DIETS ENHANCE SAFETY AND COMMUNITY

Councilmember Huizar is a strong supporter of comprehensive road diets that are aimed at making thoroughfares safer, more bicycle-friendly and destination-oriented in order to support local businesses and community interaction. Huizar has supported road diets on DTLA's Broadway and Spring Street, Boyle Heights' 1st Street, El Sereno's Huntington Drive and Alhambra Avenue, Highland Park's York Boulevard, and Eagle Rock's Colorado Boulevard.

The Councilmember has also piloted the City's first green bike lanes, which have increased auto visibility and bicyclist safety on DTLA's Spring Street and Boyle Heights' 1st Street.

PROTECTING PEDESTRIAN RIGHTS & SAFETY IN CROSSWALKS



AB390 - COMMON SENSE LAW ENCOURAGES INCREASED PEDESTRIAN ACTIVITY

The City of Los Angeles updated its technology to include countdown crosswalk signals in 2008, but state law was never amended to take into account the technology.

Following a series of law-enforcement stings that focused on pedestrians in DTLA, Councilmember Huizar crafted legislation that called upon state officials to change the law to allow for someone to enter a crosswalk while a countdown signal or flashing signal was still active.

The State code was updated in 2017, via AB390, with plenty of support from DTLA residents and pedestrian advocates, such as LA Walks.

PEDESTRIAN HEADSTART CROSSWALKS DEBUT IN CD14

In 2015, Councilmember Huizar prioritized pedestrians yet again by piloting Los Angeles' first-ever Pedestrian Headstart Signals on Broadway in DTLA. Headstart Signals give pedestrians a four-second "headstart", allowing them to walk across crosswalks ahead of traffic.

The technology increases visibility and pedestrian safety.

In 2016, working with the Los Angeles Department of Transportation and Metro, Huizar expanded the program to multiple intersections as part of his DTLA Forward initiative. Headstart Crosswalks are now being implemented throughout Los Angeles.

DTLA

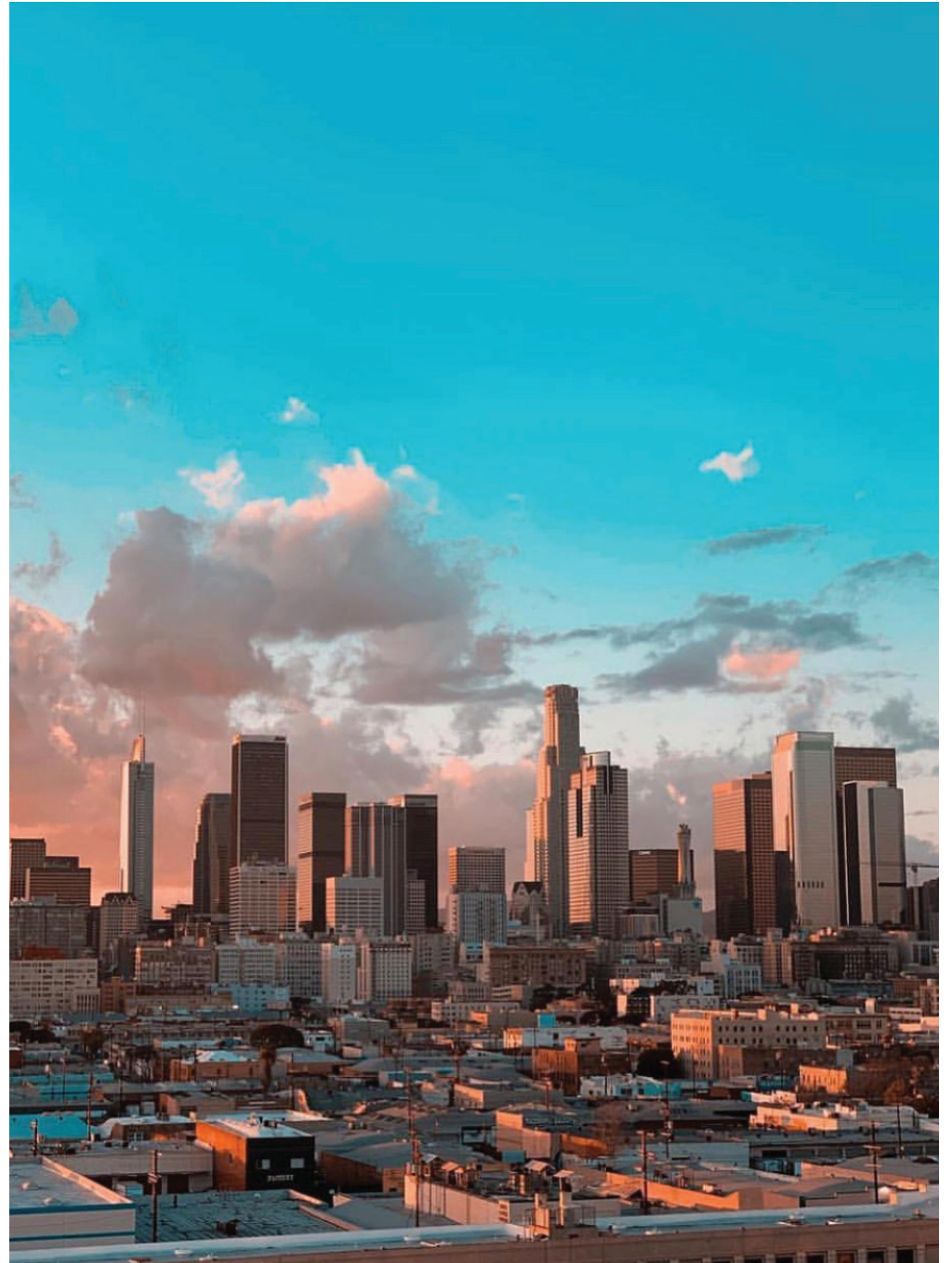
The comprehensive maintenance and expansion of DTLA's roadways, sidewalks, and public spaces are essential to the growth of Los Angeles' urban center.

