

DOWNTOWN STREET STANDARDS

CITY OF LOS ANGELES



Adopted by City Council
April 24, 2009

ACKNOWLEDGMENTS

CITY COUNCIL DISTRICTS

Jan Perry, Council District 9
Jose Huizar, Council District 14
Ed P. Reyes, Council District 1

CITY PLANNING COMMISSION

William Roschen, President
Regina M. Freer, Vice President
Sean O. Burton
Diego Cardoso
Robin R. Hughes
Fr. Spencer T. Kezios
Cindy Montañez
Michael K. Woo

CRA/LA BOARD OF COMMISSIONERS

William H. Jackson, Chairman
Bruce D. Ackerman, Vice Chairman
Joan Ling, Treasurer
Madeline Janis
David Sickler
Alejandro Ortiz

DEPARTMENTS

Community Redevelopment Agency
City Planning/Urban Design Studio
Transportation
Public Works
 Bureau of Engineering
 Bureau of Street Services
 Bureau of Street Lighting

CONSULTANTS

Patricia Smith, ASLA, AICP and
Allyn D. Rifkin, PE, PTOE

AD HOC DOWNTOWN STREET STANDARDS COMMITTEE

Urban Design Studio, Department of City Planning
Emily J. Gabel-Luddy, FASLA Chief Urban Designer
Simon Pastucha, Principal Urban Designer

Community Redevelopment Agency

Lillian Burkenheim, Project Manager, Downtown
Karen Yamamoto, Senior Planner, Downtown

Department of Transportation

Jay Kim, Principal Transportation Engineer
Tomas Carranza, Senior Transportation Engineer
Christopher Hy, Transportation Engineering Associate III

Bureau of Engineering

Clark Robins, Deputy City Engineer
Lemuel Paco, Principal City Engineer

Community Planning

Marianne Askew, Planning Assistant
Nicholas Maricich, City Planning Associate
Patricia Diefenderfer, City Planner

Adopted by Planning Commission
January 8, 2009

Accepted by CRA/LA Board of Commissioners
May 21, 2009

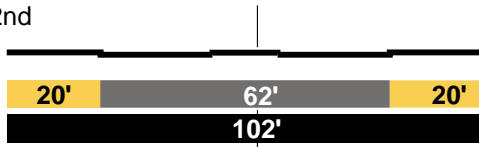
TABLE OF CONTENTS

FINAL STREET DESIGNATION CROSS SECTIONS	1
DETAILED RECOMMENDATIONS	14

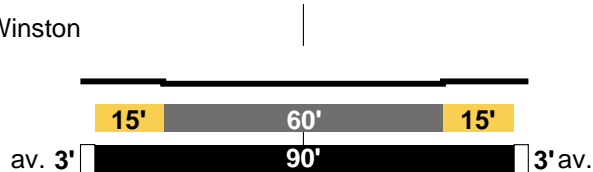
DOWNTOWN STREET DESIGNATIONS: NORTH - SOUTH STREETS

LOS ANGELES STREET Modified 2-Way Secondary Looking north

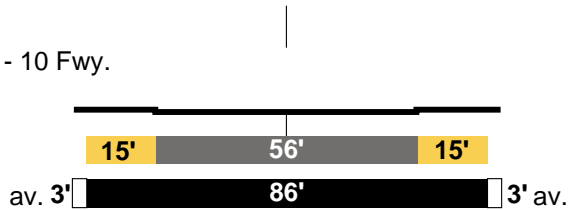
Temple - 2nd



2nd - Winston

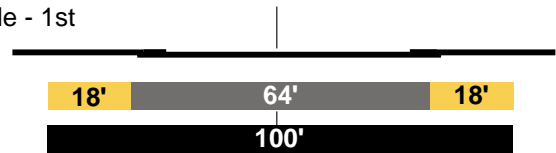


Winston - 10 Fwy.

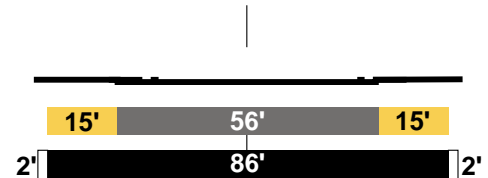


MAIN STREET Modified 1-Way Secondary Temple - 9th Looking north Modified 2-Way Secondary 9th - Olympic Modified 2-Way Major Class II Olympic - Venice

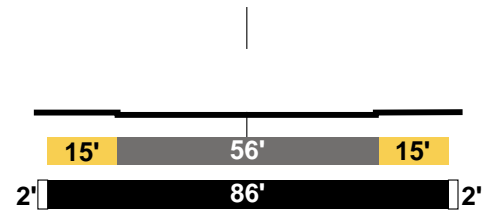
Temple - 1st



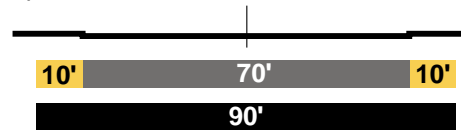
1st - 5th



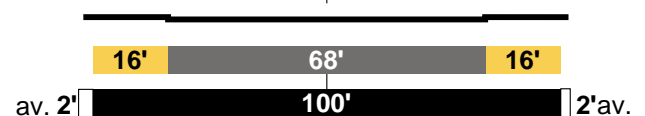
5th - 9th



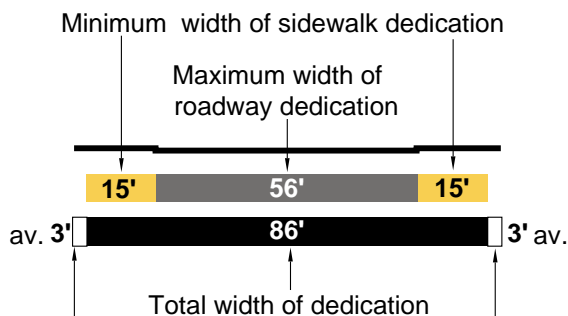
9th - Olympic



Olympic - 10 Fwy



LEGEND - All Cross Sections

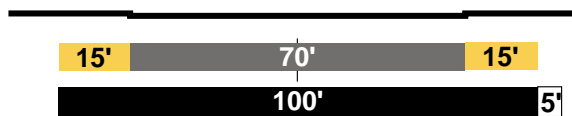


Width of required sidewalk easement
av. = average easement, which may range from 0' to 3 times the average, provided that the total area of the easement divided by the linear frontage of the property equals the required average easement.

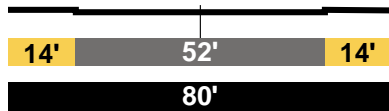
SPRING STREET Modified 1-Way Secondary

Looking north

Temple - 1st



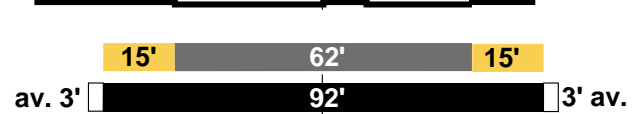
1st - 9th



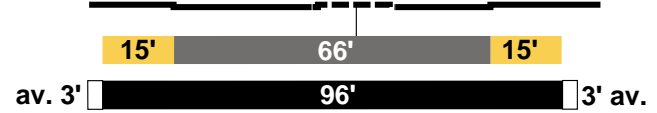
HILL STREET Modified 2-Way Secondary

Looking north

101 Fwy - 1st



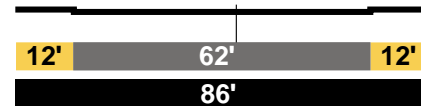
1st - 3rd



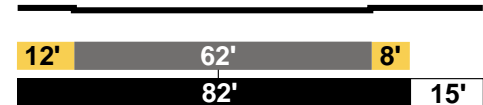
3rd - 4th



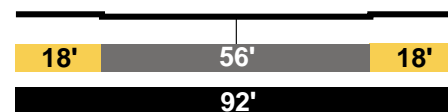
4th - 5th



5th - 6th



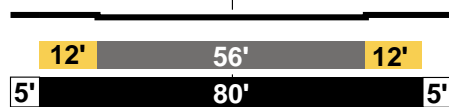
6th - 10 Fwy



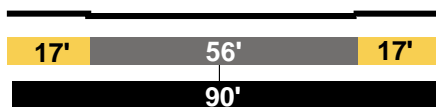
BROADWAY Modified 2-Way Secondary

Looking north

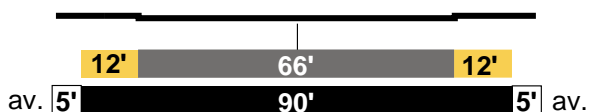
Temple - Olympic



Olympic - Pico



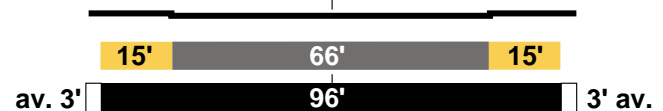
Pico - 10 Fwy



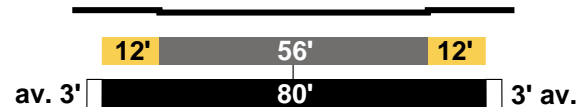
OLIVE STREET Modified Secondary

Looking north 2-way 1st - 4th; 1-Way 4th - Venice

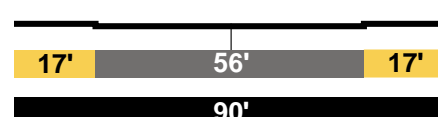
1st - 4th



4th - 7th

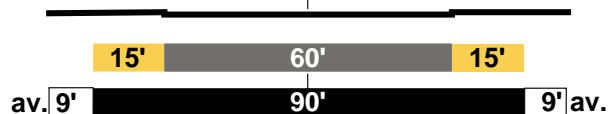


7th - 10 Fwy

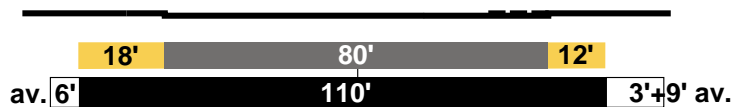


GRAND AVENUE Modified Major Class II
Looking north **2-way 1st -5th; 1-Way 5th - Venice**

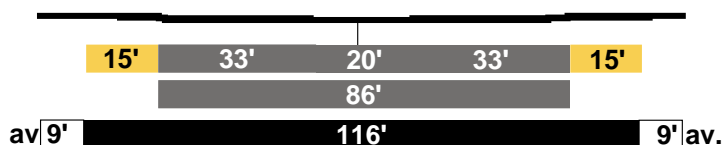
101 Fwy - Temple



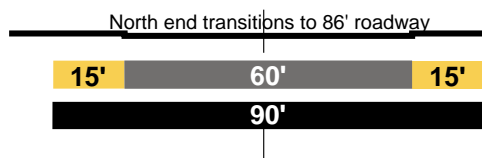
Temple - 2nd



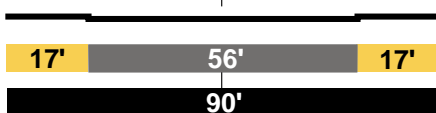
2nd - 4th



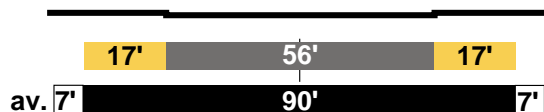
4th - 5th



5th - 7th

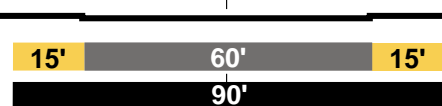


7th - 10 Fwy.



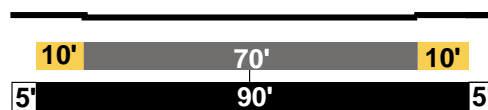
HOPE STREET Modified 2-Way Secondary
Looking north

Temple - 1st

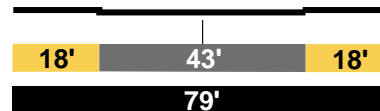


1st - GTK Way - varies - no change from existing

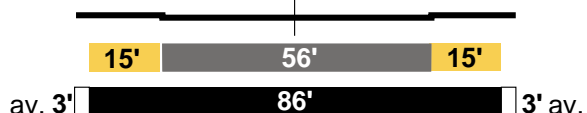
GTK Way - Hope Pl.



