



# Pico Blvd Safety and Mobility Plan Project

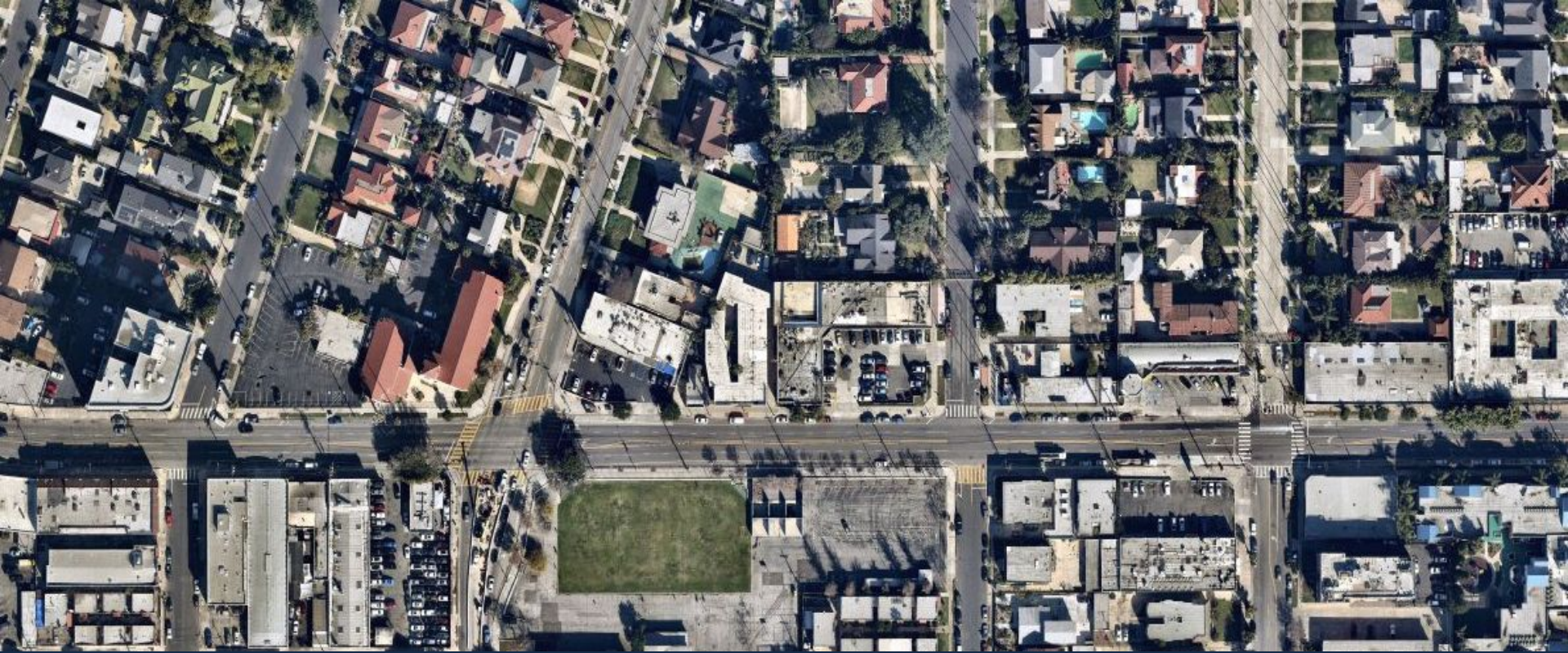
Spring 2026

# Agenda

1. Project Overview
2. Engagement Recap
3. What We Heard
4. Design
5. Next Steps



*People bicycling on Pico near Western Ave in 1895. Credit: USC Library Archive*



## Project Overview



# Project Basics

**Crenshaw Blvd**

**1.6 miles in CD 1**

**1.5 miles in CD 10**

**L.A. LIVE**

**Crypto.com Arena**

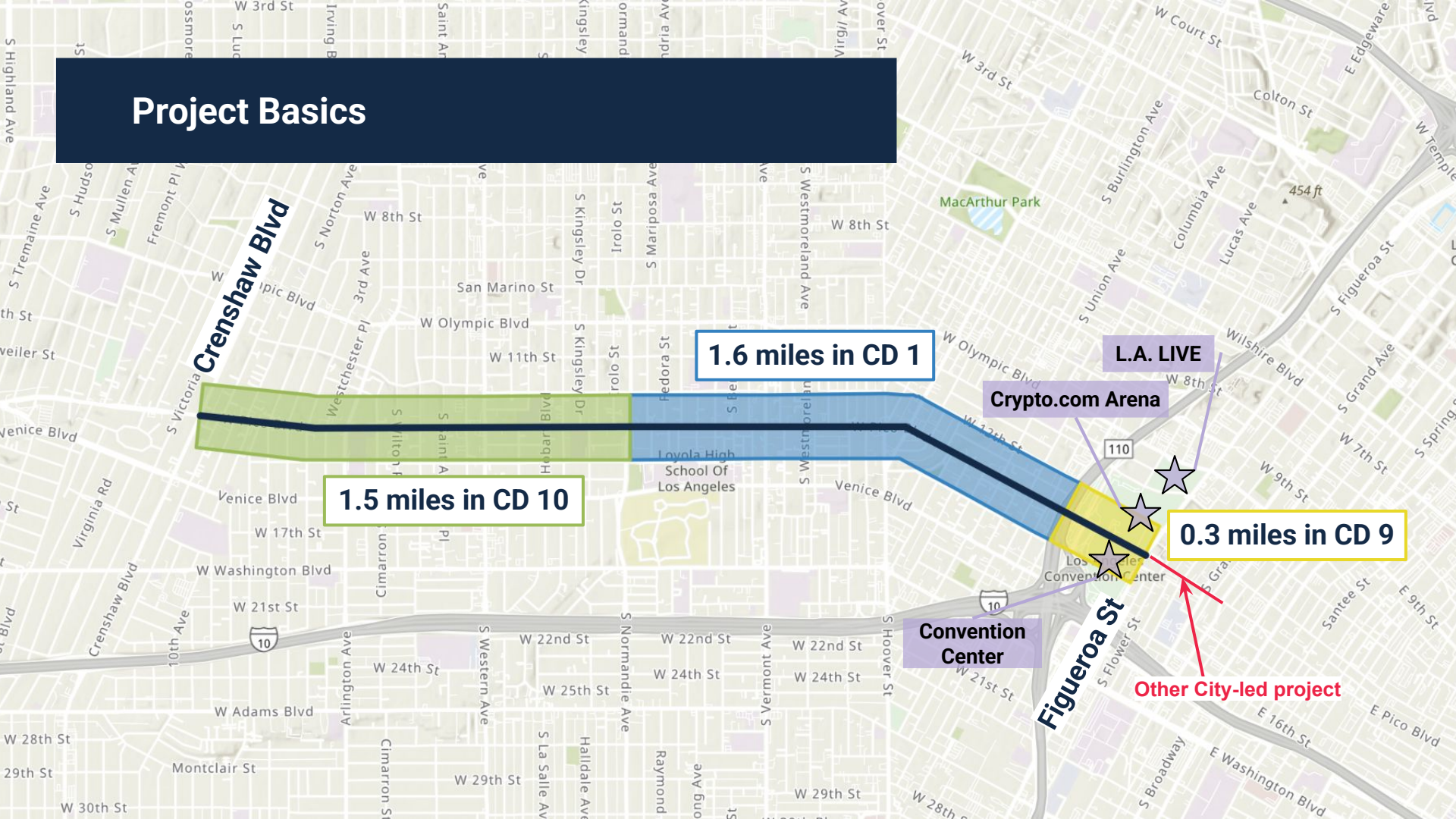


**0.3 miles in CD 9**

**Convention Center**

**Other City-led project**

**Figueroa St**



# Project Goals



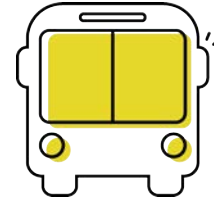
Reduce fatalities and severe injuries caused by traffic collisions



Support sustainable modes of transportation and comply with Mobility Plan 2035

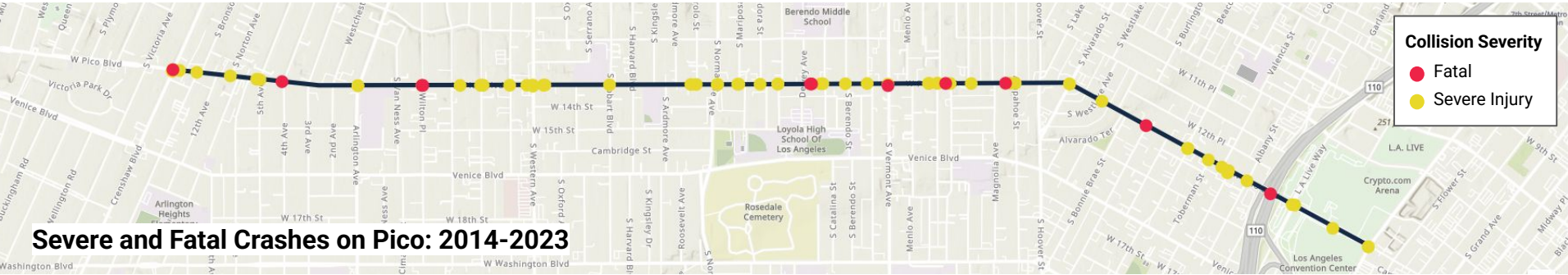


Increase employment and economic opportunities



Create a more livable corridor with comfortable options for accessing DTLA and other destinations

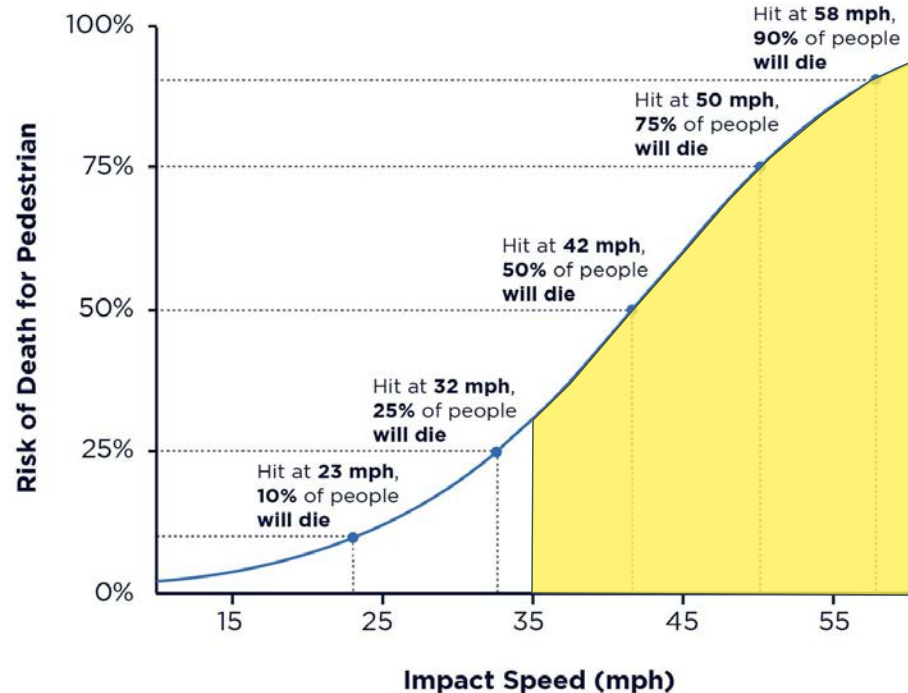
# Traffic Safety on Pico Blvd



- 75 collisions resulted in severe injury or deaths
- 52 serious crashes (68%) involved pedestrians
- All 11 fatalities on the corridor were pedestrians
- 12% of injury collisions involved cyclists

## Speeding Drivers on Pico Blvd

- Speed survey showed **23% of drivers are going faster** than the posted 35mph speed limit
- A pedestrian struck at 32mph has a 25% chance of dying



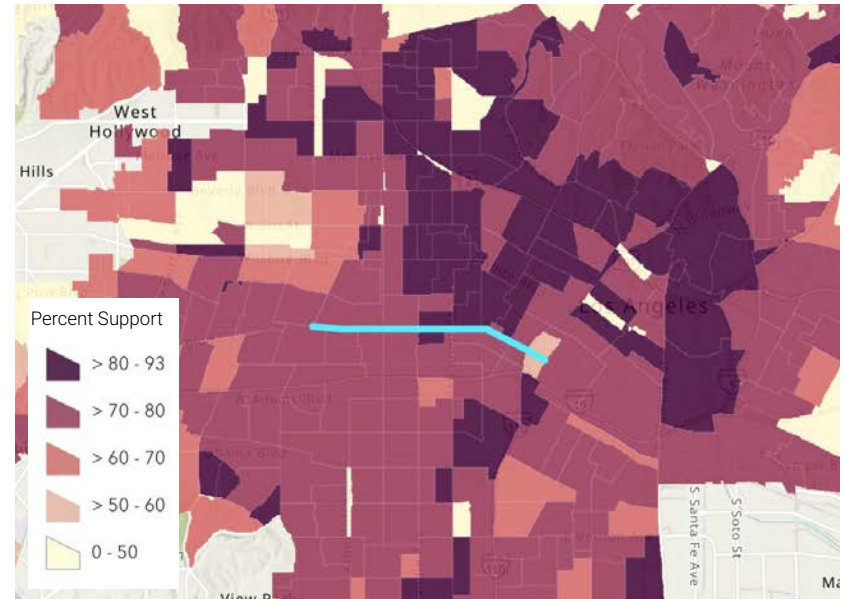
# Mobility Plan and Measure HLA

- Los Angeles voters approved **Measure HLA** in 2024
- Pico Blvd and Mobility Plan
  - **Bicycle Lane Network** – requires implementation of bike lanes.

This project will fill a gap in the city's bike network and connect central LA to downtown.
  - **Pedestrian Enhanced District** – requires sidewalk repairs.

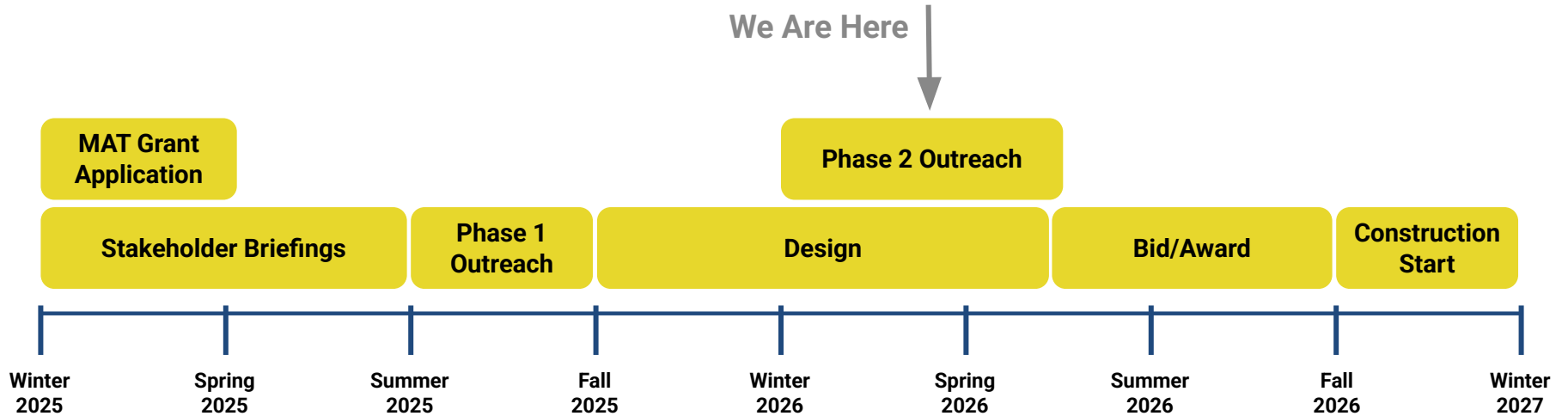
There is significant pedestrian activity on Pico Blvd. This project will improve walkability and access to transit.

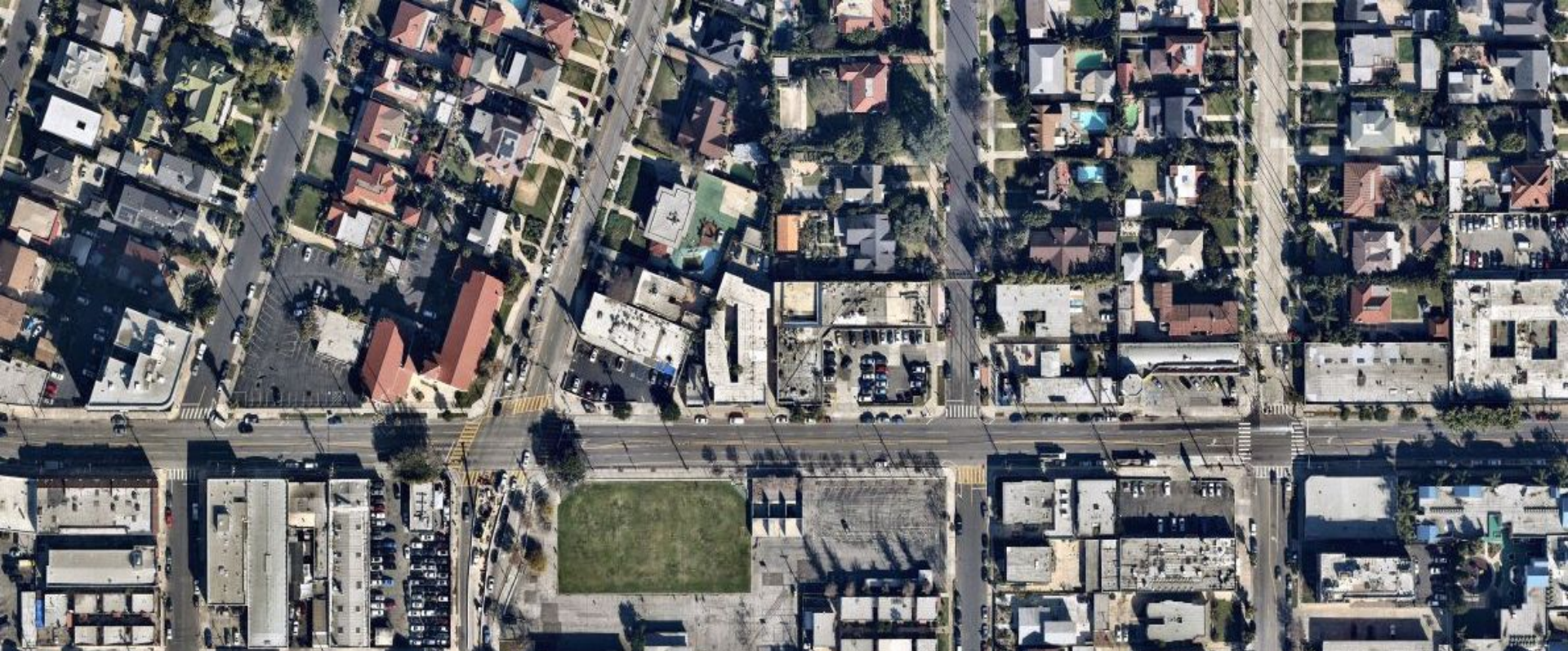
2024 Measure HLA election results by Precinct



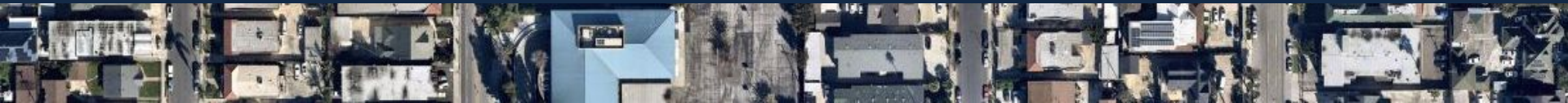
**76% of voters** in the Project Area voted yes on Measure HLA

# Project Timeline





## Engagement Recap



# Tabling and Pop-Up Events




12  
Events

- Reached **~500 community members**
- Deployed **trained community liaisons** for direct outreach at locations on and around the corridor, including:
  - Pico Union CicLAvia
  - KYCC Wilshire FamilySource Center
  - Los Patitos Market




**Question 1:** What key destinations do you visit on or near Pico?  
Write-in response using whiteboard flags.




**Question 2:** What type of bike improvements do you want to see on Pico Blvd?

- Painted Bike Lane (Class II)
- Protected Bike Lane (Class IV)



**Question 3:** What improvement is most needed along Pico Blvd?

- Pedestrian Improvements
- Bike Improvements
- Transit Improvements
- Vehicular Access



# CBO Partnerships



700+

People reached  
by direct  
canvassing

- Collaborated with **trusted, local groups** to enhance outreach
  - Los Angeles Neighborhood Initiative (**LANI**)
  - Central City Neighborhood Partners (**CCNP**)
- **Tailored methods** for youth, aging adults, faith-based groups, and accessibility needs
  - Translation services (Spanish, Korean, K'iche')
  - Promotoras for flyers and door knocking



Los Angeles  
Neighborhood  
Initiative



25  
YEARS

CCCNIP  
CENTRAL CITY NEIGHBORHOOD PARTNERS



# Engagement Highlights



5

Presentations

## Neighborhood Council Briefings

- Olympic Park NC
- Pico Union NC
- United Neighborhoods NC
- Mid City NC
- DTLA NC



5

Presentations

## School Briefings\*

- Pio Pico MS (2)
- Los Angeles ES
- University Prep Value HS
- Bishop Conaty HS



1,200+

Flyers/Door Hangers

## Canvassing

- Distributed project materials to residents and businesses along Pico
- 7 days of canvassing



1,134

Responses

## Online Survey

- Open from June 26 to Sept. 8
- Available in English, Spanish, Korean, and Mandarin

\*Many of the schools circulated our flyer and survey to mailing list and shared information to school community directly via Principals.

# Engagement Highlights



~2,000  
Postcards

## Postcard Mailer

- Sent to every address (business and residential) with a frontage on Pico Blvd



~7,700  
Clicks

## Social Media

- 27-day ad campaign
- Facebook and Instagram
- Targeted 90006, 90015, and 90019 zip codes
- Click-thru rate higher than industry average



40  
Posters

## Project Poster

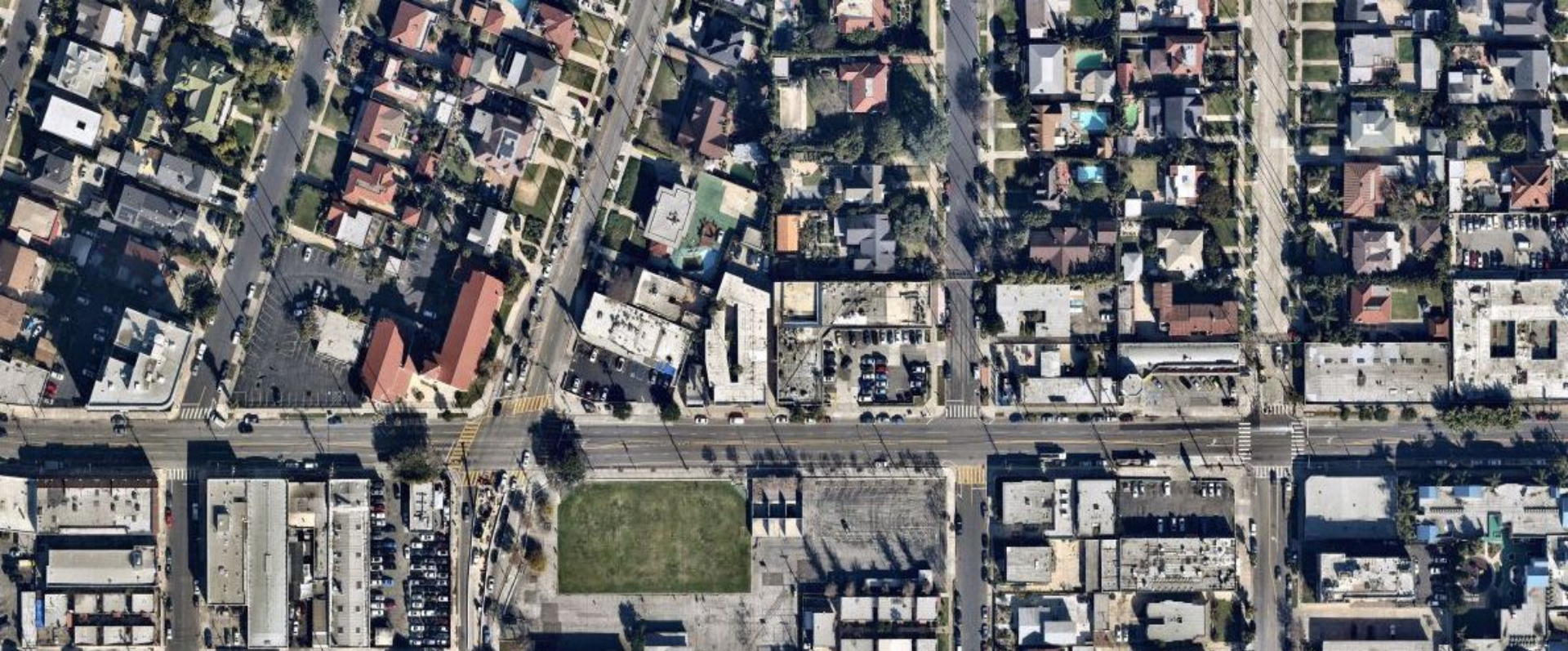
- Placed in storefront windows on Pico
- Linked to project survey
- Translated in:
  - English
  - Spanish
  - Korean



5  
Unique  
Touchpoints

## Business-Specific Engagement

- Direct canvassing
  - In-person conversations
  - Mailer and flyers
- Presentations to Byzantine Latino Quarter BID (1 virtual, 1 hybrid)
- Listening Session



## What We Heard

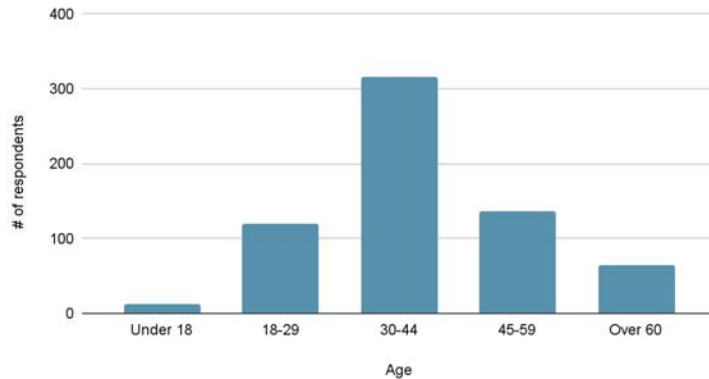


# Survey Demographics

1,134 total responses to online survey

Demographics closely reflect Census data for the area

- 45% identify as Hispanic\*
- ~1/3 of responses were in Spanish, Korean, or Chinese\*\*
- 28% made < \$30,000\*\*\* (largest group by # of responses)

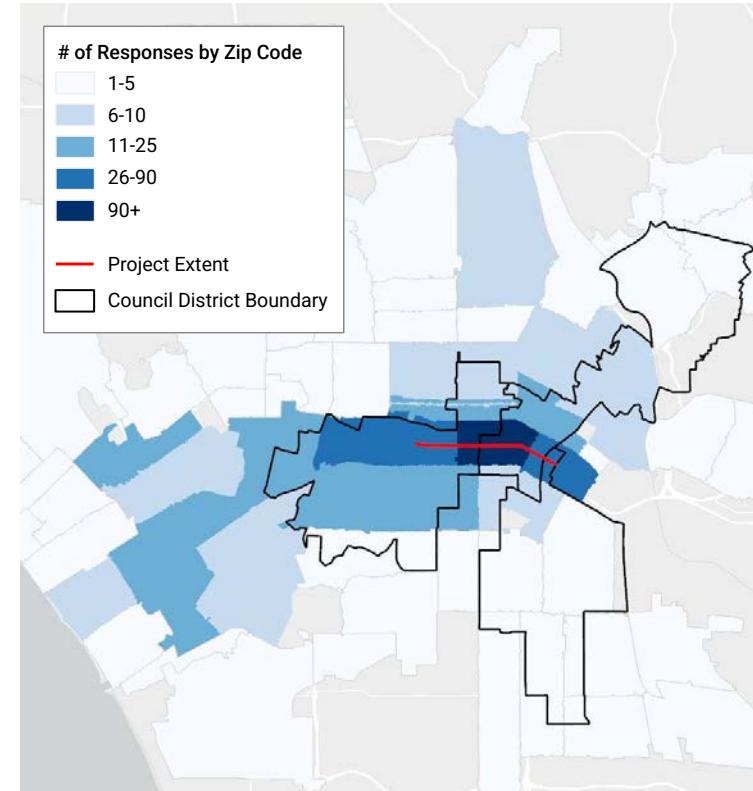


## Notes

\* 57% of area residents identify as Hispanic

\*\*27% of area residents speak "Not Well" or "None" English

\*\*\* 32% of area residents earn less than \$30,000



# Survey Highlights

- Respondents' top 3 priorities for the project were **safety**, **comfort**, and **air quality**
- 74% of all **respondents preferred a protected bike lane** to a painted bike lane, despite tradeoffs
  - 64% of those in the immediate project area\* preferred a protected lane
- Residents shared their perspectives:
  - **"I just want safety** for drivers, pedestrians and cyclists." -Resident, 90015
  - "Hearing that this plan is in action...**I feel more optimistic now about the future of LA than ever before.**" -Resident, 90019



\*Based on people who self-identified with zip codes touching or adjacent to the project extent

# What We Heard

## WHAT WE HEARD

### **Pedestrian Connections**

Existing crosswalks feel unsafe and far between.

### **Bicycling Conditions**

Lack of dedicated road space and frequent speeding makes cyclists feel unsafe and discourages cycling.

## DESIGN RESPONSE

- High visibility crosswalks
- Leading pedestrian intervals
- Shorter crossing distances
- New signalized crossings at Manhattan Pl and New Hampshire Ave

- Protected bike lane
- Repairing roadway segments with poor pavement quality

## WHAT WE HEARD

### **Vehicle Access**

Businesses, patrons, and residents voiced concerns about losing parking and loading zones.

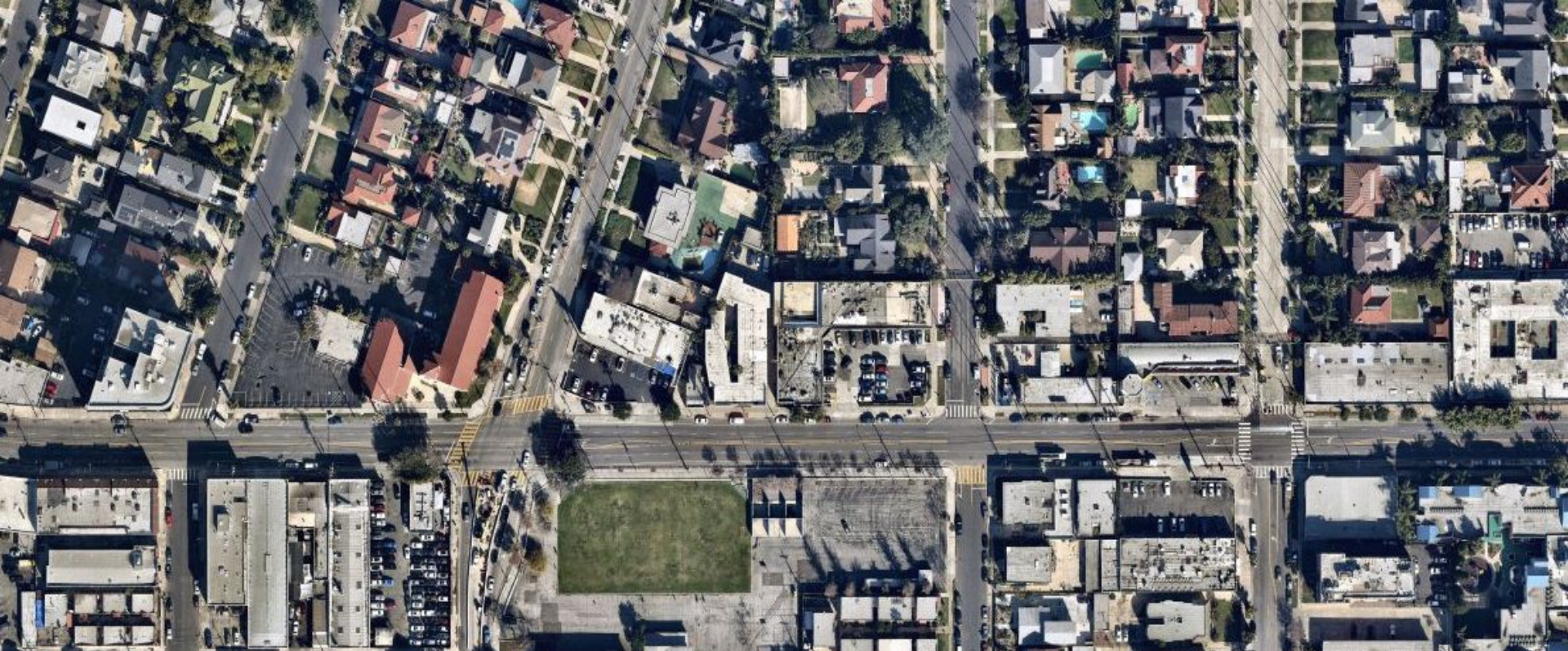
### **Public Realm Investments**

Respondents cited lack of shade and maintenance issues such as streetlight outages, debris, and other barriers to comfortable travel.

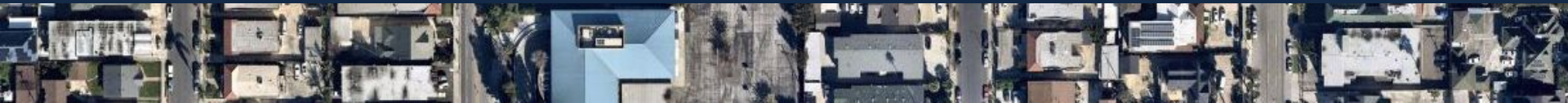
## DESIGN RESPONSE

- Preserve key spaces and loading zones
- Add spaces to side streets
- Increase bike parking
- Increase bike share options

- Collaborate with other City departments to address concerns as project is implemented

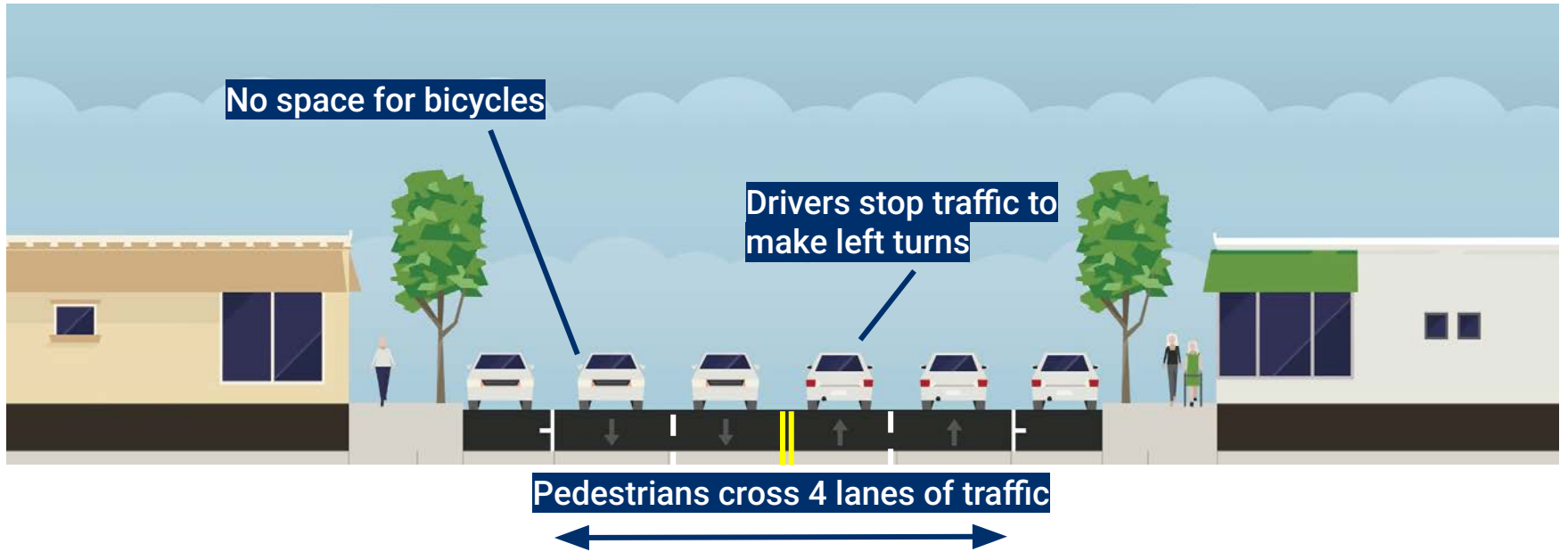


## Project Design

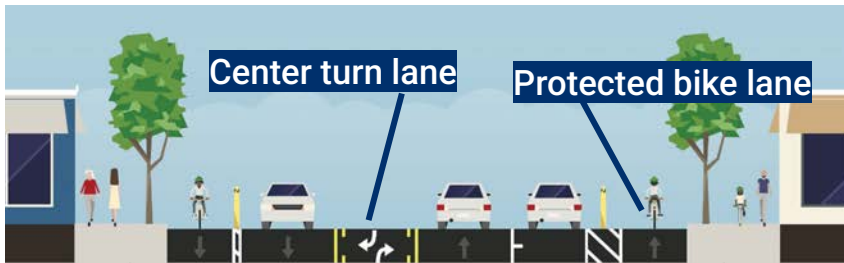


## Existing Street Design

### Existing mid-block configuration at most intersections



# Proposed Design



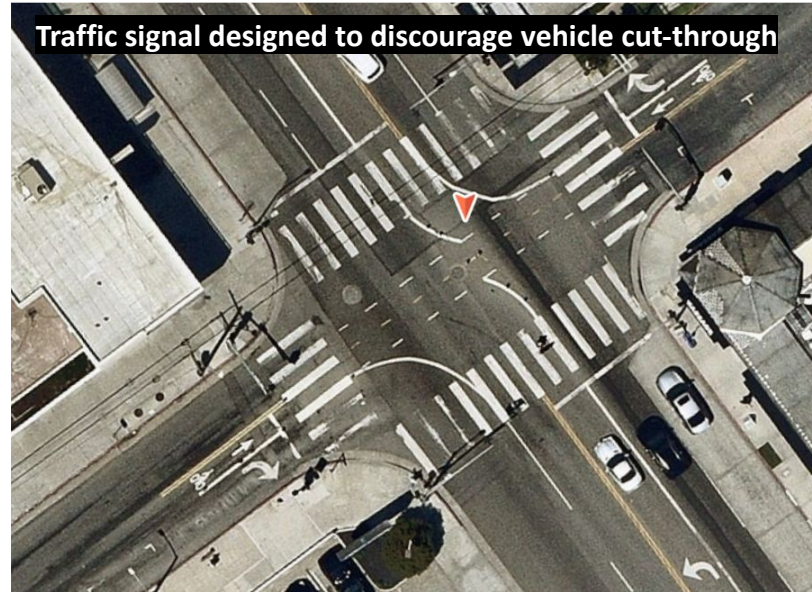
Shorter pedestrian crossing distances

- Strong community support for **Protected Bike Lane option**, despite awareness of tradeoffs
- Configuration has been shown to **reduce injury crashes by 36%\***
- Consistent with **City of LA Mobility Plan** and **Measure HLA** standard element requirements
- Vehicle travel time change of **1-2 min per mile** during peak period
- Loss of **~270 parking spaces**





\*UCLA, 2023. TRB Volume 2678, Issue 6. <https://doi.org/10.1177/03611981231193630>

## Other Scope Elements

- Extensive **civil improvements** including:
  - Curb ramps
  - Curb and gutter repair
  - Intermittent sidewalk repair
- Improved **bike lane protection**
- **New signalized crossings** (“toucan signals”)
  - Pico Bl/Manhattan Pl
  - Pico Bl/New Hampshire Ave
- Adding on-street **parking on adjacent side streets** where possible
- **More hours of allowable parking** for ~95 spaces
- New public **bike parking**



# Metro Bike Share Expansion

-  Existing Station
-  Proposed Station
-  Project Extent
-  Existing Bike Lane



**Share your feedback!**

Let Metro know where you'd like to see Bike Share on Pico

[bikeshare.metro.net/suggest-a-location/](https://bikeshare.metro.net/suggest-a-location/)