Home to approximately 500,000 workers, DTLA is a leading regional economic engine. According to the 2018 annual report from the Downtown Center Business Improvement District, the area is now home to more than 75,000 people - a 300% increase from DTLA's population in 1999. The number is expected to expand to nearly 200,000 residents by 2040.

Additionally, DTLA plays host to approximately 19 million visitors each year, which accounts for 40 percent of the total number of people who visit the County of Los Angeles

Councilmember Huizar established two initiatives - Bringing Back Broadway and DTLA Forward - one, to revitalize Downtown's Broadway through a 10-year public/private initiative, and the other, to plan out DTLA's future grid in order to accommodate a rapidly expanding DTLA.

Key features include streetscape and public space improvements that promote increased pedestrian, bicycle and public transportation activity, and new green space.



Bringing Back Broadway's Streetscape Master Plan won the Plan Implementation Award of Merit from the Los Angeles Chapter of the American Planning Association as well as the Award of Merit for Urban Design from APA's California Chapter.



BRINGING BACK BROADWAY MASTER STREETSCAPE PLAN

Introduced in 2008, Councilmember Huizar's Bringing Back Broadway initiative has already led to nearly \$1 billion in investments in the form of new restaurants, retail stores and hotel, and office development.

A key component of Broadway's growing appeal is Huizar's Master Streetscape Plan, which created a pedestrian plaza along Broadway that stretches 10 blocks through the center of DTLA. The plan includes a road diet that reduced four lanes of traffic to three in order to create more pedestrian space and 24-hour parking and loading zones.

This streetscape is one of L.A.'s first large-scale examples of a "Complete Streets" project, which reimagines heavily trafficked passageways to incorporate more greenery, communal space, and bike and pedestrian access. Councilman Huizar encouraged the participation of local businesses in his effort, which resulted in multiple Broadway restaurants - including Broadway's historic Grand Central Market - implementing their own outdoor seating areas complete with Bringing Back Broadway's red tables, chairs and umbrellas.



DTLA FORWARD

MY FIGUEROA

The \$20 million My Figueroa Streetscape Project (My Fig), completed in August 2018, is the City's most comprehensive "Complete Streets" project.

Spanning Figueroa Street from 7th Street to Martin Luther King Jr. Boulevard, My Fig was designed to transform the heavily trafficked corridor into a diversified drive that features protected bike lanes, safer pedestrian and public transit access, green space, and street art.

Key improvements include a three-mile bikeway connecting DTLA to South L.A., higher visibility street signs and light signals, as well as raised platforms for public transit, which are designed to make the experience safer and more pleasant for riders.

My Fig's protected bike lanes are the first of their kind in DTLA. They separate oncoming traffic from cyclists with parking lanes and barriers.

Protected bike lanes are designed to reduce the number of accidents between cars and bicycles.

They have played an important role in helping the City reach its "Vision Zero" goal, which dictates that Los Angeles records a complete absence of traffic-related deaths or serious injuries by the year 2025.



We launched the DTLA Forward initiative to focus on easing traffic, expanding pedestrian, cyclist and public transit access, as well as increasing green and public space.

- José Huizar

In addition to making safety improvements along the Figueroa corridor, this project is designed to make travel easier throughout DTLA with the help of LED streetlights, benches, chairs, transit stops, and new-and-improved street signs that include maps of the neighborhood and directions to Civic Center landmarks.

My Fig was championed by Councilmember Huizar, whose district encompasses the majority of the affected area. My Fig is a “signature project” of the City of Los Angeles and was also supported by Councilmember Curren Price and Mayor Eric Garcetti. The project was overseen by the Los Angeles Department of Transportation with input from the Department of Planning.

The Prop 1C grant from the State of California was originally executed under the custodianship of the Community Redevelopment Agency of Los Angeles (CRA/LA) with Deborah Murphy Urban Design and Planning overseeing the application.

Special recognition goes to the Los Angeles County Bicycle Coalition, LA Walks, and Bike the Vote for their input and feedback.



MAIN AND SPRING FORWARD

Launched in 2017, this \$2.3 million project led by Councilmember Huizar and the Los Angeles Department of Transportation focused on overhauling the popular Spring and Main streets in DTLA. The City prioritized Main and Spring Forward as part of its “Vision Zero” plan because the targeted area had a history of accidents involving cyclists and pedestrians.

This multimodal improvement initiative was intended to make some of the most densely populated stretches in DTLA safer by focusing overhaul efforts on Main Street between Cesar Chavez Avenue and 9th Street; and Spring Street between 1st and 9th streets. The measure also includes improved crosswalks, safer bike lanes, dedicated left-turn pockets, and specialty bike signals.

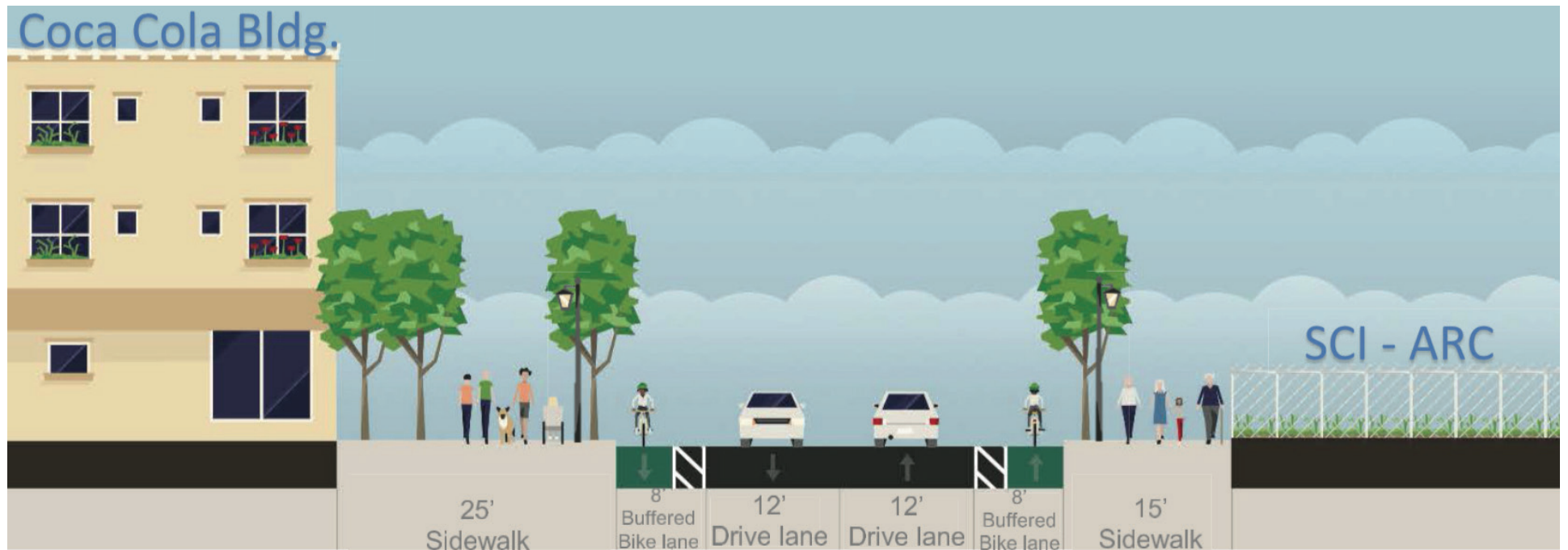
Main and Spring Forward would not have been possible without Huizar making up some of the funding shortfall by allocating some of his own budget (\$460,000) to move the project past the finish line.



FASHION DISTRICT STREETScape

The Fashion District Streetscape project involved a series of much-needed upgrades within DTLA's Fashion District. With the help of the Bureau of Street Services, the Board of Public Works and the Fashion District Business Improvement District (BID), Councilmember Huizar saw to the completion of 20,000-square-feet of sidewalk improvements, curb extensions, bus station lighting, and high-visibility crosswalks. He also had 26 new trees planted, new ADA curb ramps installed, and - as a nod to the community - tree grates in the area were emblazoned with the logo of the Fashion District's BID.





\$15 MILLION IN ARTS DISTRICT STREETScape IMPROVEMENTS

After an initial pledge of \$150,000 from District 14's budget, Councilmember Huizar helped secure \$15 million in Active Transportation Program funding from the State to improve the safety and accessibility of DTLA's Arts District.

With support from the Arts District Business Improvement District, Metro, and the Los Angeles Bureau of Engineering, streetscape improvements in the Arts District have focused on connecting the new Sixth Street Bridge with the Little Tokyo/Arts District Regional Connector Station. Another goal of the project is to enhance pedestrian and bike access between DTLA and the Los Angeles River bike path.

Street-level renovations include a new signal at the increasingly popular intersection of Santa Fe Avenue and Mateo Street and two new pedestrian plazas - one located at Merrick and 4th Street, the other at the 6th Street Bridge frontage road.

A mile of new bike lanes will be laid on Traction and Santa Fe Avenues, as well as Mateo Street, and a new crosswalk is being installed to accommodate the future Arts Plaza. Main thoroughfares including Santa Fe, Mateo, 4th Street, and Traction will be lined with enhanced lighting to improve pedestrian security.

\$5.3 MILLION LITTLE TOKYO PEDESTRIAN SAFETY IMPROVEMENTS

As DTLA's population continues to swell, the success, preservation, and endurance of one of Los Angeles' most historic neighborhoods, Little Tokyo, is a key component of Councilmember Huizar's DTLA Forward initiative.

Councilmember Huizar joined with City departments and the Little Tokyo Community Council in 2018 to announce \$5.3 million in improvements aimed at making Little Tokyo safer for pedestrians. Improvements include extending the plaza by the Japanese American National Museum and connecting it to the Go For Broke Monument.

Additional enhancements include closing the slip lane at 2nd Street and Alameda Street for public art. The scope of the project encircles Little Tokyo, from Alameda on the east, 3rd Street and San Pedro to 4th on the south, to Main Street and Judge John Aliso Street on the west, and First Street and Temple Street on the north.

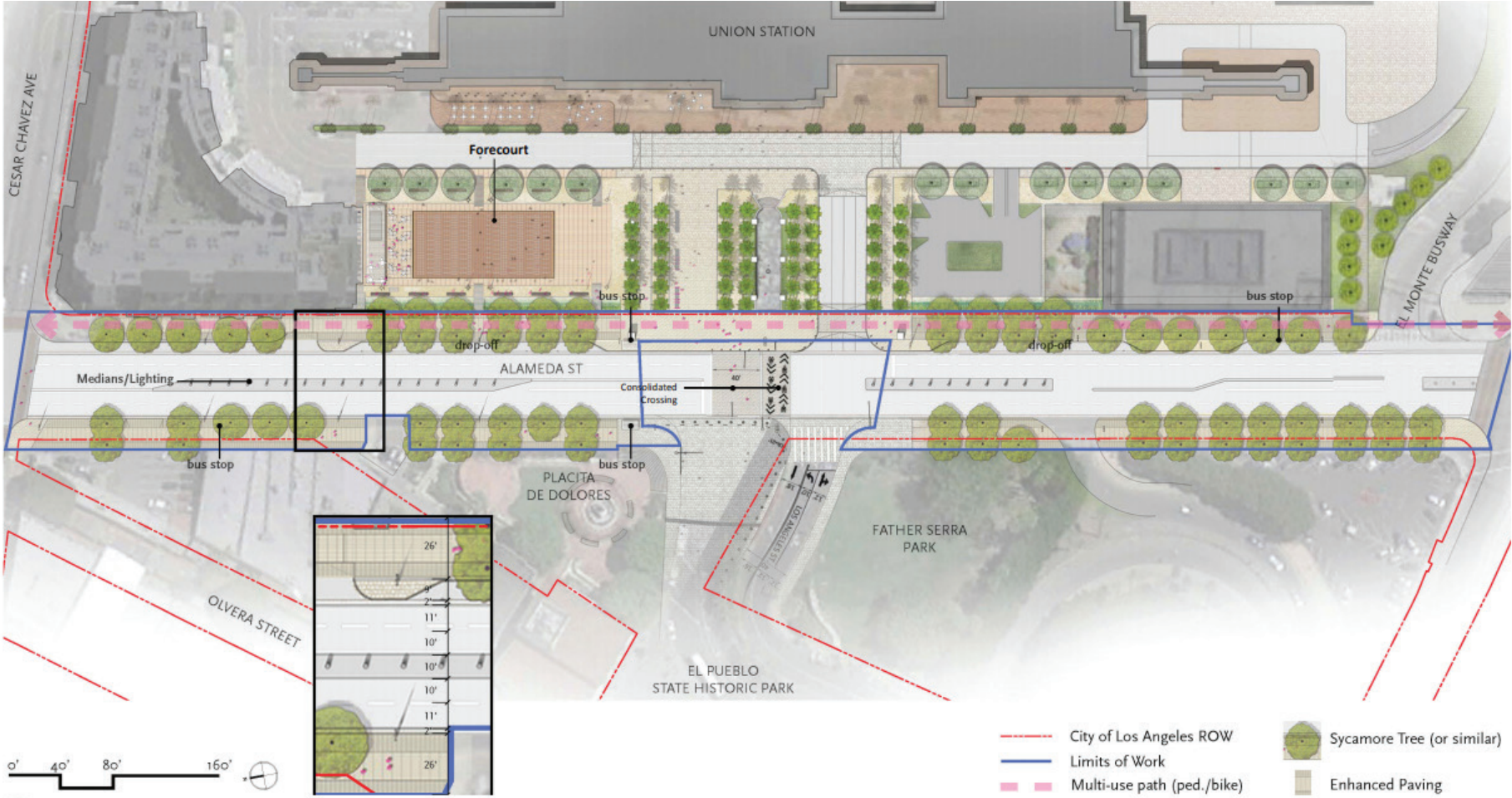
When completed, the project will involve 50 curb ramps, 56 pedestrian lights, 104 planted trees, continental crosswalks at six intersections, two new traffic signals, and more than 22,000 square-feet of sidewalk repairs.

Funding for the improvements comes from \$3.1 million in Active Transportation Program funds and \$2.2 million in Proposition C funds.



ALAMEDA STREET ESPLANADE

As the primary connector between Union Station and DTLA, Alameda Street enjoys a large amount of pedestrian traffic. In order to guarantee a safer thoroughfare, Councilmember Huizar supported a Metro effort to construct a pedestrian esplanade on Alameda between the 10 Freeway and Cesar Chavez Avenue. Huizar also backed efforts to reconfigure the intersection at Alameda and Los Angeles, adjacent to the train station.



REGIONAL CONNECTOR ADDING THREE STATIONS IN DTLA

The Regional Connector project is a 1.5 mile Metro undertaking through DTLA. When complete, it will add three new underground stations at 2nd and Hope, 2nd and Broadway and 1st and Central.

The Regional Connector will allow for one continuous ride between Azusa and Long Beach and one between Santa Monica and East LA – both without transfers. Metro estimates this project will be completed in 2021.



LA STREETCAR AIMS TO BRING SERVICE BACK TO DTLA

A 3.8-mile urban circulator, LA Streetcar will serve as a crucial, quick, and comfortable connector in DTLA. It will tie together downtown's neighborhoods, destinations, and regional transit options.

The line will run frequently, with a train always around the corner and ready to connect riders to South Park, the Financial District and Historic Core, Grand Park and the Civic Center, the Fashion District, the Convention Center and LA Live.

The Streetcar will also continue the trend of revitalizing DTLA in spurring an estimated \$1.4 billion in economic development to ensure the region continues to grow and thrive.

CIVIC CENTER MASTER DEVELOPMENT PLAN

When Councilmember Huizar was approached by City departments seeking to raze Parker Center and replace it with an office tower, Huizar responded with a far more comprehensive “Civic Center Master Plan”.

Huizar’s ambitious Civic Center Master Plan will be implemented in distinct phases over approximately 15 years. It will create paseos and plaza space that will open up to City Hall, incorporate local communities (like Little Tokyo), provide office space and centralized service for those doing City business.

At the same time, the Civic Center Master Plan will incorporate entertainment venues, commercial spaces, and residential units to form a dynamic destination site in the center of DTLA.



WEST SANTA ANA BRANCH METRO RAIL

The West Santa Ana Branch Transit Corridor Project is a 19-mile corridor being evaluated for a new light rail transit line to connect DTLA to southeast Los Angeles County. The line would serve the cities and communities of DTLA, unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

The project area is home to 1.2 million residents and a job center to approximately 584,000 workers. Projections show the resident population increasing to 1.5 million and employment increasing to 670,000 by 2040. Population and labor densities are five times higher than the Los Angeles County average.

This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line, Metro Blue Line, Metro Regional Connector, and the Los Angeles County regional transit network. Council District 14 continues to monitor the progress and actively review proposed routes.



EXPANDED DASH SERVICES

Councilmember Huizar helped expand DASH bus service for Route A to better serve the Arts District in DTLA. The new route includes stops at:

- 🚌 Molino Street/Palmetto Street
- 🚌 Palmetto Street - west of Hewitt St. (location of the LADWP's La Kretz Innovation Campus)
- 🚌 Alameda Street/4th Street

The City's DASH service provides essential first/last mile access and local mobility, particularly for low-income residents, youth, and older adults.

"Many of our Arts District residents requested expanded bus service, and we are happy to fill that need with an updated DASH route. It's a plus for local residents, as well as those who can now easily and affordably visit the District and still stay connected to the rest of DTLA."

- José Huizar





METRO BIKE SHARE

In 2016, DTLA joined the bikeshare revolution and welcomed a network of over 1,000 shared bicycles at 50 stations throughout DTLA. The \$11-million effort is the joint product of Metro and the City Council.

The pilot effort to establish bike sharing throughout Los Angeles County, the program has a goal of introducing more than 4,000 bicycles to communities region-wide. It was built on successful bikesharing operations in other major cities, including Washington D.C., Chicago, San Francisco, Seattle, New York, and Paris.

After a 2012 effort to bring bikesharing to DTLA failed to materialize, Councilmember Huizar welcomed the program, which further compliments his DTLA Forward initiative, which is aimed at improving pedestrian, public space and bicycle access in DTLA.

"This bikesharing program is a long time coming for DTLA and the City of Los Angeles," said Councilmember Huizar. "We have been leading the fight to bring more pedestrian and bicycle users to the City, particularly in Downtown, where many of its residents lead car-free lives. Our bikesharing service will greatly benefit them, as well as the many workers, visitors, and tourists who come to DTLA each and every day."

- José Huizar

DOCKLESS SCOOTERS AND E-BIKES

The inaugural wave of dockless scooters and e-bikes launched in DTLA in 2019. In preparation, Councilmember Huizar supported the only Los Angeles Department of Transportation program that focused on regulations for dockless scooters and e-bikes. Huizar assisted in the establishment of over 50 “drop zone” parking locations, local hire programs, and a full education rollout for residents, businesses, and visitors alike.



DRIVE SAFE!

KNOW THE RULES

- **Check brakes and wheels before riding**
Report damaged scooters to the appropriate company
- **Follow traffic rules**
Stay to the right of traffic and use bike lanes when available
- **Park with care on the sidewalk**
Park near bike racks or by the curbside
- **Don't ride on the sidewalk**
It's the law
- **Ride safely**
Helmets are encouraged
- **Don't park in ramps or at blue, yellow, or white curbs**
Blocked paths can be dangerous for persons with disabilities
- **Don't block sidewalks or building entrances**
Leave at least 6 feet of sidewalk space

LADOT

For more information visit www.ladot.lacity.org



BOYLE HEIGHTS



NEW SIXTH STREET BRIDGE AND PARK

When it was discovered that the 3,500-foot Sixth Street Bridge, famous for its appearance in countless films and a staple of the Boyle Heights/DTLA skyline, required major repairs due to seismic vulnerability, Councilmember Huizar initiated a \$482-million project with the Bureau of Engineering to create a replacement structure.

The new Sixth Street Bridge includes ten sets of illuminating arches and numerous functional improvements, such as protected bike lanes and wider sidewalks, which will make it easier and safer for pedestrians and bicyclists to cross from one side of the river to the other.

The crown jewel of the endeavor is a 12-acre, \$23-million development slated for construction under and around the bridge known as the Sixth Street Park, Arts, River and Connectivity Improvements Project (PARC).

While initial plans called for a public space with little to no amenities, Councilmember Huizar worked with local communities to create a truly unique and dynamic park space on both sides of the LA River. As a result, the PARC was designed to include soccer fields, basketball courts, a dog park, walking and biking paths, a splash pad, and a community building. There will also be an Arts Plaza for live performances, easy access to the Metro Los Angeles River Bike Path, and a connection to the proposed future Purple Line station.

In order to fund this expanded concept, Huizar was able to garner more than \$20 million in State funds to pay for the bike-related elements of the project, and he arranged for an additional \$50 million in local funds to ensure the remaining elements. The new Sixth Street Bridge is slated to open in 2022.

\$10 MILLION IN BOYLE HEIGHTS ATP FUNDS

In order to ensure that Boyle Heights residents will be able to safely access the new Sixth Street Bridge and park space, Councilmember Huizar secured \$10 million in Active Transportation Funding, Metro's Net Toll Revenue, and Federal Earmark Repurposing allocations. Improvements include a traffic signal at 4th and Clarence, a roundabout at Mission and Jesse, protected bike facilities, new sidewalks, and pedestrian lighting.





EASTSIDE ACCESS PROJECT

As a result of discussions with residents and community partners on how to make public spaces safer for local residents, Councilmember Huizar worked with City and County departments to develop a \$16 million plan to focus on the highly trafficked streets and intersections that surround Metro's Gold Line Light Rail Station on East 1st Street.

Improvements include repairing more than 40,000-square-feet of damaged sidewalk, upgrading 47 curb ramps, and installing seven new bus benches.

Future upgrades include safety lighting at 17 bus stops, planting 200 tree boxes, installing curb extensions at three major intersections to make it safer for pedestrians to cross, and upgrading dozens of crosswalks to make them more visible.

With the help of the City's Board of Public Works, Huizar also renovated a series of public plazas in Boyle Heights, improving the landscapes, seating options, and shade elements.



WHITTIER BLVD. SIDEWALK REPAIRS

Winding through a variety of neighborhoods including residential, school and industrial zones, Whittier Boulevard was plagued with cracked sidewalks, trash, inconsistent lighting, and speeding cars.

In an effort to mitigate safety hazards, Councilmember Huizar arranged for nearly \$1 million in bond money to redesign this stretch of road and replace damaged sidewalks between Indiana and Boyle Streets.

