

<p>FTIP ID# <i>(required)</i> LA25NOM116</p>
<p>TCWG Consideration Date</p>
<p>Project Description <i>(clearly describe project)</i></p> <p>The proposed safety improvements span 12th Street, Flower Street, and Washington Boulevard, focusing on reconfiguring traffic flow, enhancing pedestrian safety, and reducing train-vehicle conflicts. The Project improvements will exist only during the LA28 Games, along 12th Street, Flower Street, and Washington Boulevard and will enhance safety and accessibility for pedestrians in an area with high collision rates and aging infrastructure. The Project will address non-motorized access for nearby event centers, employment hubs, and schools (e.g., LATTTC, Santee High School, and San Pedro Street Elementary School) by upgrading existing roadway infrastructure and installing safety measures to reduce conflicts between vehicles, pedestrians, and other modes that share this ROW. The Project includes operational improvements that would resolve vehicular and pedestrian collision issues.</p> <p>Along 12th Street (between Figueroa and Flower Streets), the roadway will be reduced to a single, one-way, eastbound right-turn-only lane, supported by concrete barriers, bollards or gates, upgraded traffic signals, high-visibility crosswalks, and ADA-compliant curb ramps.</p> <p>Moving to Flower Street, updates include installing new roadway lighting beneath the I-10 bridge decks, upgrading the Washington Boulevard intersection crosswalk to high-visibility, removing its north-side crosswalk, and implementing wayfinding signage to redirect pedestrians. The project proposes light rail transit (LRT) improvements at eight intersections along Flower Street (between Venice Boulevard and Washington Boulevard, and Washington Boulevard (between Maple Avenue and Hooper Avenue). This improvement will allow for the prioritization of LRT vehicles by providing additional green time at the traffic signals for train movements that are traveling along Flower Street and Washington Boulevard. With this improvement, trains will be able to maximize throughout to programmed speeds (33 mph) and increase reliability through intersections.</p> <p>Finally, improvements on Washington Boulevard (between Flower Street and Grand Avenue) will reduce westbound traffic to a single lane—diverting general traffic to northbound Hope Street—and potentially introduce a new gate to minimize conflicts. This section will also feature temporary speed humps, continental-style crosswalk upgrades, new pavement markings at Hope Street, the removal of the pedestrian island at the northeast corner of Flower Street, and supporting bollards and wayfinding signage to seamlessly guide the reconfigured traffic.</p> <p>These changes are temporary to support the transport of LA28 participants and attendees.</p>
<p>Type of Project <i>(use Table 1 on instruction sheet)</i></p> <p>Change to existing regionally significant street</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

County Los Angeles	Narrative Location/Route & Postmiles City of Los Angeles: <ul style="list-style-type: none"> • 12th Street (between Figueroa Street and Grand Avenue) • Flower Street (between 12th Street and Washington Boulevard) • Washington Boulevard (between Flower Street and Grand Avenue) Caltrans Projects – EA#			
Lead Agency: Los Angeles County Metropolitan Transportation Authority (LA Metro)				
Contact Person Ernesto Chaves		Phone# 213-547-4362		Fax# N/A
chavese@metro.net				
Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type (<i>check appropriate box</i>)				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption		<input type="checkbox"/> Section 327 – Non-Categorical Exemption	
Current Programming Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON (Phase 1&2)
Start	12/01/2025	08/01/2026	N/A	04/29/2027
End	07/31/2026	12/31/2026	N/A	03/31/2028

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Project was developed to address several safety and transportation needs in the area, including the following.

- The area near Washington Boulevard/Flower Street accounts for a disproportionate number of injuries and fatalities in the city of Los Angeles. There have been 662 collisions (30% involving pedestrians) resulting in five fatalities and 1,086 injuries between 2011 and 2021. Additionally, incidents at crossings along the Metro A Line alignment in this area represented 23% of all incidents along the line. Incidents near the Pico Station had the second-highest number of collisions along Flower Street, with 14 total collisions occurring between 2012 and 2022 (UC Berkeley and SafeTREC 2023).
- Metro A and E Lines are vital transit routes serving Los Angeles County, and therefore have priority to maintain high-quality and reliable service. With 113,750 combined average weekday boardings in 2024, the Metro A and E Lines are Metro's two longest and highest-ridership lines (Metro 2024). The Metro A and E Lines experience a 52% to 66% decrease in speeds at the Washington/Flower intersection and inconsistent service reliability as they operate at-grade in the Washington Boulevard/Flower Street area. With high vehicle traffic, pedestrian, and bicycle activities in downtown Los Angeles, trains have been observed waiting at intersections through multiple signal cycles, resulting in delays for both lines. Simplifying movements and reducing conflict points will better manage operations.
- The purpose of the Project is to address the operational constraints of the Metro A and E Lines, as well as improve safety in the Washington Boulevard/Flower Street area during LA28. It is intended to create safe and reliable transit connections, improve safety, and reduce train, vehicular, pedestrian, and bicycle conflicts in this downtown Los Angeles corridor.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Los Angeles Trade Technical College, Los Angeles Convention Center, Downtown Los Angeles industrial