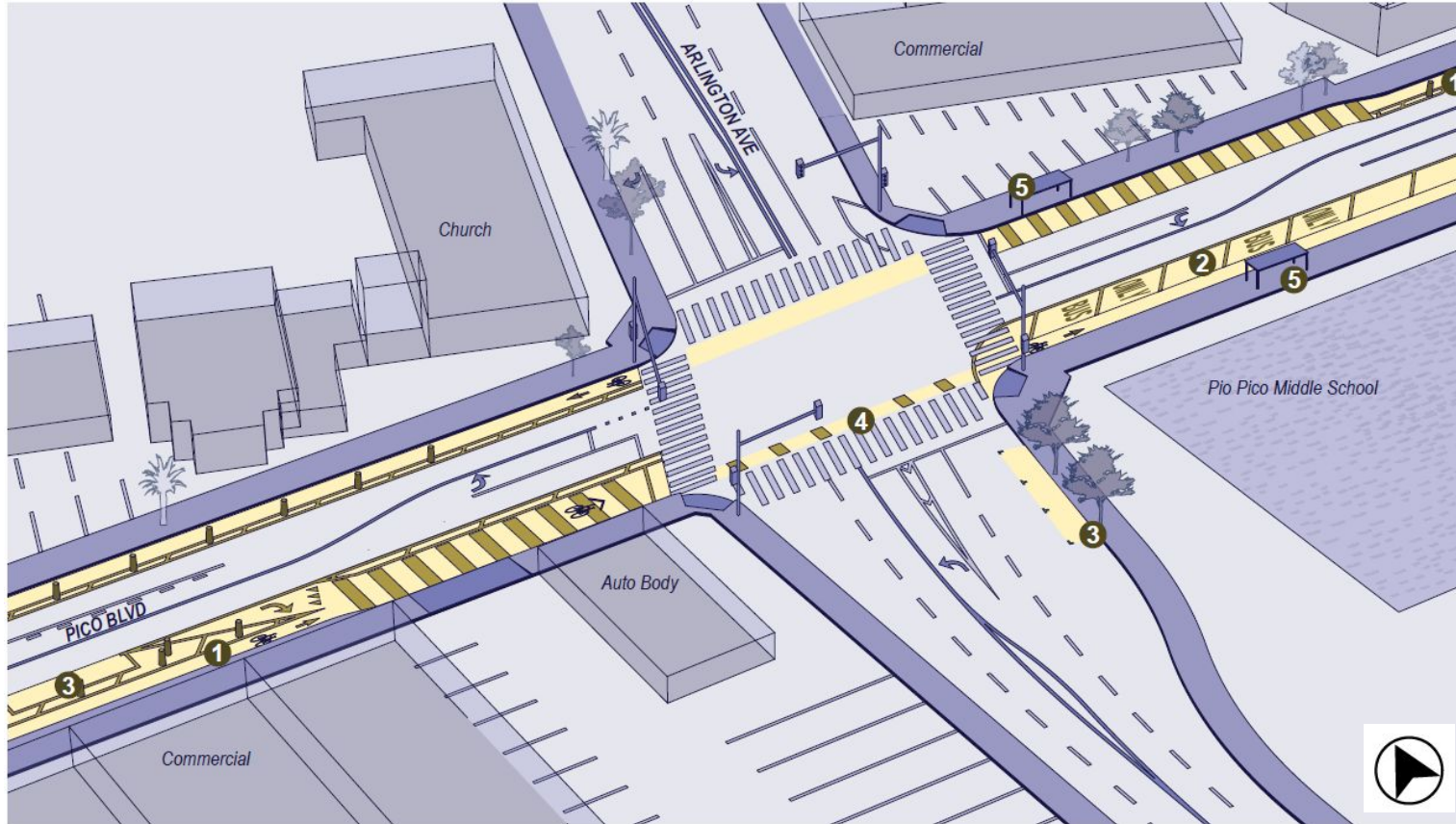
## Design Rendering: Pico Blvd at Union Ave (westbound)



# Design Rendering: New Signal at Pico/Manhattan



# Overview of Design Elements



## Legend

- Existing Conditions
- Proposed Improvements

## Project Elements

- 1 Class IV Protected Bike Lane
- 2 Bus Only
- 3 Parking Spaces
- 4 Conflict Striping
- 5 Bus Stop

# Parking Changes

Existing Parking Spaces: ~480

Spaces Removed: ~270

- Most parking on the north side of the street will be removed to accommodate the protected bike lane
- For visibility at driveways and intersections, some parking is removed at some locations throughout the corridor (see example)

Added hours of parking for ~95 spots

Added parking on side streets where possible

Bike-share and bicycle racks will be added along street

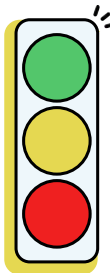


*Example: Parking-protected bike lane with no parking immediately before and after driveways and intersections*

# Changes to Travel Time for Cars

Change in Travel Time Per Mile (total corridor length is 3.4 miles)		
	Eastbound	Westbound
AM Peak	<b>50 seconds</b>	<b>2 minutes*</b>
PM Peak	<b>1 minute</b>	<b>1 minute 40 seconds</b>

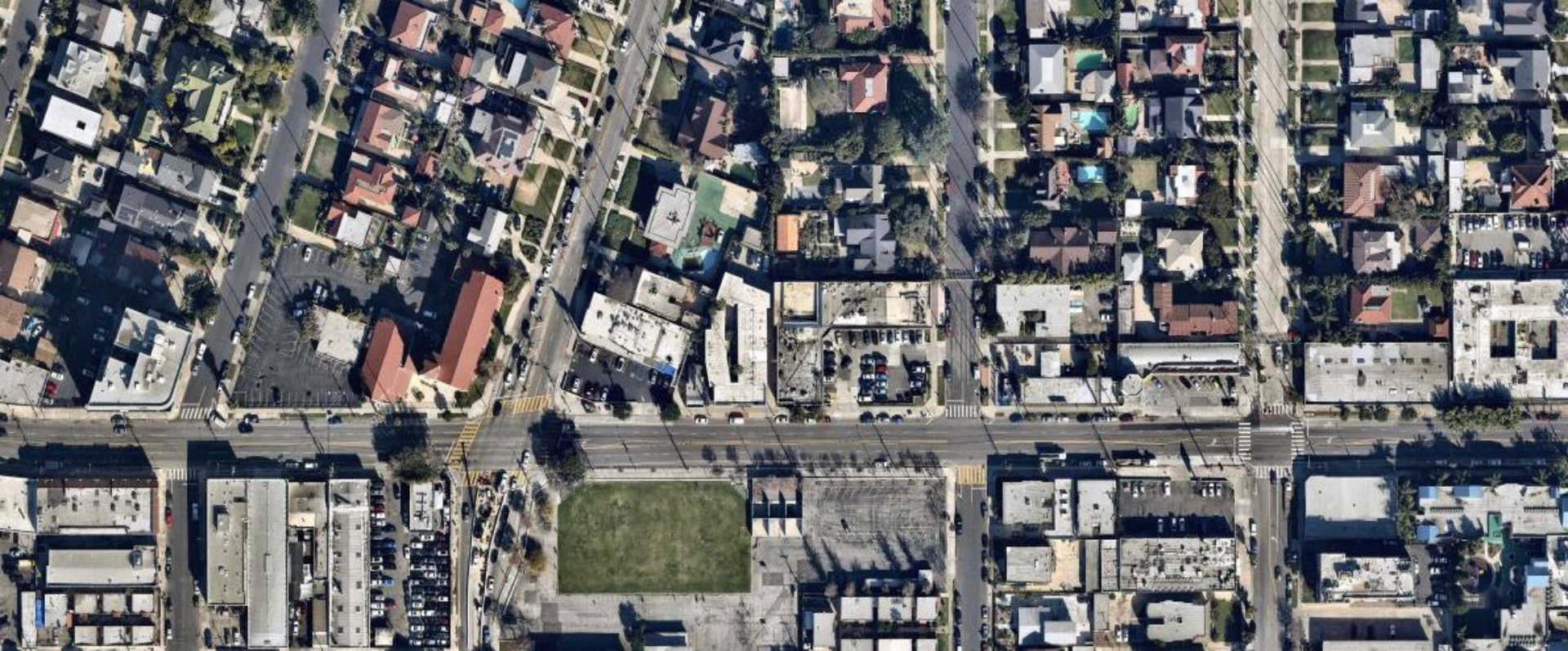
\*The unrounded change in delay per mile for Westbound AM Peak Hour is 1 min 57 seconds



**Less than 2 minutes/mile:** Proceed

**2-5 minutes/mile:** Proceed with caution

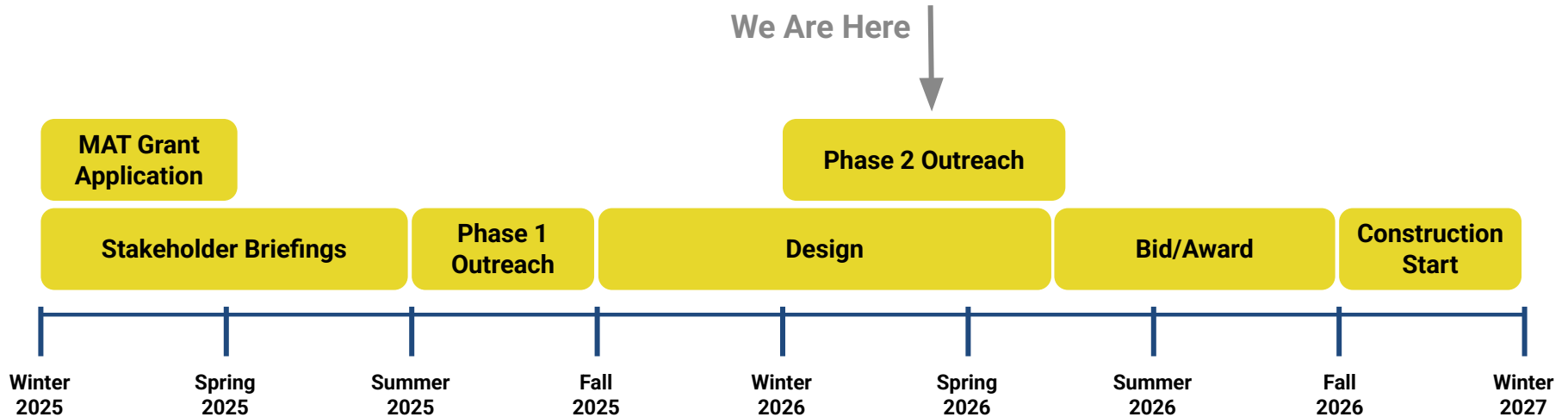
**Greater than 5 minutes/mile:** Proceed only with compelling needs



## Next Steps

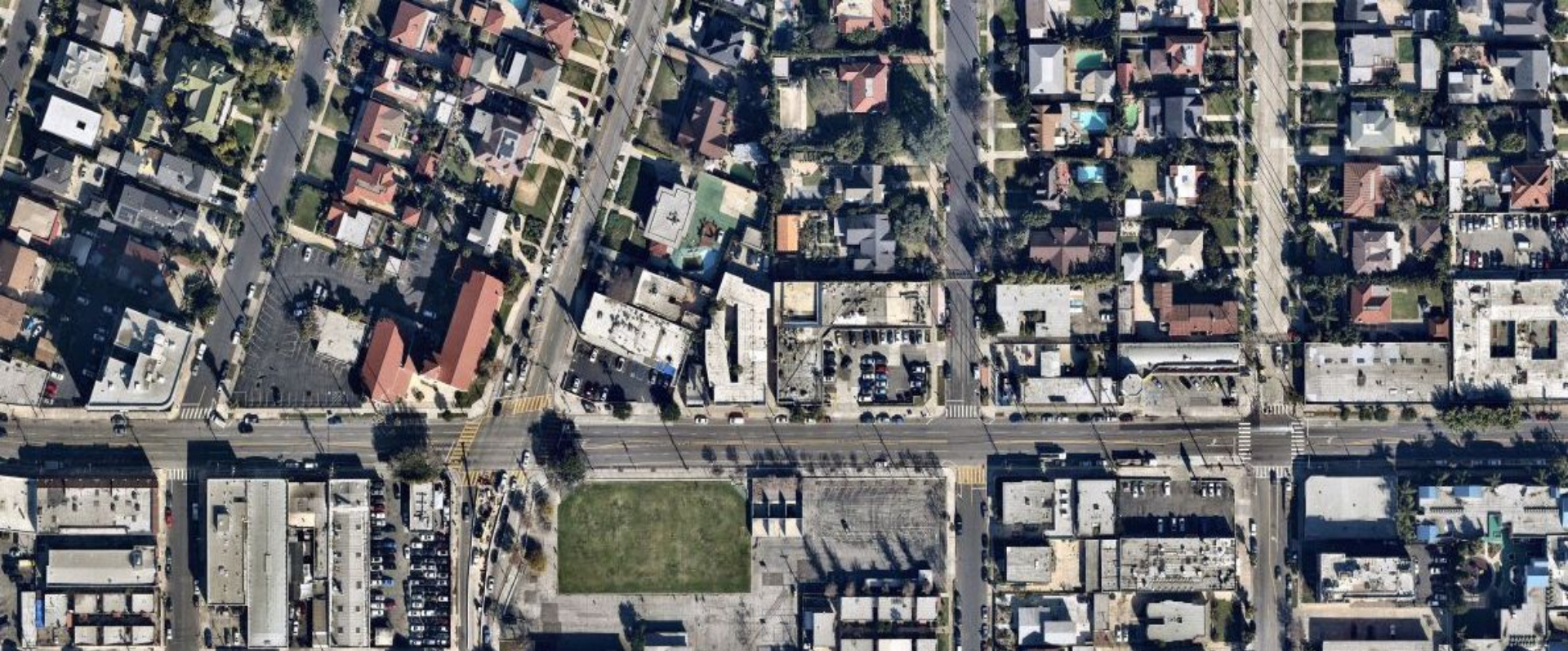


# Project Timeline



## Next Steps

- **Winter/Spring 2026:**
  - Finalize design and prepare bid package
  - Phase 2 outreach to share project design
- **Spring/Summer 2026:** Bid /Award process
- **Fall 2026:** Anticipated construction start



**Thank you!**

Provide your feedback on the proposed improvements

Email: [visionzero@lacity.org](mailto:visionzero@lacity.org)

Project website: <https://ladotlivablestreets.org/projects/pico>