Library - 6th



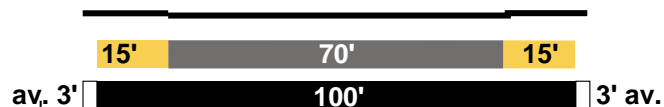
6th - Venice



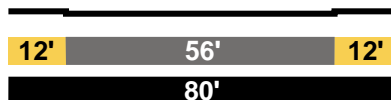
FLOWER STREET Modified 2-Way Local 2nd-3rd
Modified 2-Way Secondary 3rd-4th
Modified 1-Way Secondary south of 3rd

Looking north

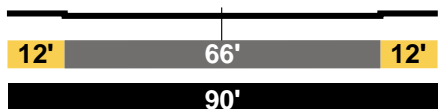
3rd - 6th



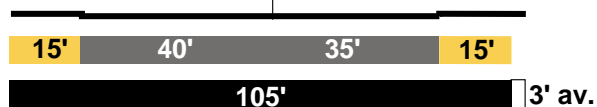
6th - 7th



7th - 11th



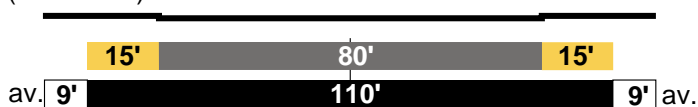
11th-10 Fwy



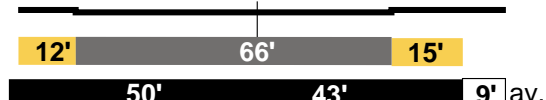
FIGUEROA STREET Modified Major Class II:
2-Way north of 3rd
2-Way south of Olympic
1-Way 3rd-Olympic

Looking north

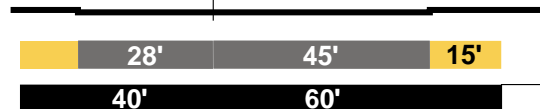
101 Fwy. - Olympic except Wilshire - 7th & at the Pantry
(see below):



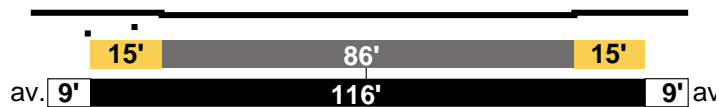
Wilshire - 7th:



9th - Olympic at the Pantry:



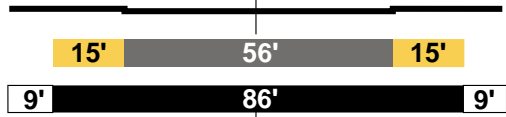
Olympic - 10 Fwy.



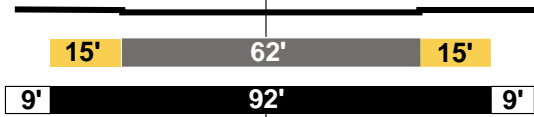
DOWNTOWN STREET DESIGNATIONS: EAST - WEST STREETS

TEMPLE STREET Modified 2-Way Major Class II Looking west

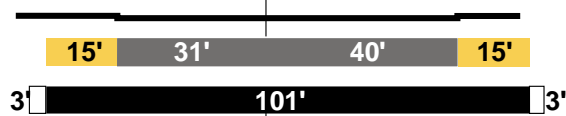
Figueroa - Broadway



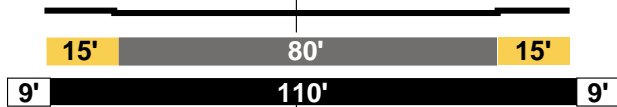
Broadway - San Pedro



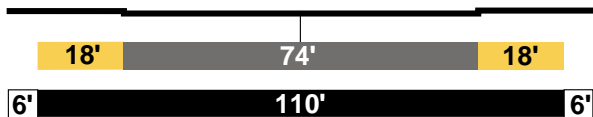
San Pedro - Alameda



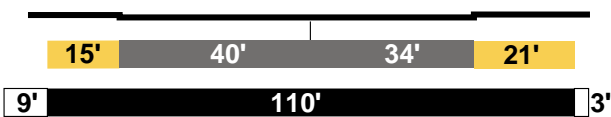
Figueroa - Hill



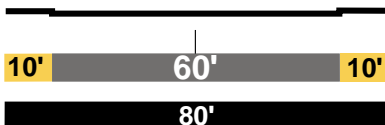
Hill - Main



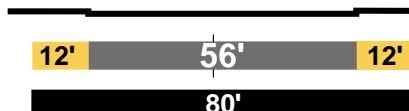
Main - San Pedro



San Pedro - Central

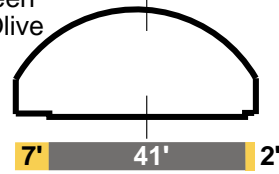


Central - Alameda



2ND STREET Modified 2-Way Secondary west of San Pedro Looking west Modified Collector east of San Pedro

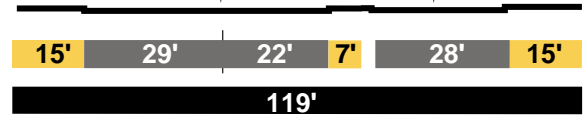
Tunnel between
Figueroa & Olive



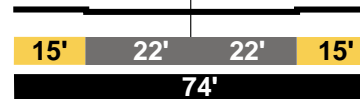
East end of tunnel - Hill

To/from tunnel

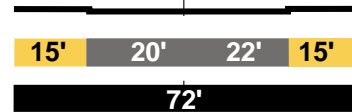
Upper 2nd St.



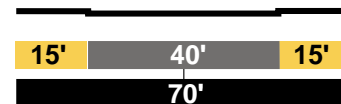
Hill - Los Angeles



Los Angeles - San Pedro



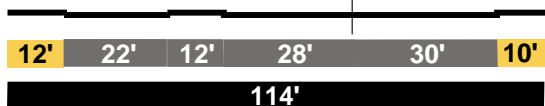
San Pedro - Alameda



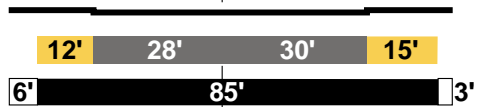
3RD STREET Modified 1-Way Secondary

Looking west

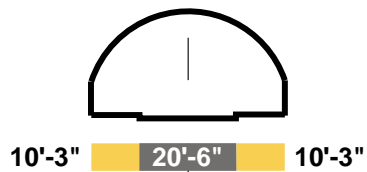
Figueroa - Flower



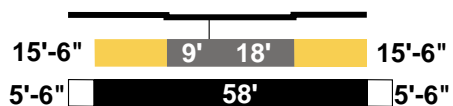
Flower - tunnel



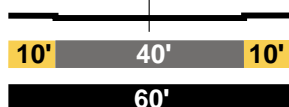
tunnel



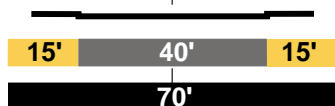
tunnel - Hill



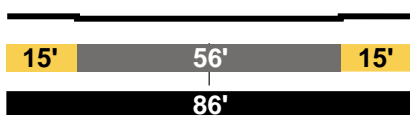
Hill - Spring



Spring - Los Angeles



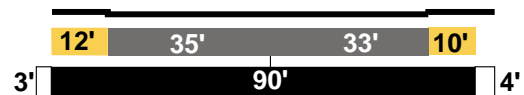
Los Angeles - Alameda



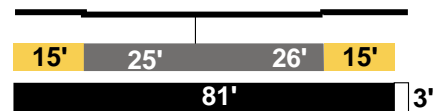
4TH STREET Modified 1-Way Secondary

Looking west

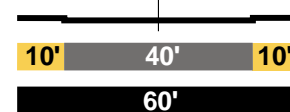
Grand - Olive



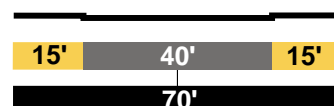
Olive - Hill



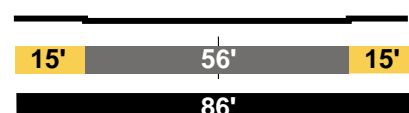
Hill - Main



Main - Los Angeles

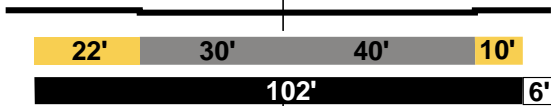


Los Angeles - Central

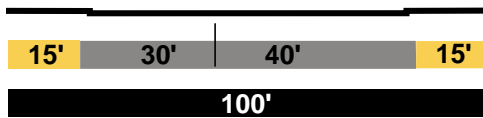


5TH STREET Modified 1-Way Secondary Looking west

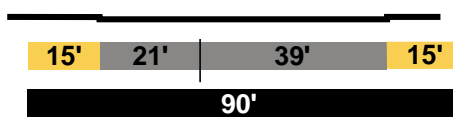
110 Fwy - Figueroa



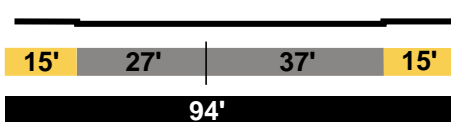
Figueroa - Flower



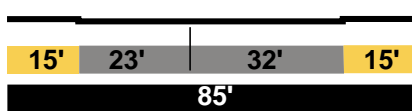
Flower - Grand



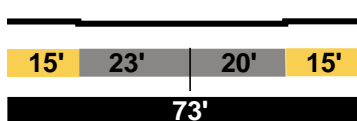
Grand - Olive



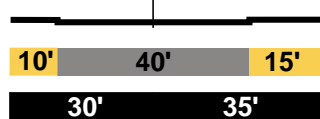
Olive - midblock Olive/Hill



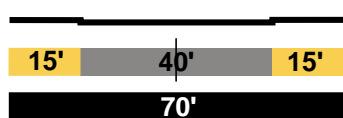
midblock Olive/Hill - Hill



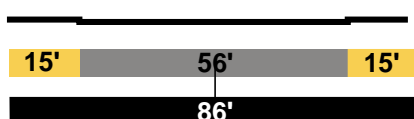
Hill - Main



Main - Los Angeles

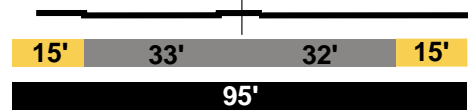


Los Angeles - San Pedro

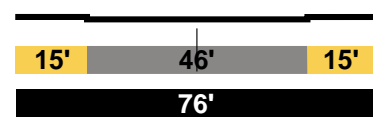


6TH STREET Modified 1-Way Secondary Looking west

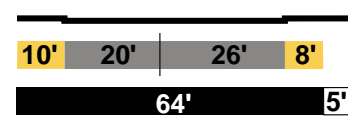
110 Fwy - Flower



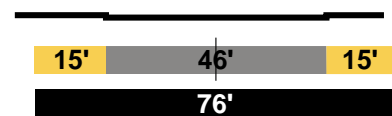
Flower - Olive



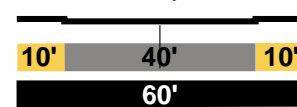
Olive - Hill



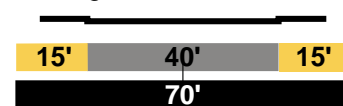
Hill - alley bet. Hill/Broadway



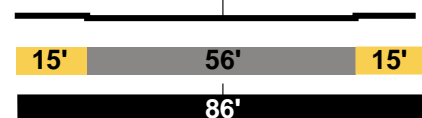
alley bet. Hill/Broadway - Main



Main - Los Angeles

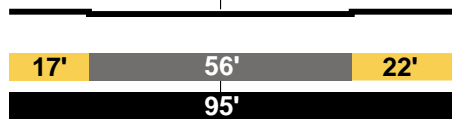


Los Angeles - San Pedro

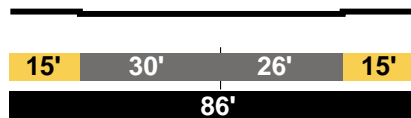
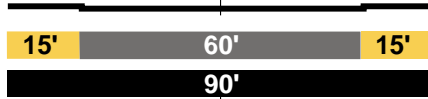


WILSHIRE BOULEVARD Modified 2-Way Major Class II
Looking west
west of Figueroa; Modified
Secondary 2-Way east of Figueroa

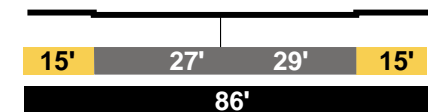
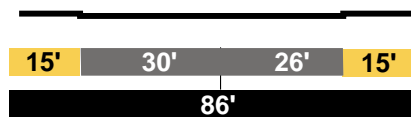
110 Fwy - Figueroa



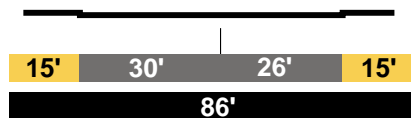
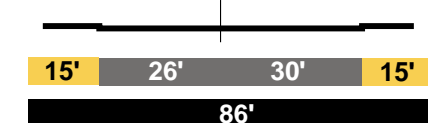
Figueroa - Flower



Flower - Hope

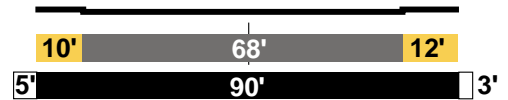


Hope - Grand

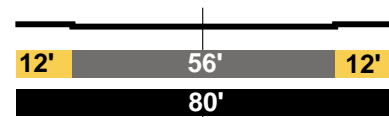


7TH STREET Modified 2-Way Secondary
Looking west

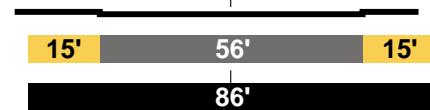
110 Fwy - Figueroa



Figueroa - 100' east of Los Angeles



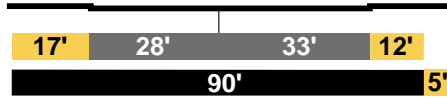
100' east of Los Angeles - San Pedro



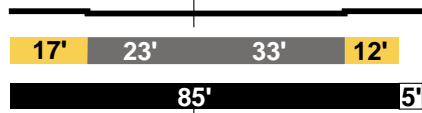
8TH STREET Modified 1-Way Secondary

Looking west

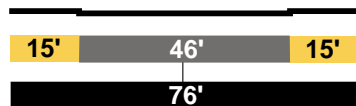
110 Fwy - Figueroa



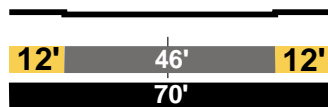
Figueroa - Olive



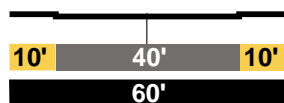
Olive - Hill



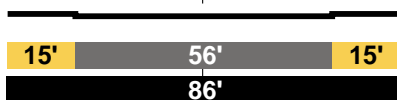
Hill - Broadway



Broadway - Main



Main - San Pedro



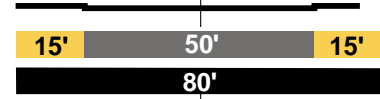
JAMES M. WOOD/

9TH STREET

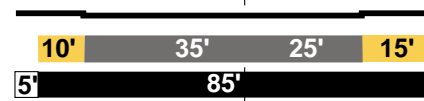
Modified 1-Way Secondary

Looking west

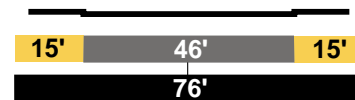
110 Fwy - Figueroa



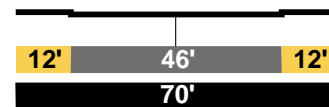
Figueroa - Olive



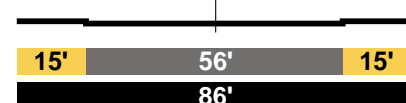
Olive - Hill



Hill - Main



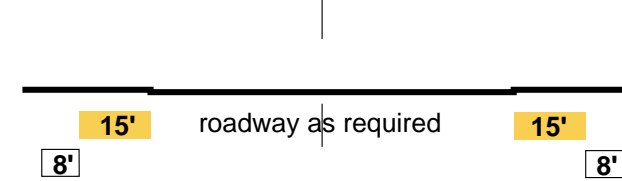
Main - San Pedro



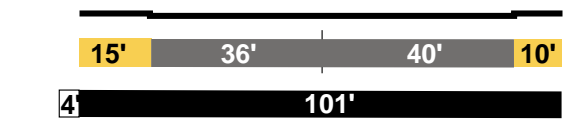
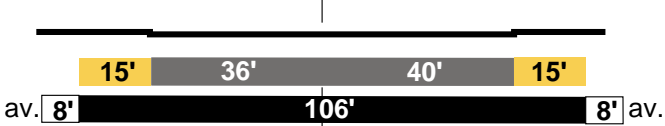
OLYMPIC BLVD. Modified 2-Way Major Class II

Looking west

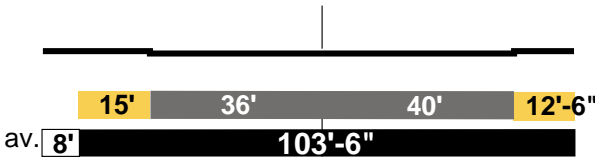
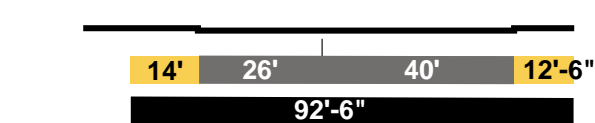
110 Fwy - Flower



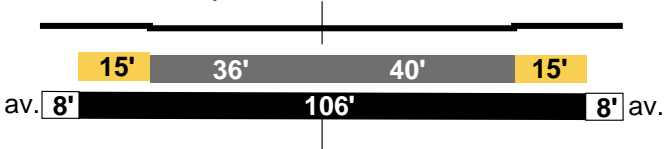
Flower - Hope



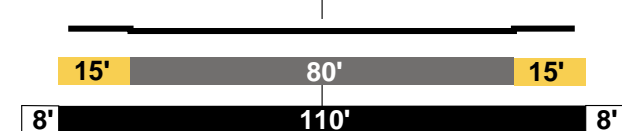
Hope - Grand



Grand - Broadway



Broadway - Maple



Maple - San Julian



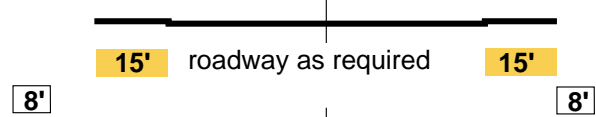
CHICK HERN COURT/

11TH STREET Modified Collector - 2-way west of Figueroa

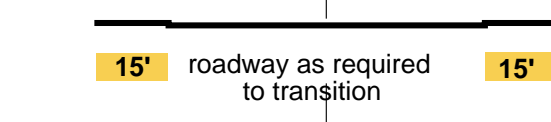
Looking west

1-way east of Figueroa

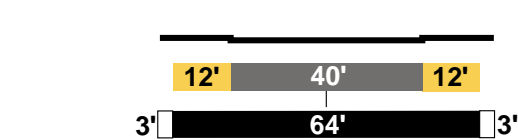
110 Fwy - Figueroa



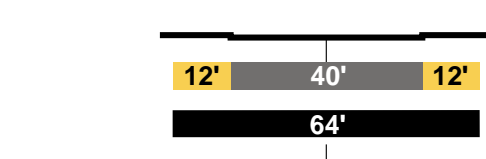
Figueroa - Flower



Flower - Hill

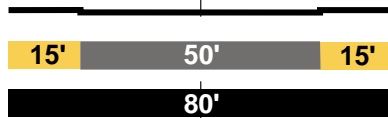


Hill - San Pedro

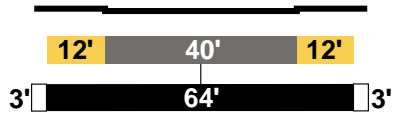


**12TH STREET Modified Collector - 1-way west of Wall
Looking west**
2-way east of Wall

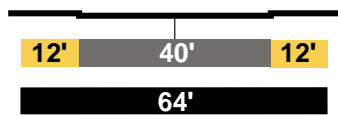
Figueroa - Flower



Flower - Main

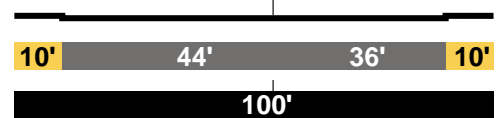


Main - San Pedro

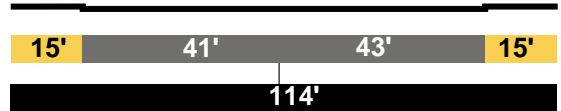


**PICO BOULEVARD Modified 2-Way Secondary
Looking west**

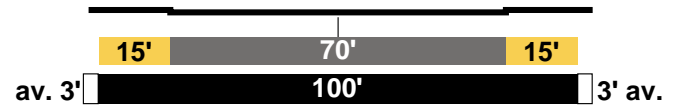
110 Fwy - Figueroa



Figueroa -alley bet. Fig/Flower



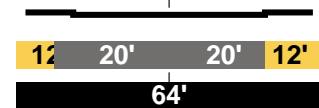
alley bet. Fig/Flower - Broadway



Broadway - Main

As required to transition.

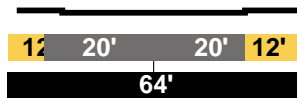
Main - San Pedro



14TH STREET Modified 2-Way Local

Looking west

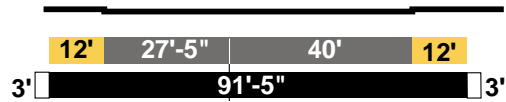
Grand - Maple



VENICE BOULEVARD / 16TH STREET Modified 2-Way Secondary

Looking west

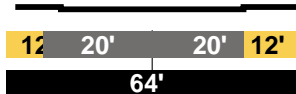
110 Fwy - Figueroa at the intersection w/Figueroa



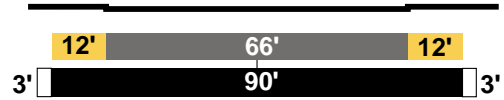
15TH STREET Modified 2-Way Collector

Looking west

Grand - Maple

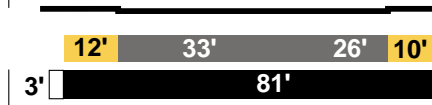


Figueroa - Hope except alley bet. Flower & Hope - Hope

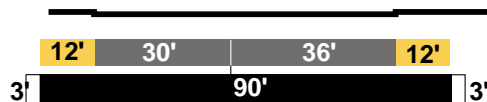


alley bet. Flower & Hope - Hope (at Venice Hope Park)

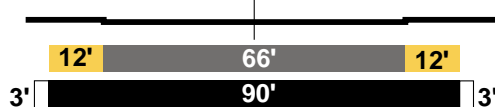
No parking lane



Hope - Grand



Grand - San Pedro



DETAILED RECOMMENDATIONS

Ad Hoc Downtown Street Standards Committee

BACKGROUND

The Ad Hoc Downtown Streets Standards Committee was convened in response to a series of Council Motions (CF-05-1514 and CF-06-0547) which address the need and desire to revise the Downtown Street Standards. The Ad Hoc Street Standards Committee initially met on July 13, 2006 and, in the ensuing months, has: reviewed the draft Downtown Design Guidelines with various stakeholders; inventoried the Downtown streets and adjacent development; and drafted a block by block recommendation for revised street standards. The following agencies are included in the Downtown Ad Hoc Street Standards Committee: the Departments of Transportation, City Planning and Public Works; the Community Redevelopment Agency of Los Angeles (CRA/LA); the Los Angeles Metropolitan Transportation Authority (Metro) and staff of Council Districts 9 and 14.

PURPOSE

Street dedications and roadway widenings have been contentious issues for developers in Downtown Los Angeles, especially as they relate to the desire for wider sidewalks and the impact to development in the historical core, where significant landmarks block the implementation of currently set citywide standards for wider roadways. The Downtown Street Standards will update the Central City Community Plan street designations based on a more comprehensive street hierarchy that balances traffic flow with other equally important functions of the street, including: pedestrian needs, public transit routes and stops, bicycle routes, historic districts with fixed building street walls, the public face and transitional “front yard” of businesses, pedestrian environments and linear open space considerations.

The new Downtown Street Standards establish definitive future curb lines and property lines for all Downtown streets, and, in some locations, additional required average sidewalk easements. In combination with the Downtown Design Guide, the Downtown Street Standards will provide certainty for developers and their architects as to the building street wall location and required roadway improvements. It will also provide certainty for building, business and homeowners that the character of their street on which their investments are located will not be diminished by unanticipated future sidewalk narrowing.

The Downtown Street Standards consist of a series of street cross sections which are specific to each street or street segment, including one-way pair standards, rather than a single cross section for all Major Highways Class II, a single cross section for all Secondary Highways, and a single cross section for all Collectors as currently exists. This work effort is consistent with the current practice among transportation planners to design for “complete streets” that are “context sensitive” and promote sustainable development for a revitalized Downtown.

NEXT STEPS

The Downtown Design Guide may be viewed at the following website posted by the Department of City Planning Urban Design Studio: <http://www.urbandesignla.com>.

Department of Transportation staff is working with the following consultants to complete a draft proposal and environmental assessment for the street standards: Patricia Smith, ASLA, AICP; Allyn D. Rifkin, PE, PTOE, Michael Meyer, Iteris, Inc.; and Abe Lieder, Rincon Consultants, Inc. These draft recommendations will be presented for review and comment to a number of downtown stakeholder groups, including the Central City Association, the Downtown Neighborhood Councils and Downtown Business Improvement Districts.

The following approvals are anticipated for the project adoption:

- Street Standards Committee (Directors of DOT, Bureau of Engineering, and City Planning) – Approval of Revised Standards
- CRA Board of Commissioners – Adoption of the Downtown Design Guidelines
- City Planning Commissioners – Amendments to the Downtown Community Plan and Zoning Code
- Board of Public Works – Amendments to street dedication requirements

With final approval, the Bureau of Engineering will add a layer to its Navigate LA website to inform all developers of the future block-by-block requirements for streets and sidewalk widths.

ASSUMPTIONS

Lane Capacity. Lane capacity assumptions for planning purposes are as follows:

850/lane	one-way
750/lane	two-way with continuous center turn lane or left turns/median & parking
700/lane	two-way with left turns at intersections (from parking) & parking

Buses. Metro does not have plans for specified transit street or streets through Downtown. Current Metro and Foothill Transit bus routes are distributed throughout Downtown, although there is a higher concentration on several 2-way streets (Broadway and Hill). All streets need to be bus ready, that is, with adequate sidewalk width for pedestrians, typically 15 feet minimum and more where there are higher concentrations of pedestrians.

Bicycles. The Draft Downtown Street Standards recommend 2 north-south and 3 east-west streets for future striping with Class II Bicycle Lanes and one additional north-south street for designation as bicycle route.