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
EXISTING CONDITIONS				
#	Intersection	Timing Plan	Delay	LOS
1a	South Flower Street & West Olympic Boulevard	AM	17.2	B
		PM	32.7	C
2a	Flower Street & 11 th Street	AM	11.7	B
		PM	12.5	B
3a	South Hope Street & West 11th Street	AM	27.5	C
		PM	24.3	C
4a	South Flower Street & West 12th Street	AM	14.9	B
		PM	13.3	B
5a	South Hope Street & West 12th Street	AM	26.6	C
		PM	34.9	C
6a	South Flower Street & Pico Boulevard	AM	25.6	C
		PM	44.7	D
7a	South Hope Street & West Pico Boulevard	AM	31.3	C
		PM	32.7	C
8b	Olive Street & Washington Boulevard	AM	27.8	C
		PM	24.4	C
9b	Olive Street & 18 th Street	AM	21.8	C
		PM	22.6	C
10b	Olive Street & 17 th Street	AM	33.1	C
		PM	31.0	C
11b	I-110 NB Off-Ramp/I-10 WB Off-Ramp/LA Live Way & Bond Street/Convention Center Drive	AM	3.6	A
		PM	2.8	A
12b	Los Angeles Street & I-10 WB Off-Ramp/17 th Street	AM	17.0	B
		PM	19.0	B
13b	Grand Avenue & 17 th Street/I-10 WB On-Ramp	AM	25.0	C
		PM	31.1	C
14b	Maple Avenue & 18 th Street/I-10 EB Off-Ramp	AM	17.8	B
		PM	12.9	B
15b	Maple Avenue & Washington Avenue	AM	27.8	C
		PM	26.1	C
16b	Flower Street & Venice Boulevard	AM	25.6	C
		PM	27.4	C
17b	Grand Avenue & 23 rd Street	AM	13.7	B
		PM	12.4	B
18b	Flower Street & 23 rd Street	AM	43.4	D
		PM	26.3	C
19b	Figueroa Street & Adams Boulevard	AM	45.0	D
		PM	44.8	D

Study A: Metro Light Rail Pico Station and Washington/Flower Improvements Project: 12th Street & Flower Street Road Closure Operation Analysis

Study B: MCP Phase 2: Washington/Flower -Traffic Operations Analysis Report

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
FUTURE (2028) PLUS PROJECT				
#	Intersection	Timing Plan	Delay	LOS
1a	South Flower Street & West Olympic Boulevard	AM	17.0	B
		PM	33.1	C
2a	Flower Street & 11 th Street	AM	11.9	B
		PM	12.4	B
3a	South Hope Street & West 11th Street	AM	27.4	C
		PM	23.9	C
4a	South Flower Street & West 12th Street	AM	13.1	B
		PM	11.1	B
5a	South Hope Street & West 12th Street	AM	27.3	C
		PM	37.2	D
6a	South Flower Street & Pico Boulevard	AM	25.6	C
		PM	46.0	D
7a	South Hope Street & West Pico Boulevard	AM	31.3	C
		PM	33.0	C
8b	Olive Street & Washington Boulevard	AM	33.1	C
		PM	28.8	C
9b	Olive Street & 18 th Street	AM	21.9	C
		PM	22.6	C
10b	Olive Street & 17 th Street	AM	34.5	C
		PM	32.8	C
11b	I-110 NB Off-Ramp/I-10 WB Off-Ramp/LA Live Way & Bond Street/Convention Center Drive	AM	5.2	A
		PM	2.9	A
12b	Los Angeles Street & I-10 WB Off-Ramp/17 th Street	AM	17.4	B
		PM	19.8	B
13b	Grand Avenue & 17 th Street/I-10 WB On-Ramp	AM	26.0	C
		PM	38.2	D
14b	Maple Avenue & 18 th Street/I-10 EB Off-Ramp	AM	18.2	B
		PM	13.5	B
15b	Maple Avenue & Washington Avenue	AM	30.3	C
		PM	27.5	C
16b	Flower Street & Venice Boulevard	AM	28.2	C
		PM	33.7	C
17b	Grand Avenue & 23 rd Street	AM	17.5	B
		PM	13.6	B
18b	Flower Street & 23 rd Street	AM	63.8	E
		PM	36.5	D
19b	Figueroa Street & Adams Boulevard	AM	54.5	D
		PM	49.7	D

Study A: Metro Light Rail Pico Station and Washington/Flower Improvements Project: 12th Street & Flower Street Road Closure Operation Analysis

Study B: MCP Phase 2: Washington/Flower -Traffic Operations Analysis Report

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p>
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) The traffic study shows that no substantive operational deficiencies are anticipated with the rerouted traffic from the reconfiguration of the 12th St and Flower St intersection, and the rerouting of westbound Washington Blvd traffic to northbound Hope St. Only two intersections (South Hope St/West 12th St and Flower St/23rd St) resulted in an LOS lower than baseline. South Hope St/West 12th St in the PM period went from an LOS C to LOS D. Flower St/23rd St in the AM went from LOS D to LOS E and in the PM went from LOS C to LOS D.</p>
<p>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>) Please see attached Traffic Operations Analysis for this project in PDF form.</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation