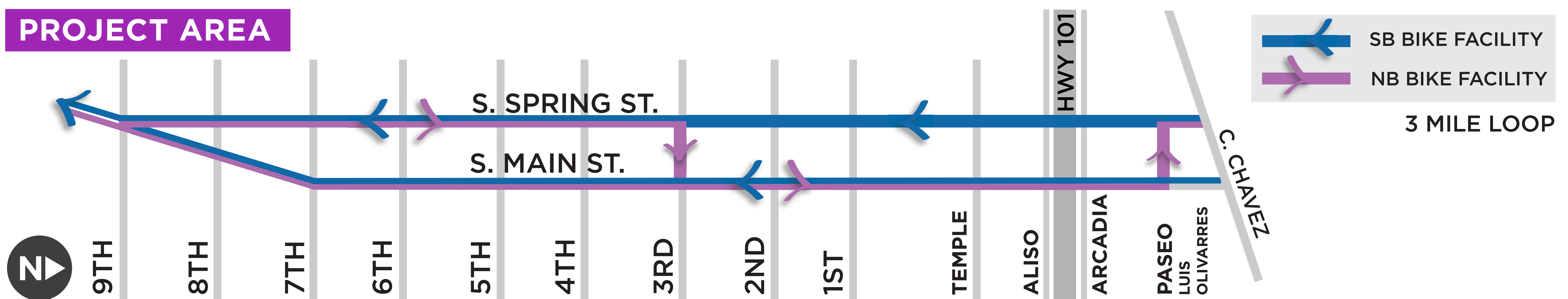


LA's First Two-Way Cycle Track

PROJECT GOALS

Improve intersections and crossings for people walking, upgrade the existing buffered bicycle lanes to protected bicycle lanes, reduce bus-bi-cycle conflicts, maximize parking/loading, and increase bus efficiency