CRITERIA

Note: these are general rules and there are always exceptions to general rules.

1. Consistent roadway width / striping by street segment (typically by district), i.e., Civic Center / Bunker Hill / Historic Core-Financial District (south of 1st except Bunker Hill) / South Park (south of Olympic), unless there is an overriding need, e.g, Figueroa St. to provide freeway access.
2. Intersection flares only at Major to Major intersections.
3. Striping to preserve on-street parking with left turns at the intersections, except where continuous turn lane is needed due to significant mid-block turn movements.
4. Accept slower speed (35 mph or less) lane widths as appropriate for most Downtown streets.

	<u>35 mph or less</u>	<u>More than 35 mph</u>	<u>Existing Minimums</u>
Curb Lanes	12'	13'	10'
Traffic Lanes	10'	11'	9-10'

5. Sidewalk widths vary based on street width and traffic adjacency as well as land use. Minimum sidewalks from ROW should be as follows; where additional width is required for retail street, setbacks will be required (established by Building Lines or by the Downtown Design Guidelines). Where raised medians are provided on a Major, narrower sidewalks may be acceptable.

	<u>Secondary</u>	<u>Major</u>	<u>Existing Mins.</u>
Curbside parking 24/7:			
Curb extensions			
(Corner & midblock)	12'	15'	NA
No curb extensions	15'	18'	10'
Curbside traffic lane	17'	20'	10'*

* Too narrow if buses in curb lane.

5. Standards works both ways, e.g., if new street standard is one-way secondary and roadway is currently wider than the standard, roadway narrowing should be triggered by the same actions that trigger roadway widenings, e.g., discretionary approvals, or roadway should be narrowed by a capital improvement project.
6. Curb extensions at all mid-block crossing where there are parking-only curb lanes.

7. Curb extensions at all corners on streets with parking-only curb lanes where: 1) no turn is permitted, e.g., against flow on one-way streets or 2) turn volumes are low.
8. Curb radii – 25' standard.
9. Maximize curb-side parking – convert red curb to parking where appropriate.
10. Allow peak-period curbside parking where curb lane is at least 18' wide.
11. Bus stop curb extensions on far-side, transit-priority streets with parking-only curb lanes.
12. No bus pull-outs.
13. Preserve adequate lot depths to accommodate quality development – in some locations dedications have resulted in parcels that are too shallow to accommodate well-designed development projects.

RECOMMENDED STANDARDS AS ILLUSTRATED BY CROSS SECTIONS

The recommended Downtown Street Standards are modifications of the existing street designations and apply to the Downtown street segments illustrated in the attached cross sections.

The primary distinction among the three street designations that occur Downtown is in number of traffic lanes:

Major Class II	4 full-time traffic lanes (2 in each direction for a two-way street; 4 in one direction for a one-way street) and 2 additional peak-period traffic lanes that displace off-peak parking.
Secondary	4 full-time traffic lanes (2 in each direction for a two-way street; 4 in one direction for a one-way street) and full-time parking lanes.
Collector	2 full-time traffic lanes (1 in each direction for a two-way street; 2 in one direction for a one-way street) and full-time parking lanes.

The Downtown Street Standards are illustrated by a series of cross sections. The cross sections show the typical midblock conditions. Intersections are not shown. This version of the cross sections shows lane striping, so that the traffic impacts of the recommended street standards can be evaluated. The Downtown Street Standards that are ultimately adopted will not show lane striping, since lane striping is not a part of the Street Standards. However, the striping shown represents the Ad Hoc Committee's recommendation to LADOT with respect to the provision of full-time and non-peak hour parking.

For each street, the existing street designation and existing cross sections by segment are shown in the left column. The proposed cross sections for those same segments are shown in the right column. The legend on the following page identifies each element in the cross section diagrams.

The proposed Downtown Street Standard for each street segment includes:

- Width of right-of-way (ROW).
- Width of roadway (curb to curb),
- Width of sidewalk within ROW. The sidewalk width cannot be reduced, that is, the roadway cannot be widened at the expense of the sidewalk.
- Average width of sidewalk easement. In addition to the sidewalk in the ROW, on most street segments an additional sidewalk easement is required. This easement is to be treated as an extension of the sidewalk in the ROW.

These standards will be accompanied by sidewalk improvement standards including:

- Granite or brick edge band.
- Pedestrian-scale street lights.
- Continuous landscaped parkway.

- Large tree well (minimum 100 square feet).
- Small tree well (40 to 100 square feet) with structural soil under entire sidewalk.
- Tree planting in parkway or large tree well
- Tree planting in small tree.
- Irrigation of parkways and tree wells.

The Downtown Design Guide specifies locations or conditions in which small tree wells with structural soil are permitted. In all other locations continuous landscaped parkways or large trees are required and are to be designed to collect stormwater runoff from the paved walkway.

Property owners are required to maintain all improvements on the adjacent sidewalk and sidewalk easement and may be required to maintain medians and other improvements in the public ROW as a condition of project approval.

CROSS SECTION LEGEND

Current street designation

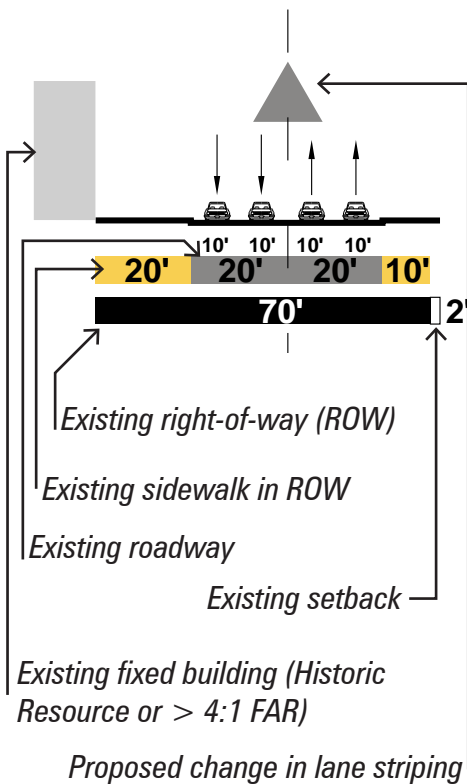
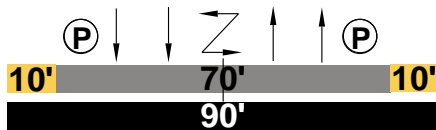
Curbside parking lane

Traffic lane & direction

Continuous left
turn lane

EXISTING

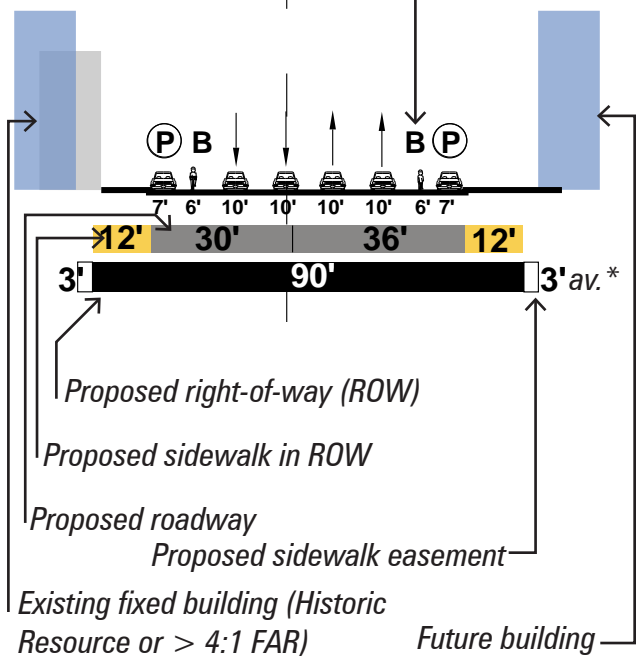
Secondary



PROPOSED

Modified Secondary - Two Way

Class II bicycle lane

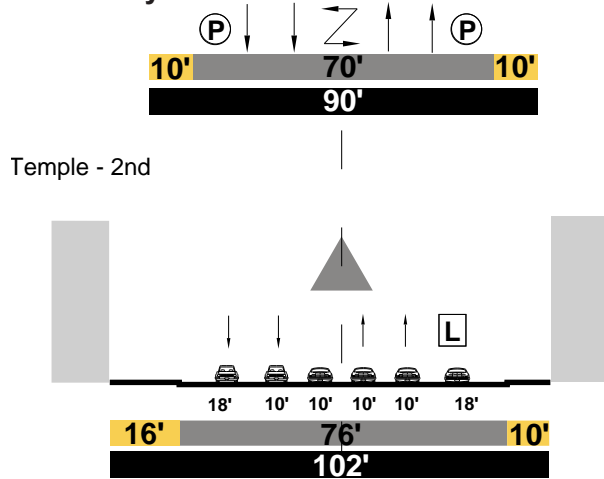


* av. = average; easement may range from 0' to 3 times the average, provided that the total area of the easement divided by the linear frontage of the property equals the required average easement.

NORTH - SOUTH STREETS

LOS ANGELES STREET looking north EXISTING

Secondary



Temple - 2nd

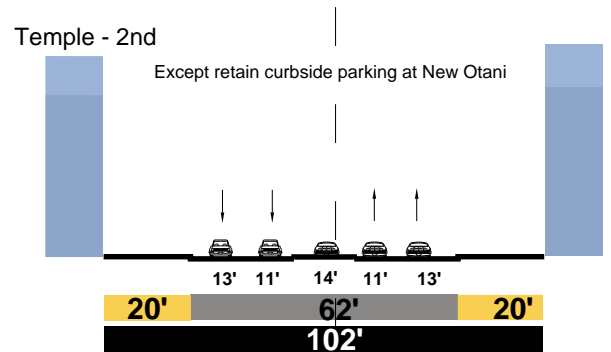
2nd - Winston

Winston - Olympic

Olympic - 10 Fwy

PROPOSED

Modified 2-Way Secondary



Temple - 2nd

2nd - Winston

Winston - 10 Fwy.

av. 3' | 90' | 3' av.

av. 3' | 86' | 3' av.

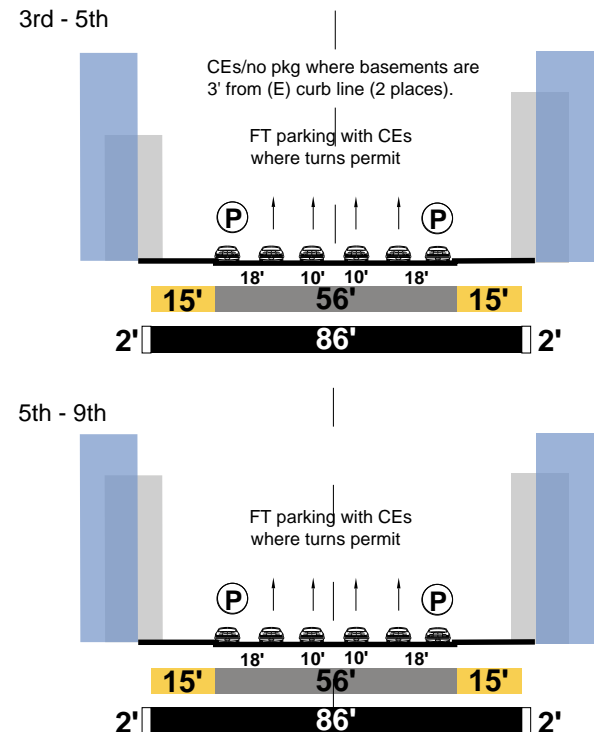
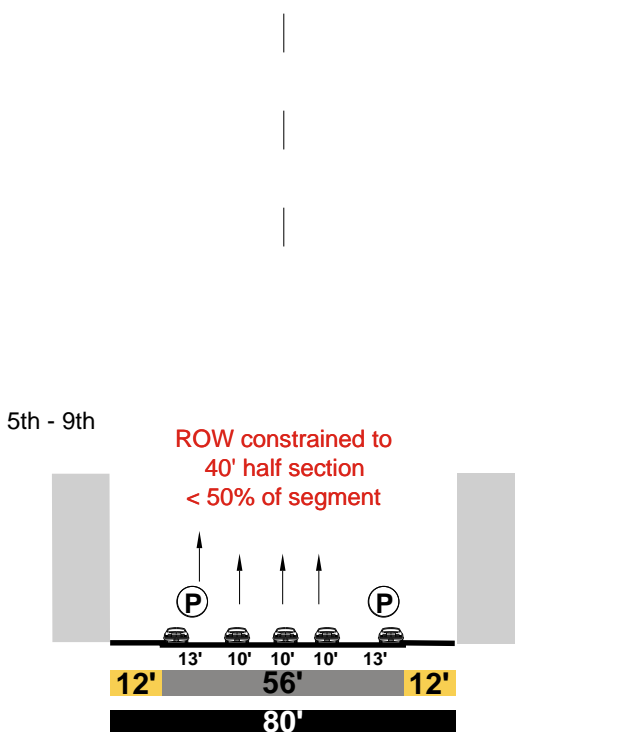
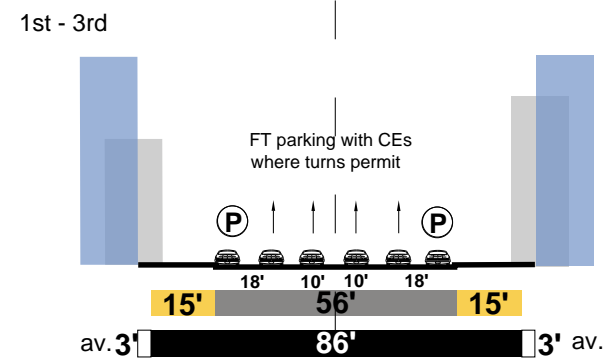
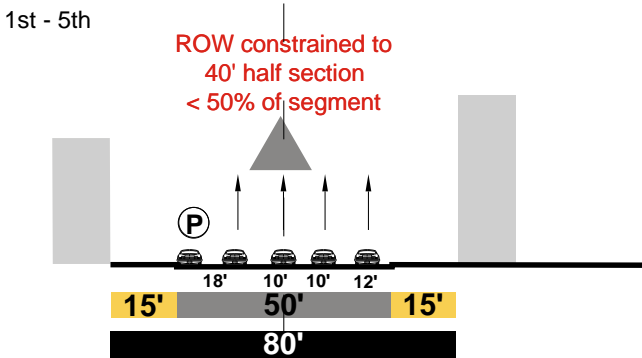
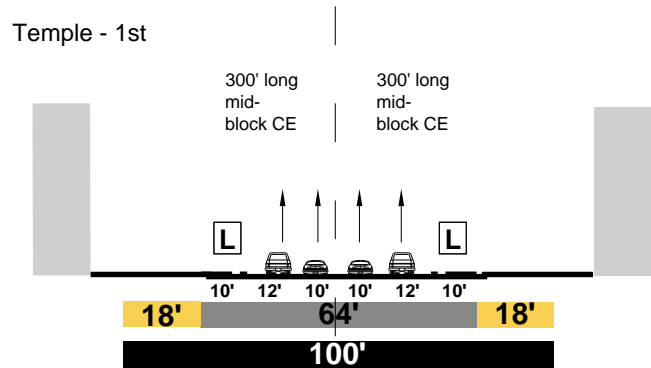
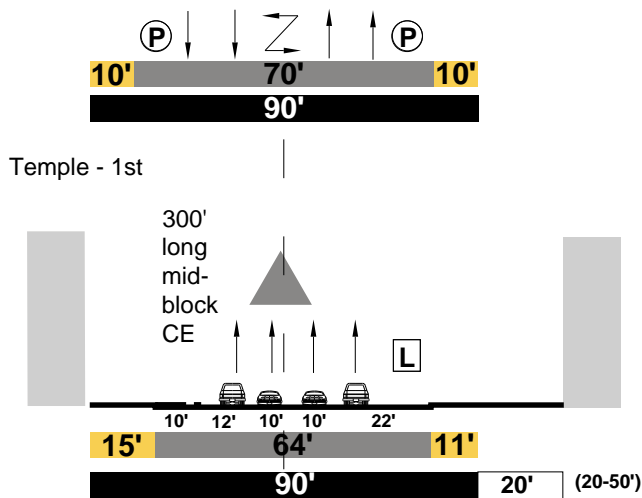
MAIN STREET NORTH OF 9TH STREET looking north

EXISTING

Secondary

PROPOSED

Modified 1-Way Secondary

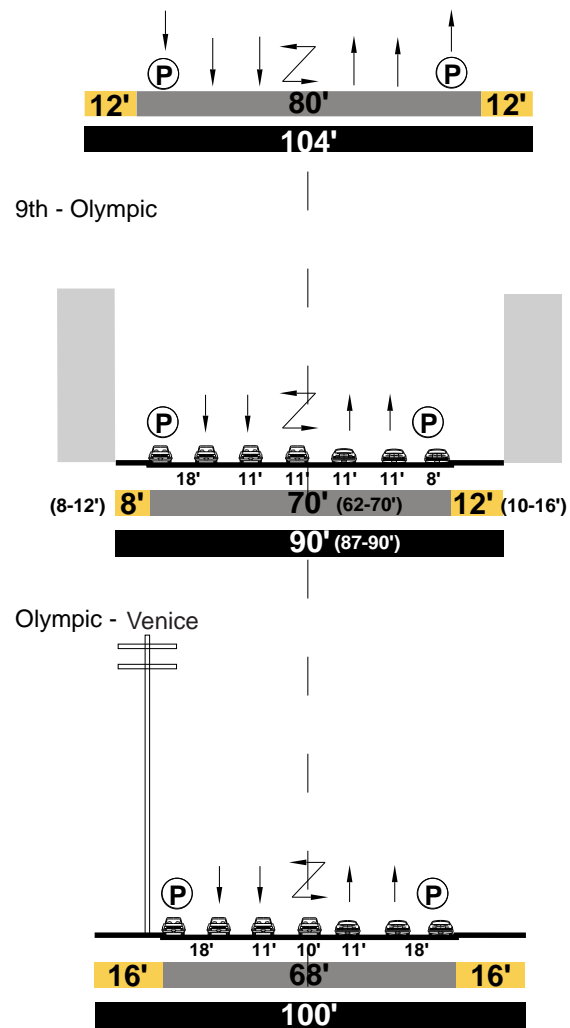


MAIN STREET SOUTH OF 9TH STREET looking north

EXISTING

Secondary 9th - Olympic

Major Class II Olympic - Venice

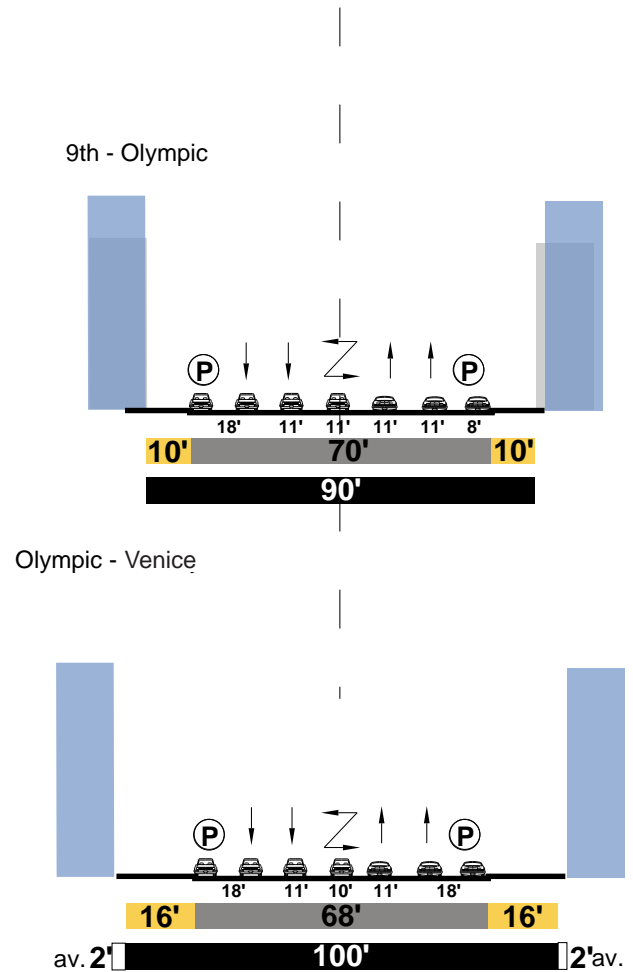


PROPOSED

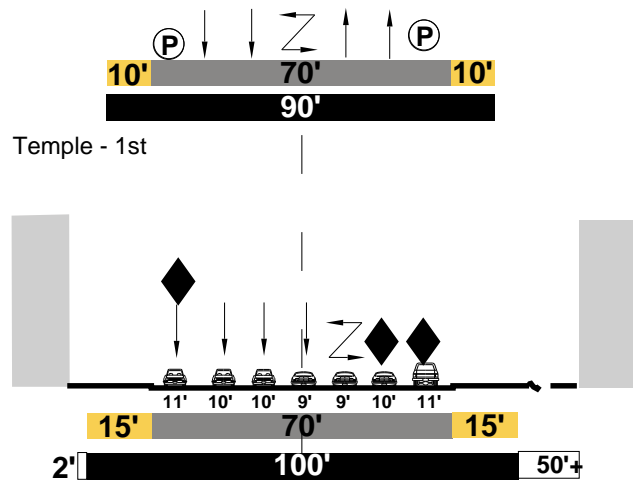
Modified 2-way Secondary 9th - Olympic

Modified 2-Way Major Class II

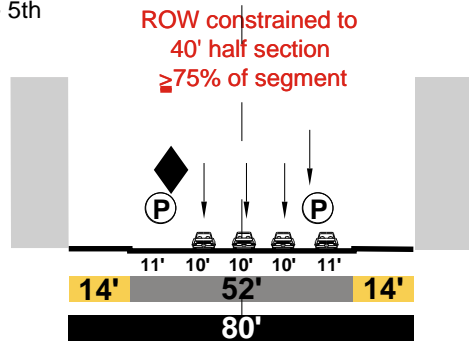
Olympic - 10 Venice



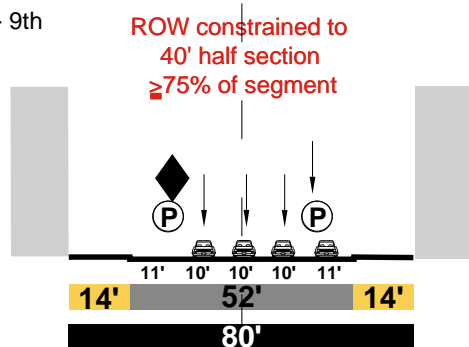
SPRING STREET looking north
EXISTING
 Secondary



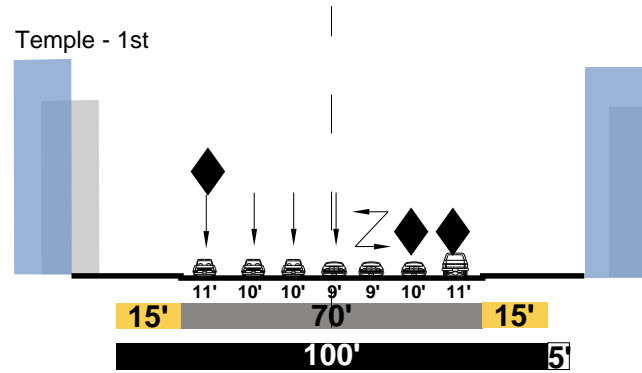
1st - 5th



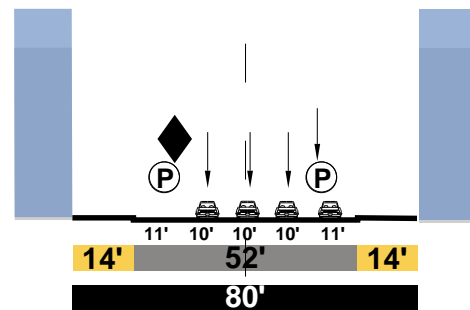
5th - 9th



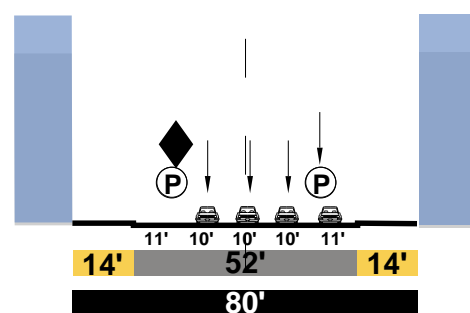
PROPOSED
 Modified 1-Way Secondary



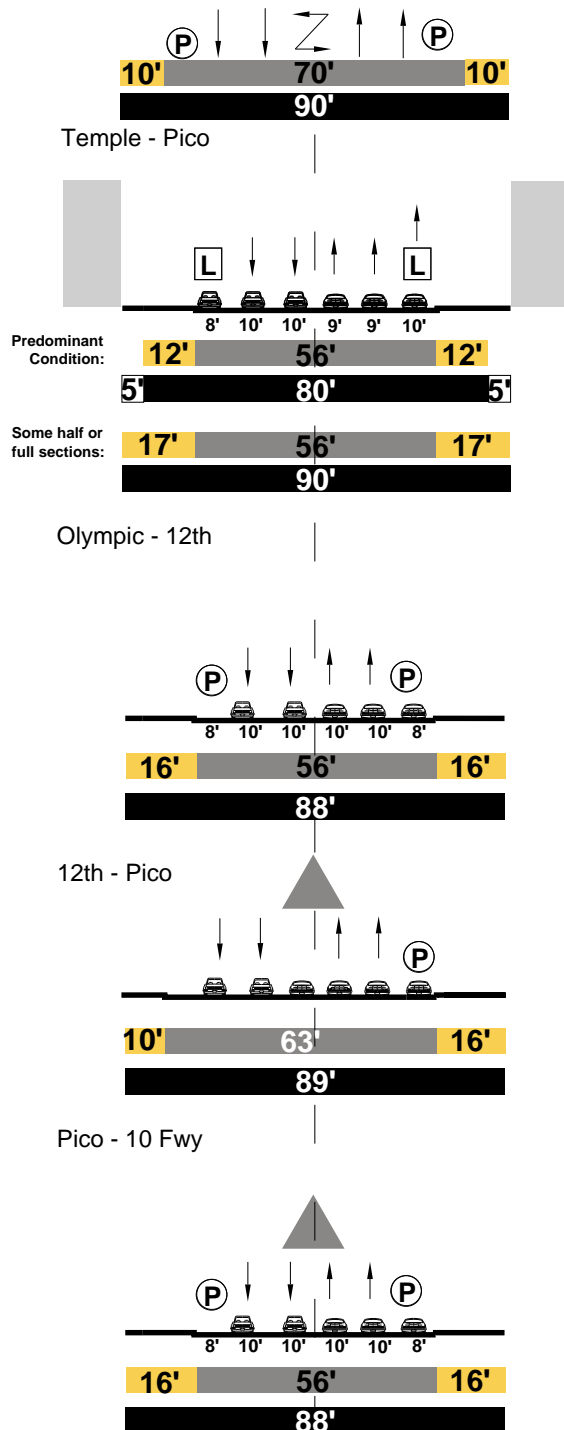
1st - 5th



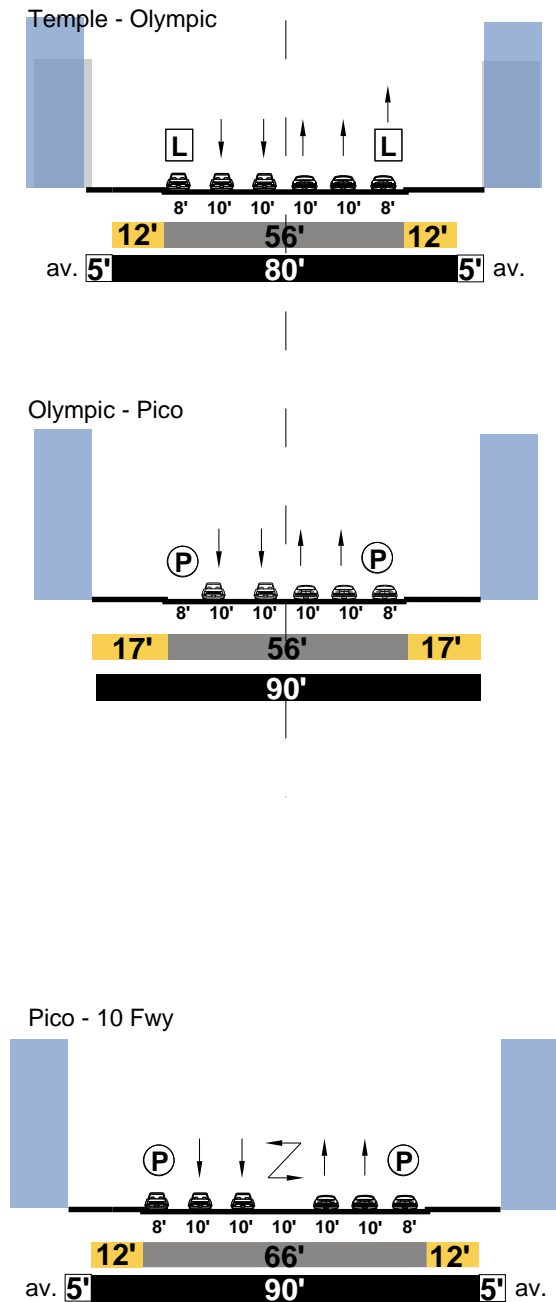
5th - 9th



BROADWAY looking north
EXISTING
Secondary



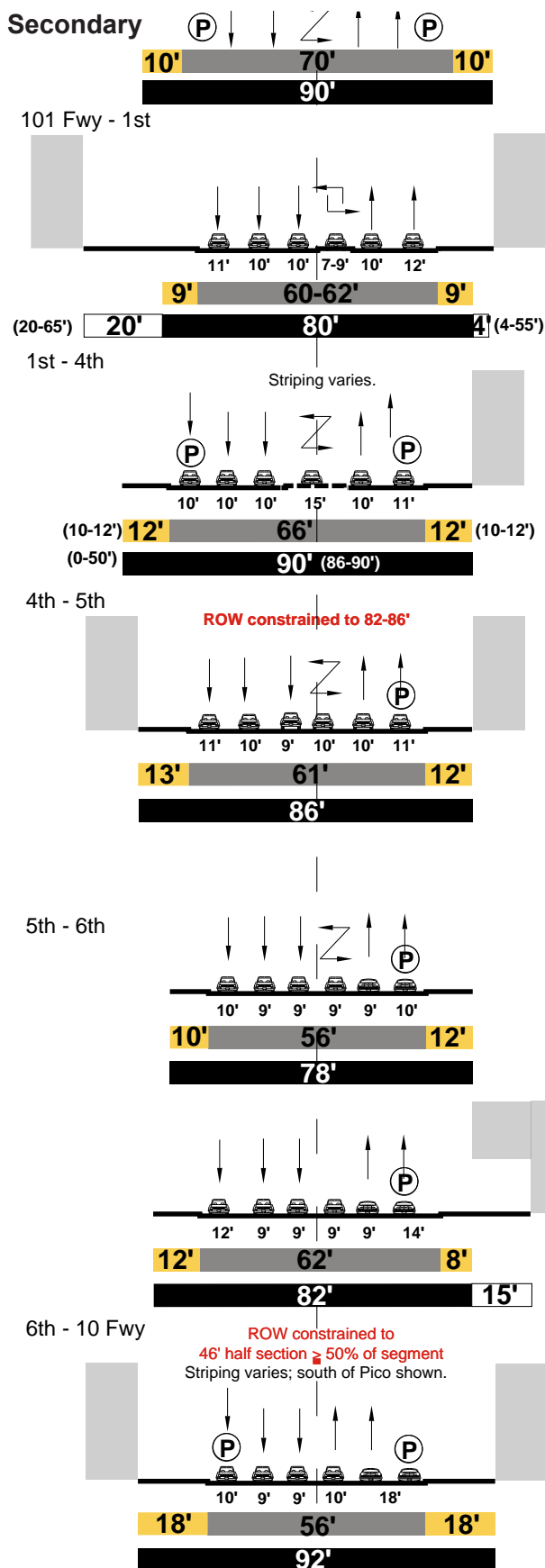
PROPOSED
Modified 2-Way Secondary



HILL STREET looking north

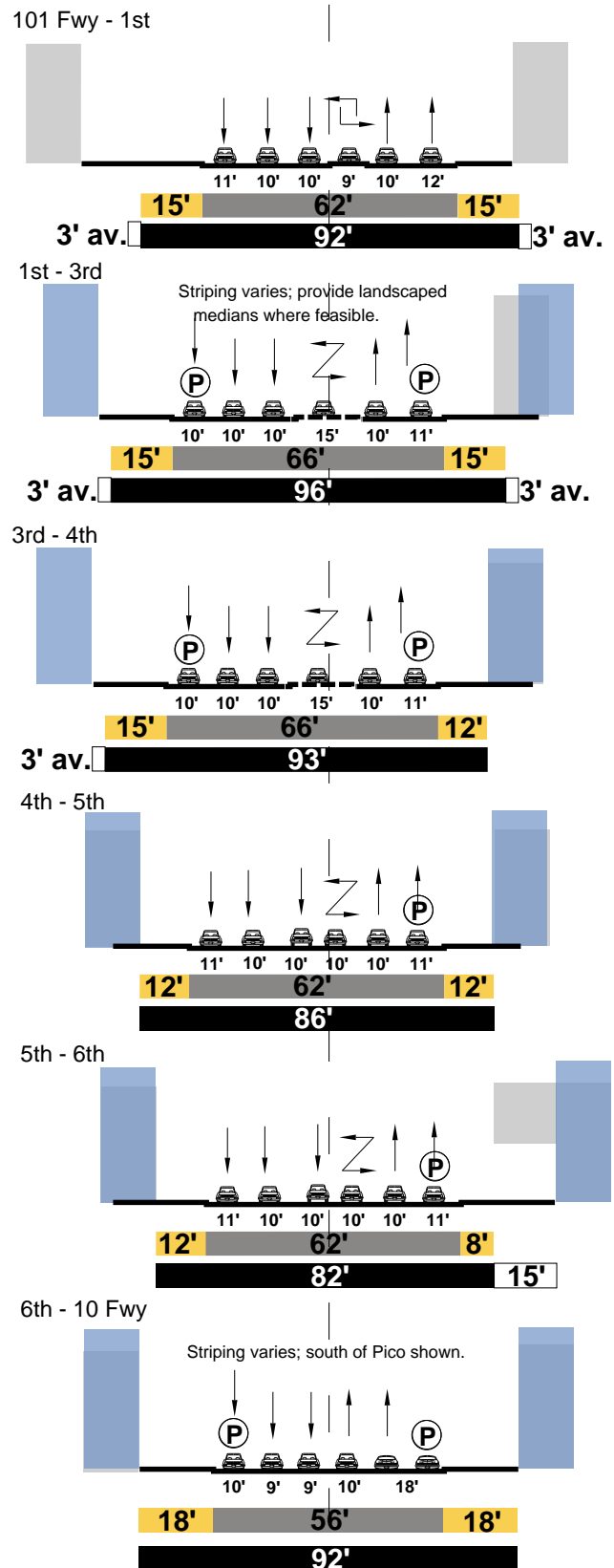
EXISTING

Secondary

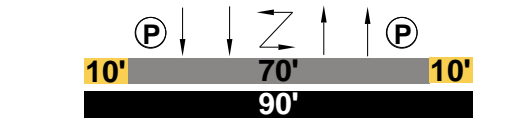


PROPOSED

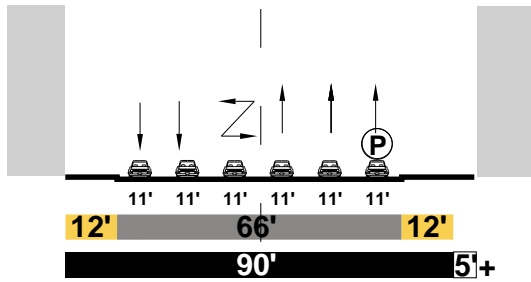
Modified 2-Way Secondary



OLIVE STREET looking north
EXISTING
Secondary

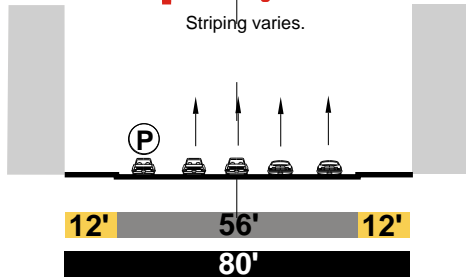


1st - 4th

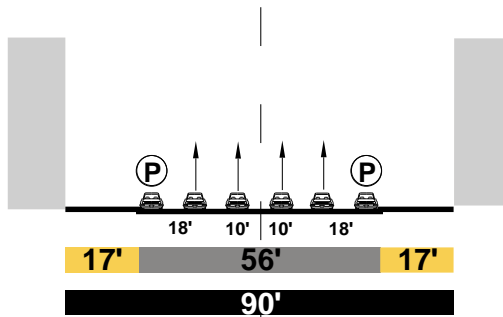


4th - 7th

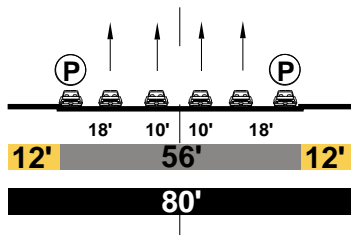
ROW constrained to
 40' half section
 ± 50% of segment
 Striping varies.



7th - Pico

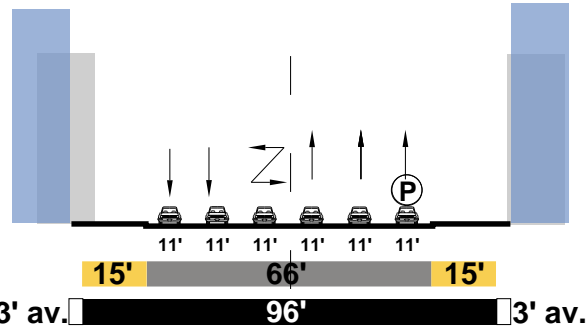


Pico - 10 Fwy



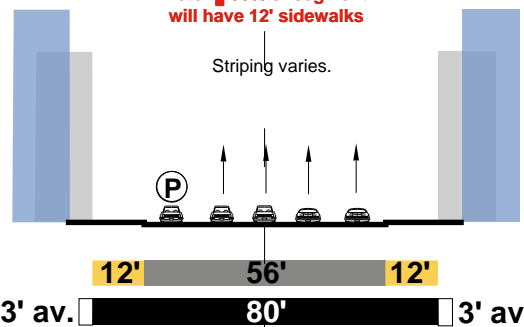
PROPOSED
Modified 2-way Secondary

1st - 4th

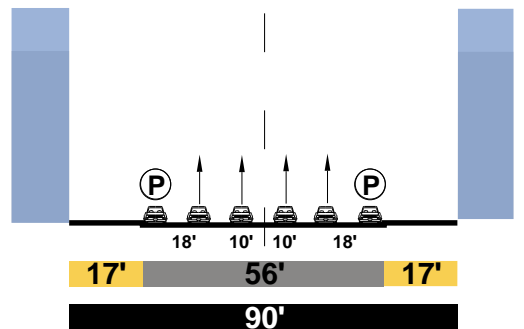


4th - 7th

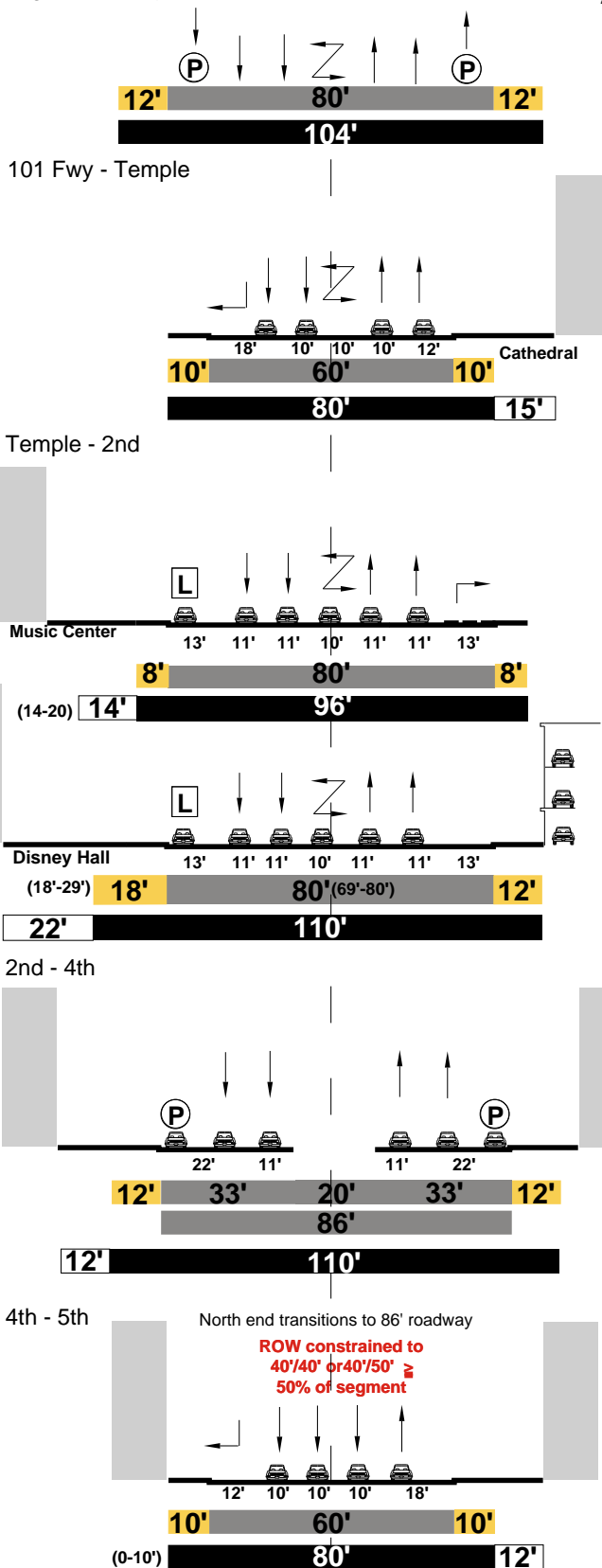
Note: ± 50% of segment
 will have 12' sidewalks
 Striping varies.



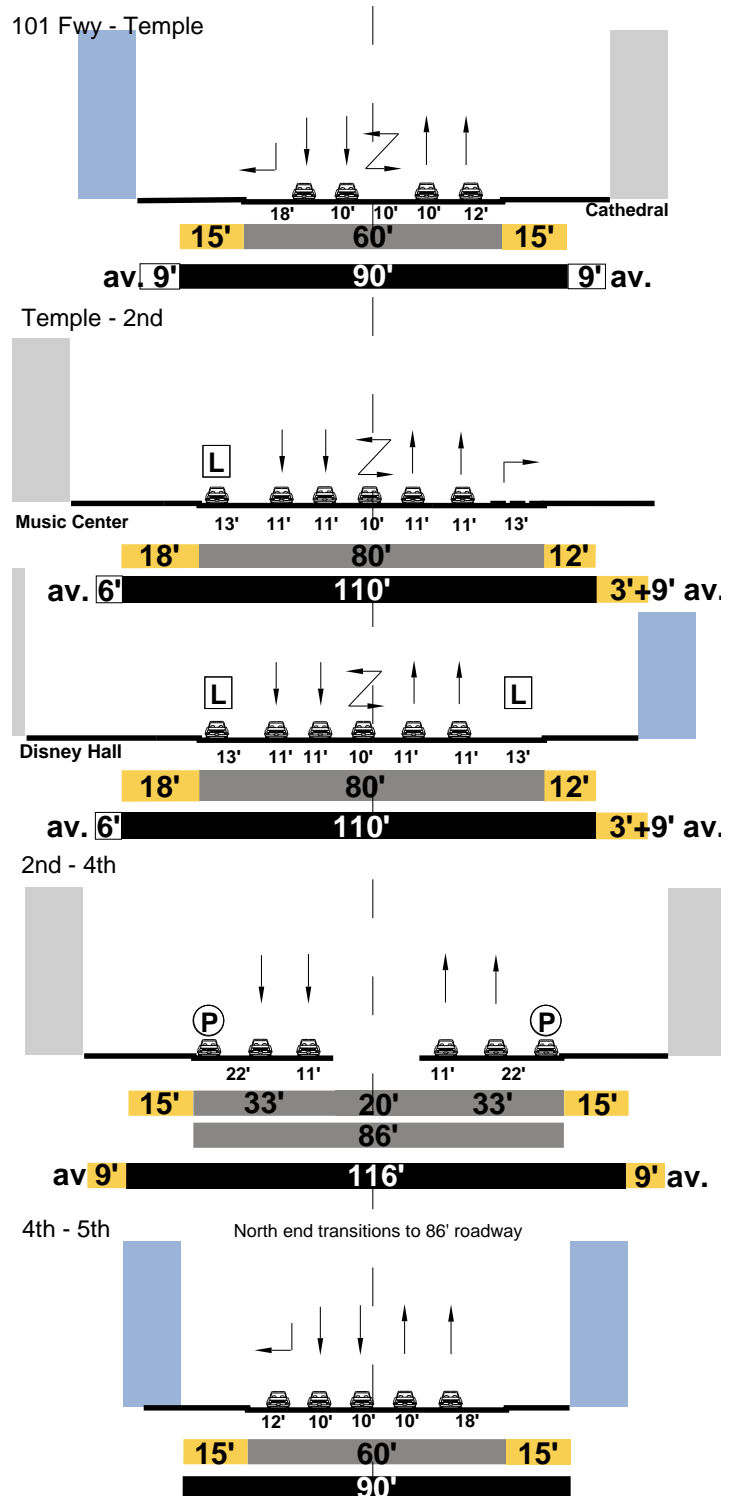
7th - 10 Fwy



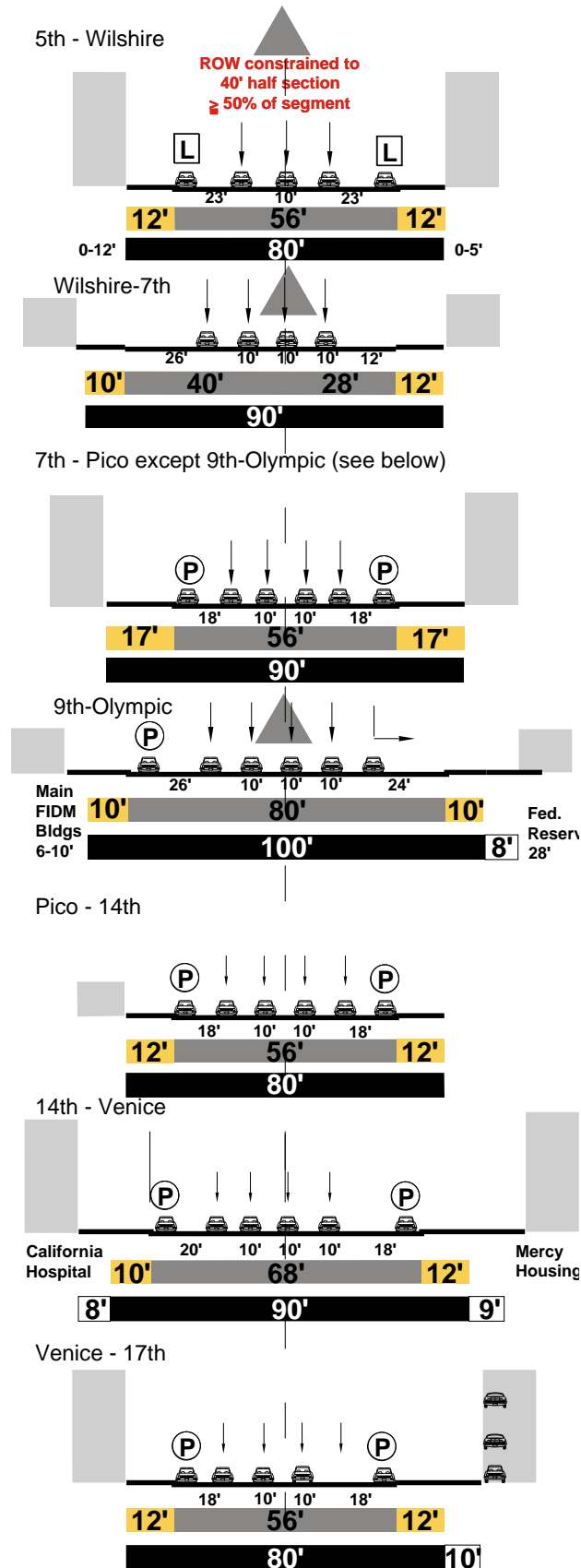
GRAND AVENUE looking north
EXISTING
Major Class II



PROPOSED
Modified Major Class II
2-Way north of 5th; 1-Way south of 5th



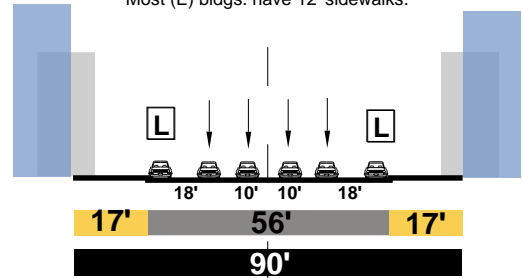
GRAND AVENUE looking north (continued) EXISTING



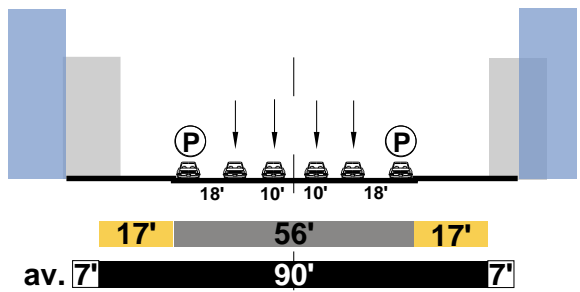
PROPOSED

5th - 7th

Striping transitions to one-way at south end.
Most (E) bldgs. have 12' sidewalks.



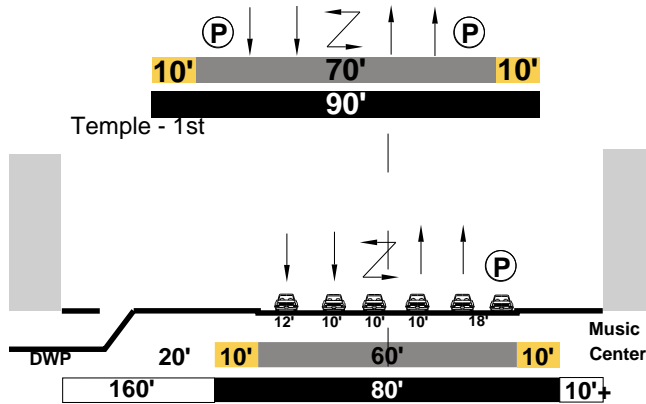
7th - 10 Fwy.