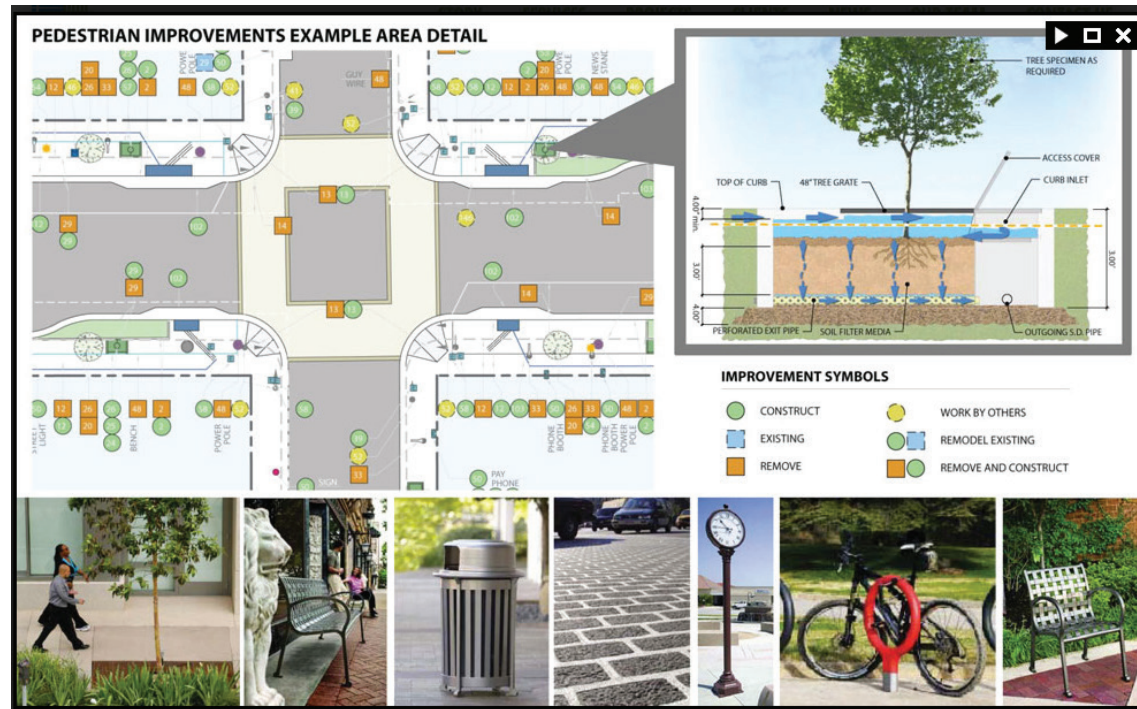
SAFE ROUTES TO SCHOOL

Teaming with the Los Angeles Department of Transportation, Councilmember Huizar secured \$5 million in Safe Routes to Schools funding to create a network of neighborhood-friendly streets surrounding Boyle Heights' Breed and Sheridan Streets elementary schools.

These new streetscapes include curb extensions, continental crosswalks, speed bumps, and protected bike lanes.

There will also be new traffic signals installed, roundabouts and an assortment of other measures to make the commute to school easier for neighborhood children.





CESAR CHAVEZ AVENUE STREETScape IMPROVEMENTS

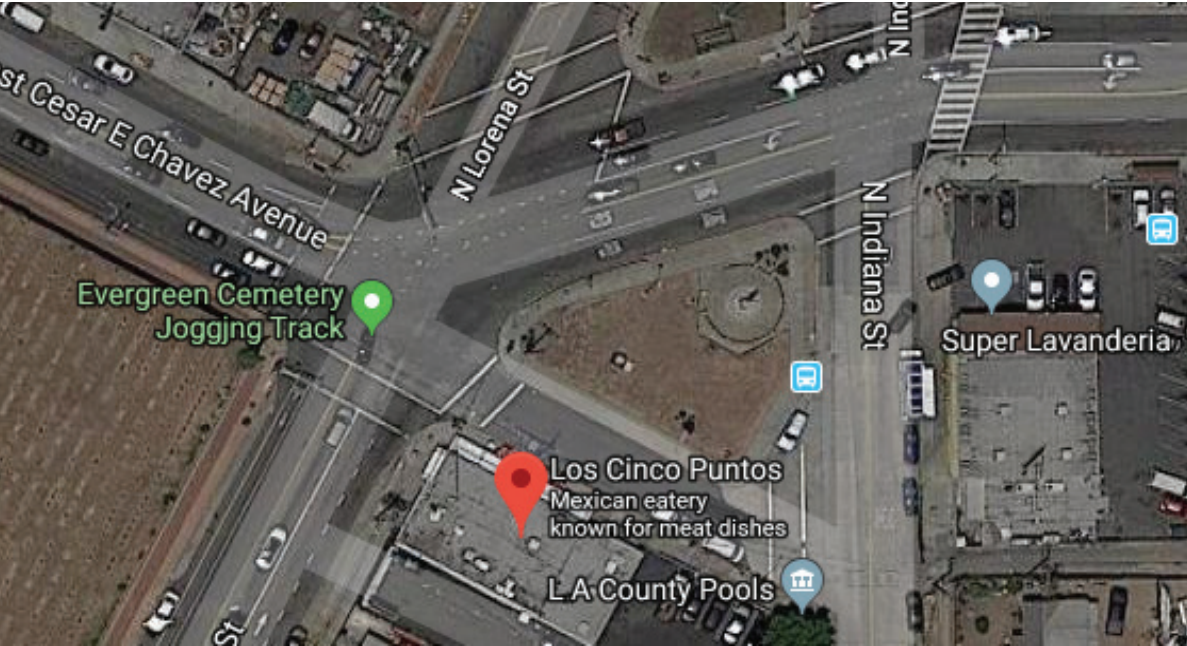
Streetscape improvements on Cesar Chavez Avenue have made it an improved experience for pedestrians and bicyclists.

In addition to installing curb extensions, repairing cracked sidewalks, and planting new trees, efforts have focused on installing new lighting at bus stops and building out street furniture.

CINCO PUNTOS ROUNDABOUT

Amid traffic concerns surrounding the junction known as Cinco Puntos (Five Points), Councilman Huizar and the Los Angeles Department of Transportation will have the City's first non-residential roundabout installed at this crossing.

Although atypical for Los Angeles, roundabouts have been shown to reduce accidents by 35 percent when they replace standard intersections.





EL SERENO

\$20 MILLION SOTO STREET AND MISSION ROAD UPGRADE

Initially erected in the 1930s as part of the Pasadena Short Line for the Pacific Railway System, the Soto Street Bridge was later converted to a commuter bridge for cars, but it was plagued with dangerous blind crossings and points of entry and exit.

Recognizing the problem, Councilmember Huizar worked with the Bureau of Engineering, the Los Angeles Department of Transportation, and Caltrans to secure \$20 million in funding to remove the heavily trafficked, hazardous bridge, and replace it with two new state-of-the-art signalized intersections.

The reconfigured streets, which lessen the impact of three major streets converging at that site, have mitigated safety concerns through a level-grade design and the two signalized intersections at Mission Road and Soto Street and another at Huntington Drive North and Huntington Drive South.

The improvements also include 60 new trees on 54,000 square feet of landscaping, new lighting, as well as public artwork by Michael Amescua to showcase the space. In addition, a small section of the old bridge has been retained as part of the landscape design.

THE SOTO STREET/VALLEY BOULEVARD BRIDGE PROJECT

The Soto/Mission project represents the first of multiple projects coming to the Soto Street corridor. Over \$40 million has been dedicated to the effort.

The Soto Street/Valley Boulevard Bridge project will widen the structure, which passes over Valley Boulevard.

The Soto Street Complete Street Project will do the same for Soto, widening a stretch from Mission Road to Multnomah Street.

Sidewalks will be installed on both sides, along with a bike lane and an additional southbound traffic lane.

The improvements will assist pedestrians and bicyclists, as well as improve the flow of traffic for local El Sereno, Rose Hills, Hillside Village residents and those commuters traveling between Pasadena and DTLA.

The renovations will be accompanied by two new access roads and cul-de-sacs to facilitate local access, pedestrian-friendly green space, and widened roads that will incorporate a shoulder in order to allow for the future installation of bike lanes.



"The Soto/Mission improvements are focused on replacing a dangerous bridge - a bridge that wasn't designed to handle the hundreds of thousands of commuters that it does today. Our plan goes even further. We will upgrade a large stretch of Soto Street. These measures will have an instant and lasting impact on quality-of-life."

- José Huizar

ALHAMBRA AVENUE SAFETY IMPROVEMENTS

Alhambra Avenue was once known as El Sereno's most dangerous street. In order to rectify the situation, Councilmember Huizar teamed up with local community members and City Departments to implement corrective measures.

Improvements included a new traffic signal light at the S-curve separating Alhambra and El Sereno, a new sidewalk adjacent to the El Sereno Arroyo Playground, a new crosswalk with flashing lights at Alhambra Avenue and Hollister Avenue, bike lanes between Alhambra's city limit and Valley Boulevard, center left-turn lanes that make it easier and safer for residents to turn, and an art wall welcoming visitors to the El Sereno community.

Huizar also led the charge in building the El Sereno Arroyo Playground in an abandoned CalTrans lot, in addition to negotiating a 25-year-lease for the space, which ensures the park will be in place for residents to enjoy for decades to come.



\$53 MILLION VALLEY BOULEVARD BRIDGE

Councilmember Huizar led efforts to secure the construction of the \$53 million Valley Boulevard Bridge. The Councilmember advocated fiercely for the new structure and secured an additional \$9 million to ensure that the project would be brought to fruition.

The Valley Boulevard Bridge now extends over a major freight train crossing that had proved problematic for residents, commuters, and emergency responders for more than 35 years.



ENVISION EASTERN

As part of the Envision Eastern initiative, Councilmember Huizar worked with local stakeholders in order to improve access and safety along Eastern Avenue.

The street runs through the heart of El Sereno and is home to several community institutions: El Sereno Park, Farmdale Elementary School, El Sereno Middle School, and the El Sereno Senior Club.

Huizar hosted several well-attended neighborhood meetings to gain insight and feedback into possible improvements.

With the information in hand, the Councilmember applied for Active Transportation Funding in order to secure funding for future projects.



EL SERENO COMPLETE STREETS

As a means of expanding the overhaul of Soto Street, Councilmember Huizar secured \$9.3 million to install protected bike lanes, expand sidewalks, widen traffic lanes, incorporate public art and install new landscaping along the thoroughfare.

Bike lanes are also slated for installation along Monterey Road, Avenue 60, Via Marisol, and Huntington Drive.

NORTHEAST L.A.

THE NEW YORK BOULEVARD VISION PLAN

York Boulevard has become the epicenter of Highland Park. It's a thoroughfare teeming with pedestrians, cyclists, local restaurants, and retail centers. In recognition of the street's importance, Councilmember Huizar initiated The New York Vision Plan.

The effort consisted of a series of community workshops, in which stakeholders identified needed improvements. The resulting vision for the area's future includes progressive ideas such as a series of pocket parks.

Huizar has already led the effort to complete the construction of protected bike lanes from the City of South Pasadena to Eagle Rock Boulevard, as well as the City's first bike corral on York and Avenue 50.





YORK BOULEVARD PARK

For years, a weed-laden lot on the corner of York Boulevard and Avenue 50 sat empty. With the help of the Department of Recreation and Parks, the Los Angeles Neighborhood Initiative, and Living Streets, Councilmember Huizar submitted an application for a Proposition 84 grant. As a result, Huizar was able to secure nearly \$3 million in state funding to transform the space into a park.