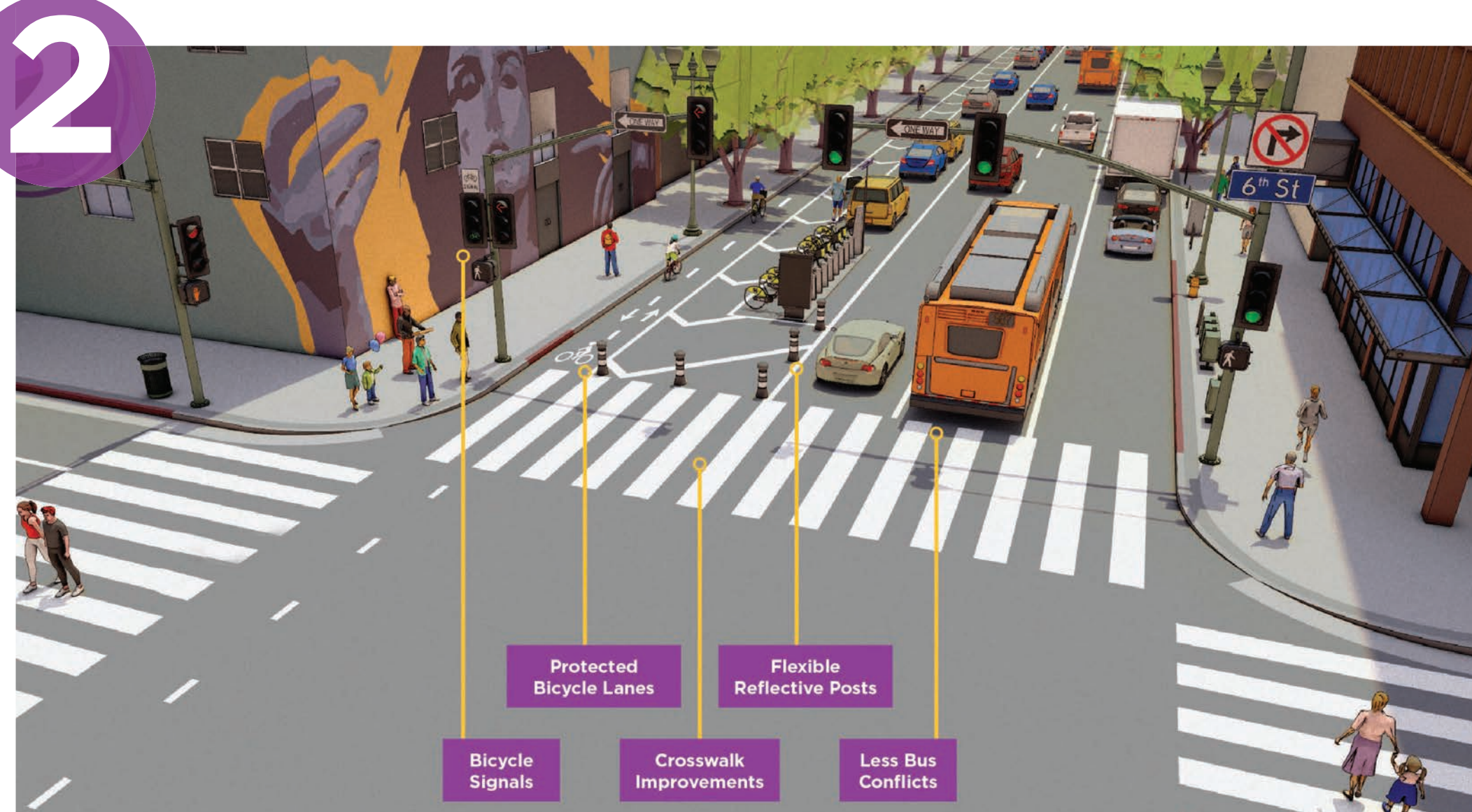
PROJECT AREA



DESIGN & PHASING STRATEGY



People walking had cross long intersections while vehicles turned across their path. The bicycle lane was sometimes blocked with buses or vehicles and their doors. Parking and right turns were challenging conflicts.

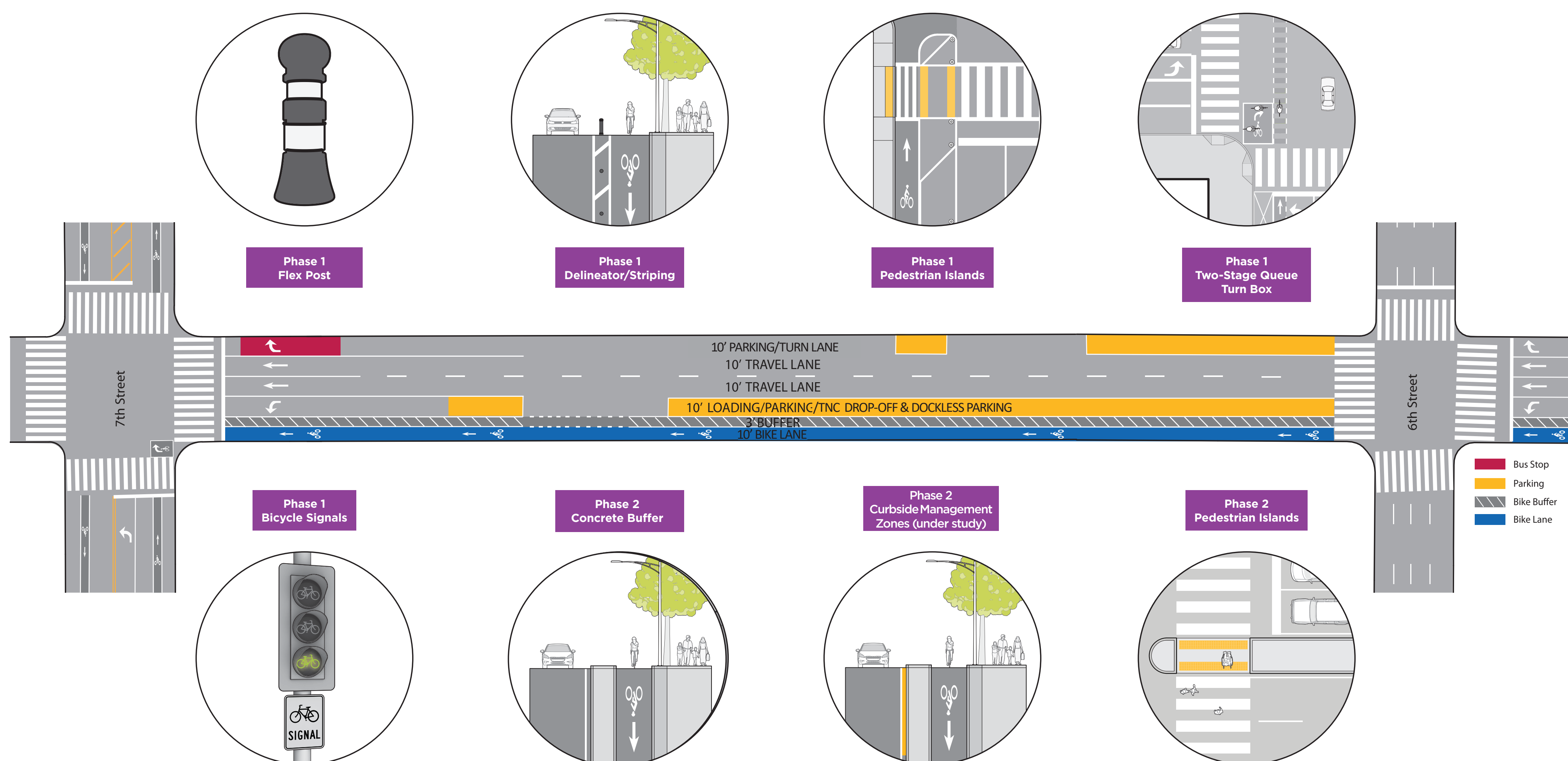


Since installation of Spring St cycle track on October 2018, the facility has improved safety, comfort, and predictability for everyone, creating a healthier, more organized street. Upgrades include: crossing improvements for people walking; flexible, reflective posts; protected bicycle lanes; bicycle signals; dedicated left turn-pockets; and less conflicts for buses. Similar upgrades will be installed on Main St in Fall 2019.



This phase will further enhance the street and provide more physical protection for people walking and bicycling. Proposed upgrades include: concrete islands at intersections; and a concrete barrier along the length of the facility. New curbside management zones are also being considered. Design for this phase is in progress.

ANATOMY OF A COMPLETE STREET



PROJECT HIGHLIGHTS

The City's first two-way cycle track runs through the vibrant core of downtown Los Angeles, connecting multiple growing neighborhoods that already see high bike ridership. Data already shows a 76% increase in total peak period bike ridership on Spring St from 2017-2019.

Safety Features

- Bike signals at each intersection
- Eliminates bus/bike conflicts
- Barrier-protected and parking-protected facility
- Eliminates right turn vehicle/bike conflicts

Design Challenges

- Some of the most highly-filmed streets in the City created limitations on use of green paint and bollards and create frequent detouring of the bike facility due to filming activity.
- Driveways - visibility and potential conflicts with bikes going both ways on a one-way street.
- Vehicles in bike lane, including deliveries/loading, rideshare, and government vehicles.
- Transitions between two-way left side cycle track to regular bike lanes at end points.