The family-friendly green space includes a mini amphitheater, musical play equipment, and a public library book drop. The site is also dotted with tree-house style children's play equipment and driven by an overall design theme that reflects the character of its surrounding neighborhood.

For the park's grand opening, Huizar and the Highland Park Chamber of Commerce sponsored the El Mercado York Village Arts and Crafts Fair, which included live music, work from more than 50 local artists.



TAKE BACK THE BOULEVARD ON COLORADO

In partnership with The Eagle Rock Association, Councilmember Huizar helped bring the Take Back the Boulevard initiative to life. The measure is a focused city-community partnership designed to make Colorado Boulevard safer and more accessible to all modes of transportation.

The plan includes a reduction of lanes on Colorado after years of complaints about speeding. The lane reduction allows for additional upgrades, including protected bike lanes, flashing crosswalks at El Rio, Glen Iris and Hermosa avenues, as well as modified median striping to allow cars to make safer left-hand turns onto side streets.

Phase 1 also included 60 bike racks installed at the request of local businesses and 200 trees planted along Colorado, Eagle Rock and York Boulevards, as well as Figueroa Street.

To ensure these trees continue to flourish, Councilmember Huizar secured funding for their upkeep and maintenance.

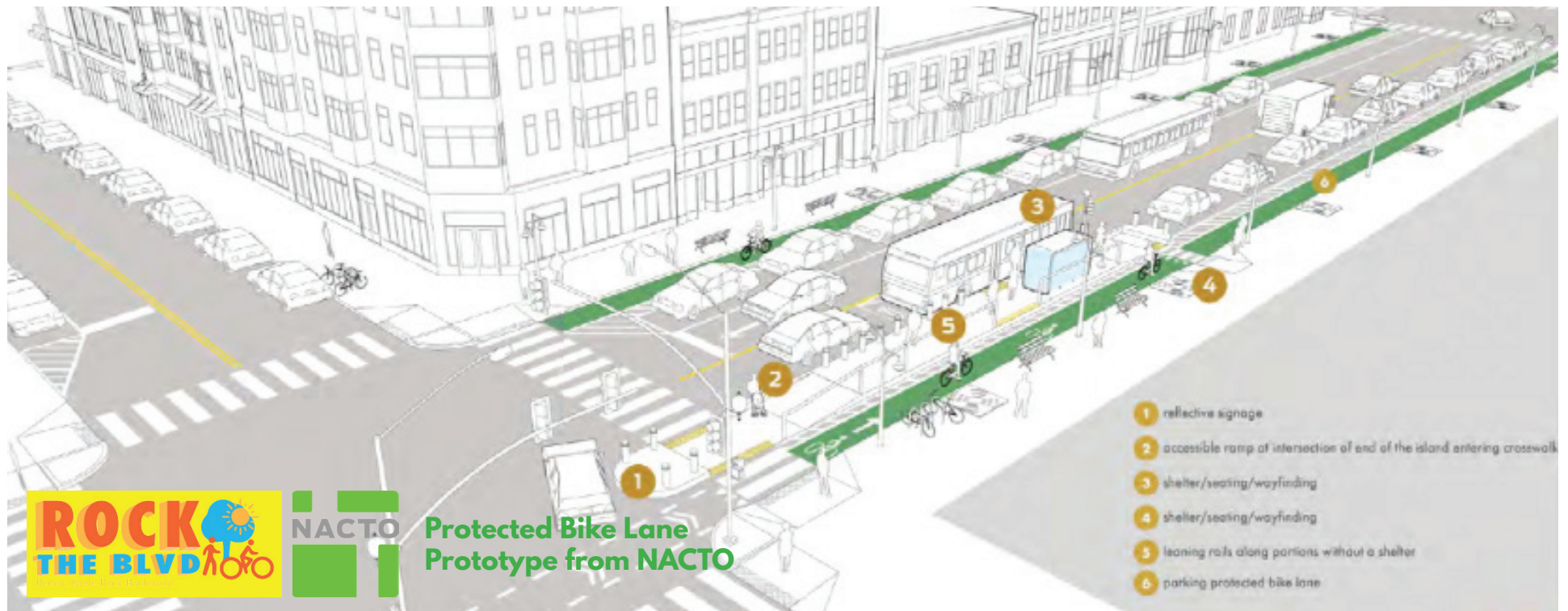
PHASE II - \$12 MILLION FUNDING FOR TAKE BACK THE BOULEVARD

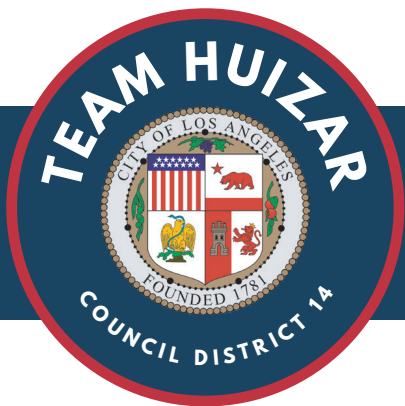
Phase II of the Take Back the Boulevard initiative includes approximately \$12 million worth of streetscape improvements along the corridor. The funding, which comes from both Metro and the State's Active Transportation Program, supports new traffic signals, pedestrian lighting, sidewalk repairs, and street furniture along the corridor.

ROCK THE BOULEVARD AIMS TO IMPROVE EAGLE ROCK BOULEVARD

With the goal of duplicating the success of Take Back the Boulevard, Councilmember Huizar partnered again with The Eagle Rock Association and other community stakeholders on the Rock the Boulevard initiative - a measure designed to upgrade Eagle Rock Boulevard. Numerous community meetings have been held.

Feedback has led to requests for funding from sources such as the Active Transportation Program.





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