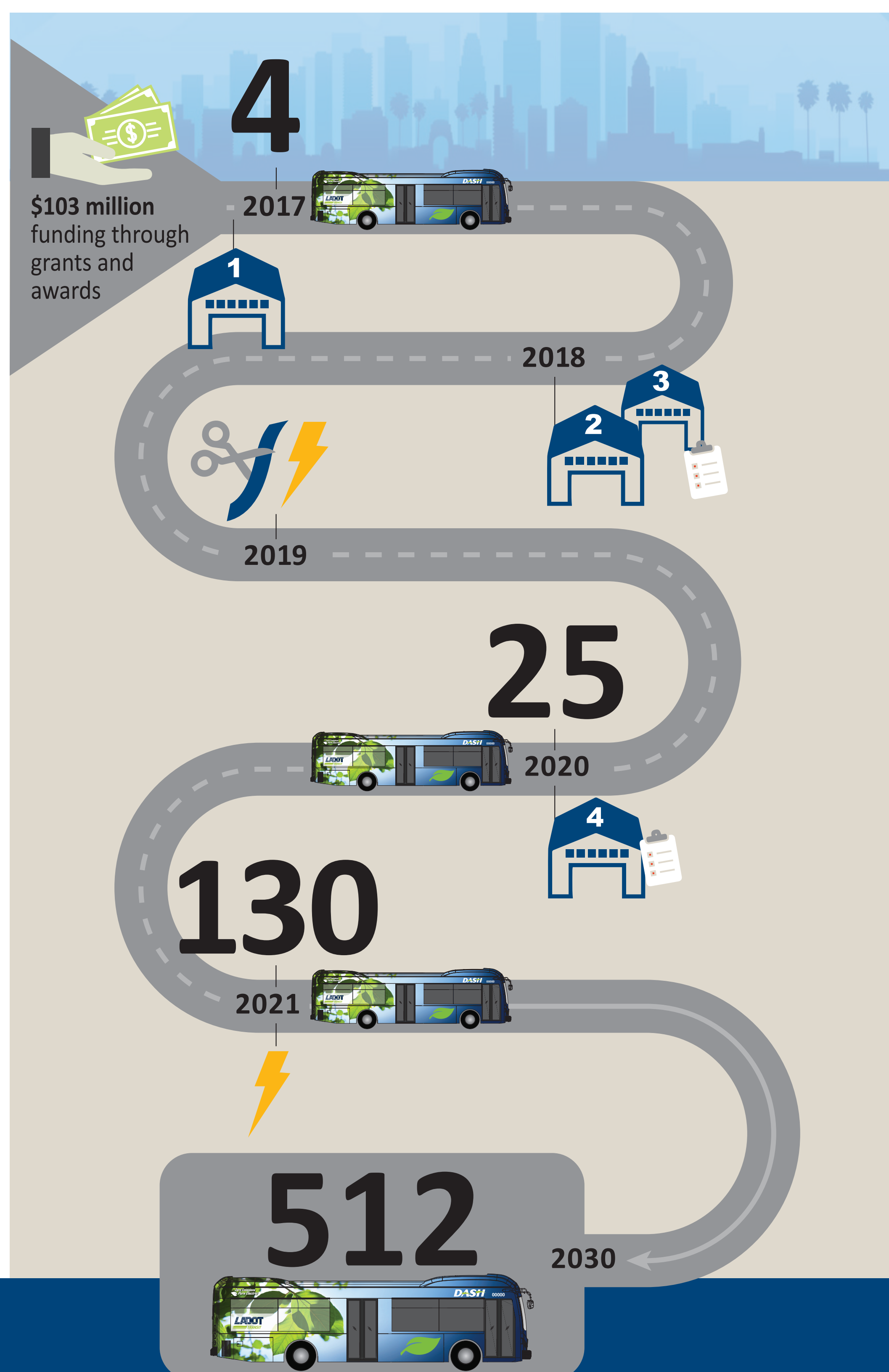
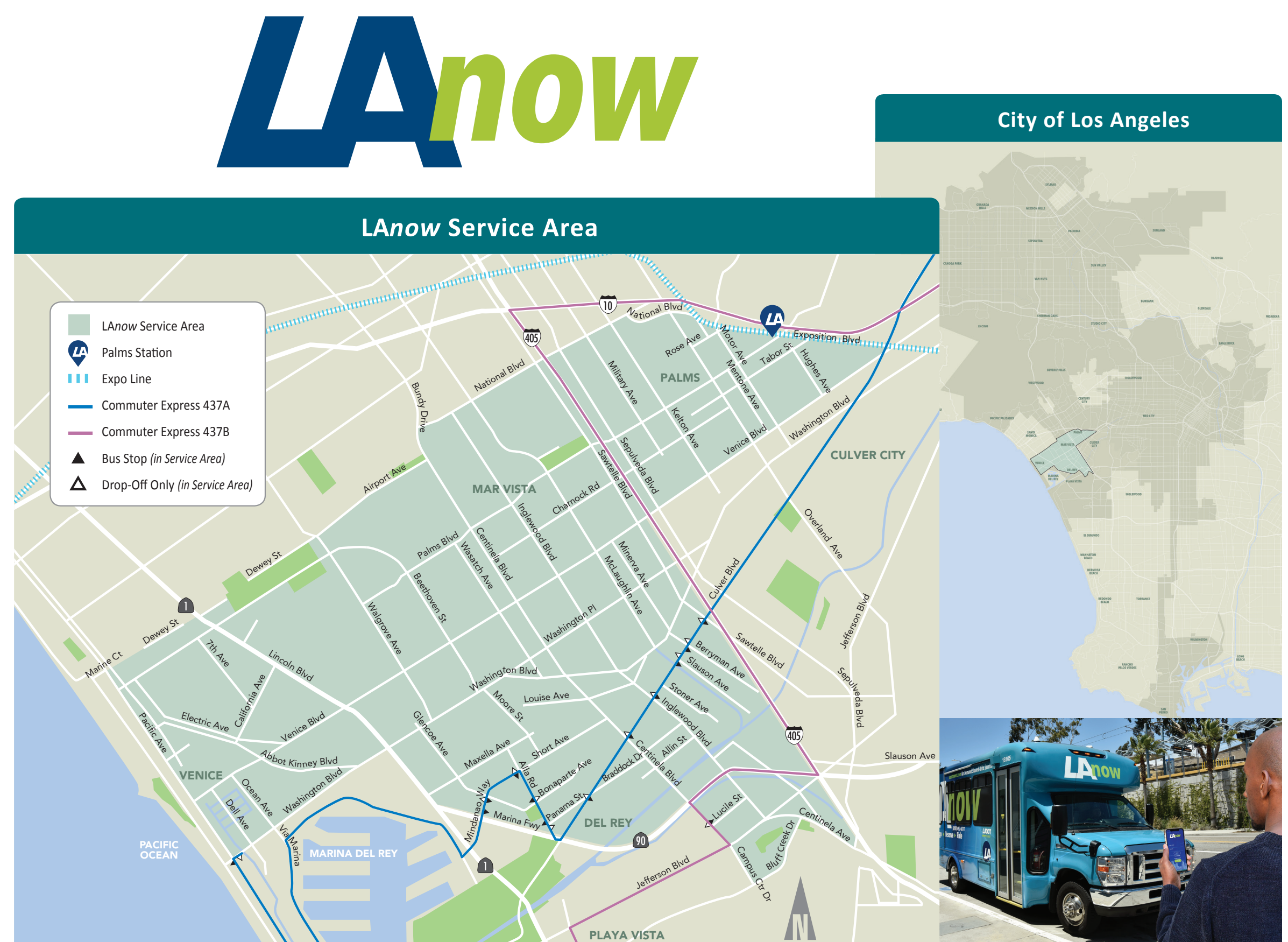
MEET LOS ANGELES

LAnow is a new on demand shared-ride service, designed by you.

Hail a ride through the LAnow smartphone app, online, or by phone. Once reserved, meet the shuttle at the scheduled LAnow pick-up/ drop-off point. Within the service area, pick-up/ drop-off points are never more than a few blocks (1/4 mile) away.

Service Areas: Palms, Mar Vista, Venice, and Del Rey

- Launched March 7, 2019
- 4,024 passengers served as of September 1, 2019
- 15 Square Mile Service Area
- 6 vehicles in operation during peak hours
4 vehicles during off peak hours



All Electric Fleet by 2030

- 2016** • Began construction of new Downtown LADOT Facility
- 2017** • 4 electric buses added to the DASH fleet
- 2018** • Purchased two previously leased bus facilities
- 2019** • New LEED platinum facility to house 70 buses and infrastructure to accommodate 26 electric chargers completed in April
- 2020** • 25 electric buses on order, due in February
 - Procure additional facility in South Los Angeles
- 2021** • Electric buses added to the DASH fleet to accommodate expansion (improved headways, route modifications)
 - Adding vehicles will reduce 468,693 mtCo2e of emissions
 - Add 65 electric bus chargers to facilities
- 2030** • 512 Entire Fleet Electric
 - Total of 246 electric bus chargers