HOPE STREET looking north

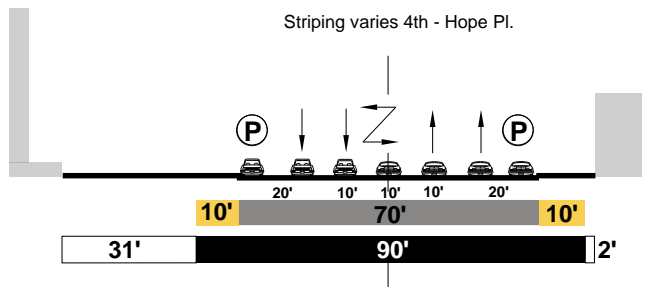
EXISTING

Secondary



1st - GTK Way - varies

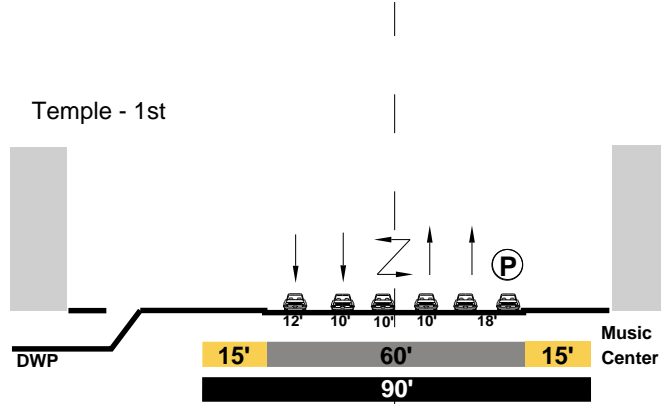
GTK Way - Hope Pl.



Striping varies 4th - Hope Pl.

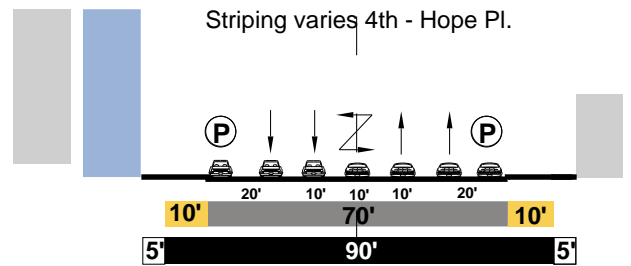
PROPOSED

Modified 2-Way Secondary



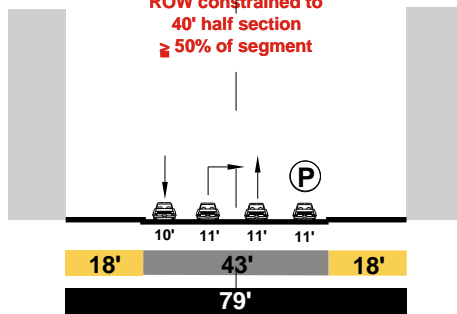
1st - GTK Way - varies - no change from existing

GTK Way - Hope Pl.



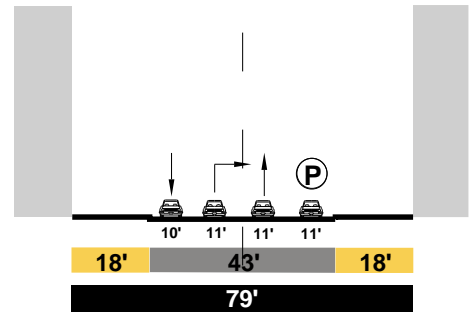
Striping varies 4th - Hope Pl.

Library - 6th

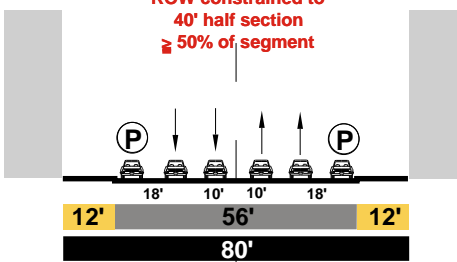


ROW constrained to 40' half section
≥ 50% of segment

Library - 6th

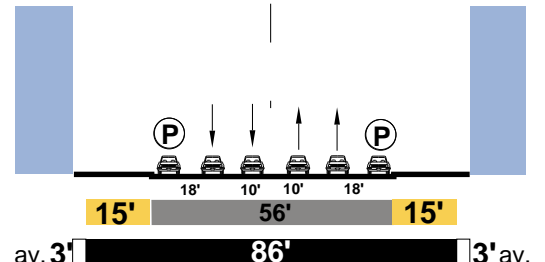


6th - 9th



ROW constrained to 40' half section
≥ 50% of segment

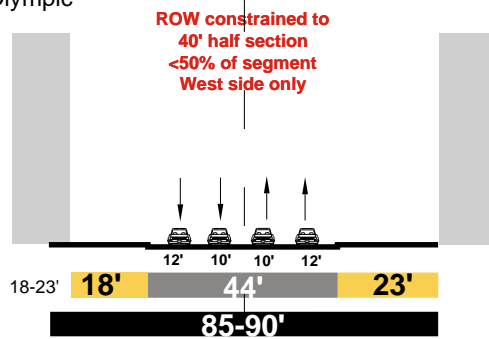
6th - Olympic (including 9th - Olympic)



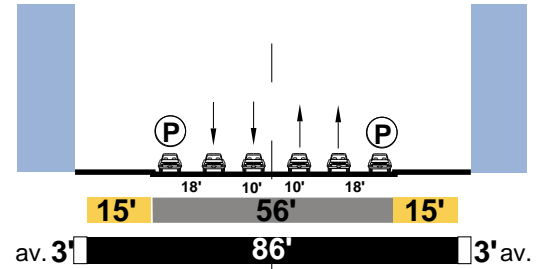
HOPE STREET looking north (continued) EXISTING

PROPOSED

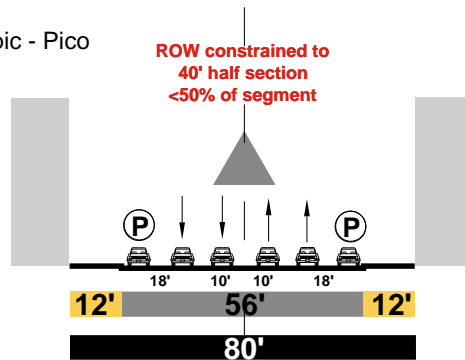
9th - Olympic



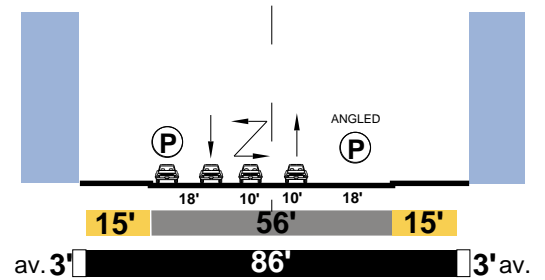
6th - Olympic (including 9th - Olympic)



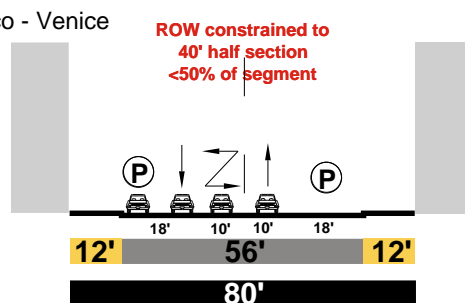
Olympic - Pico



Olympic - Venice



Pico - Venice

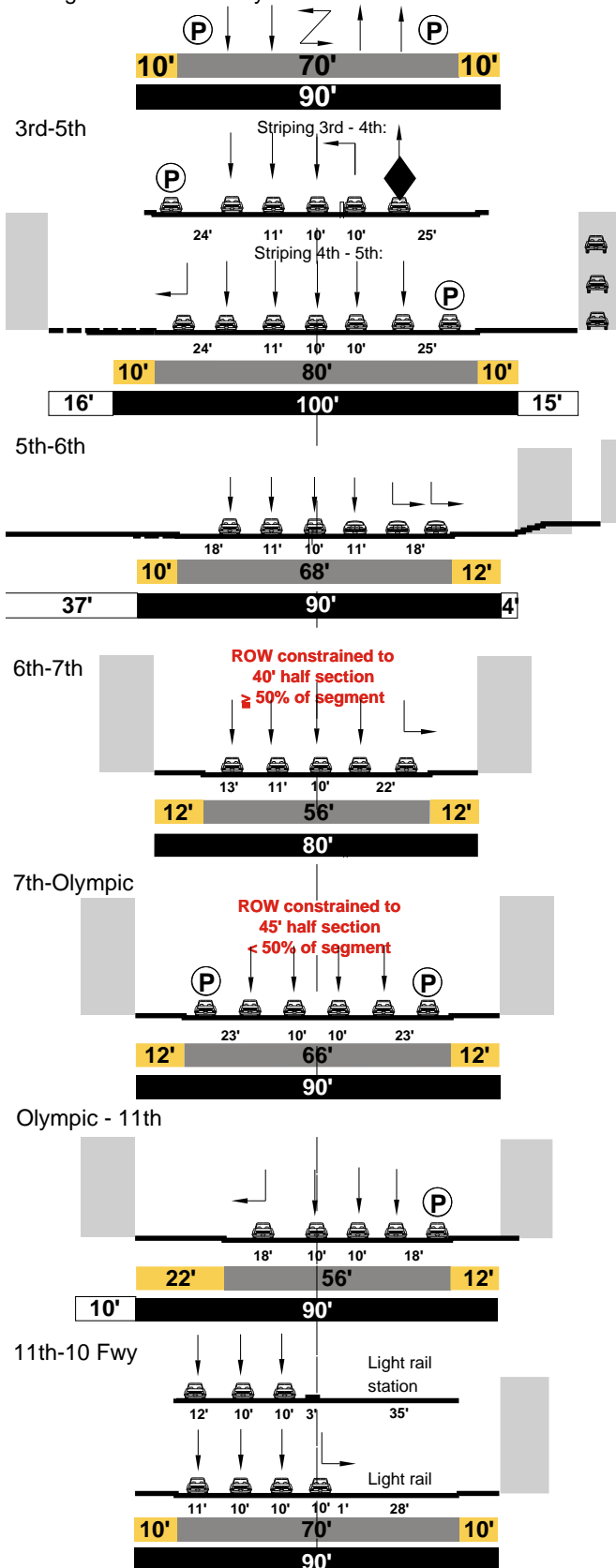


FLOWER STREET looking north

EXISTING

Local 2nd - 3rd; Secondary south of 3rd

Designation: Secondary

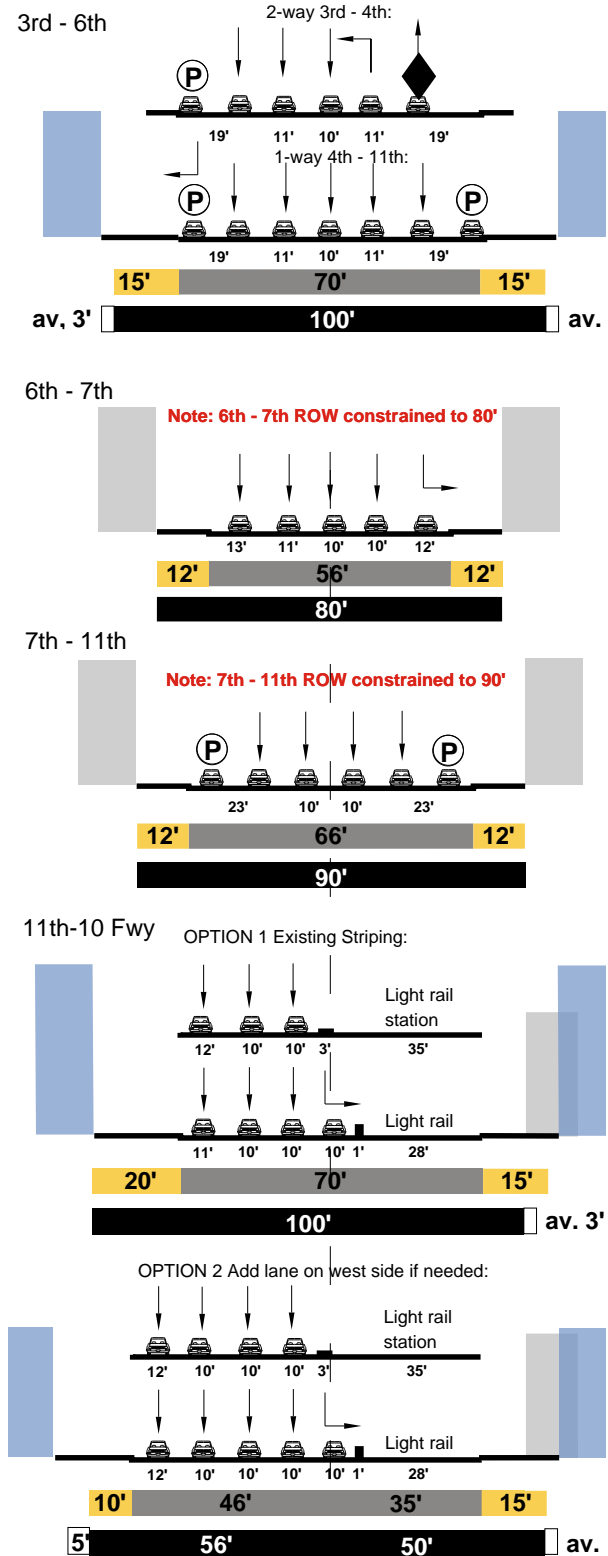


PROPOSED WITHOUT BICYCLE LANES

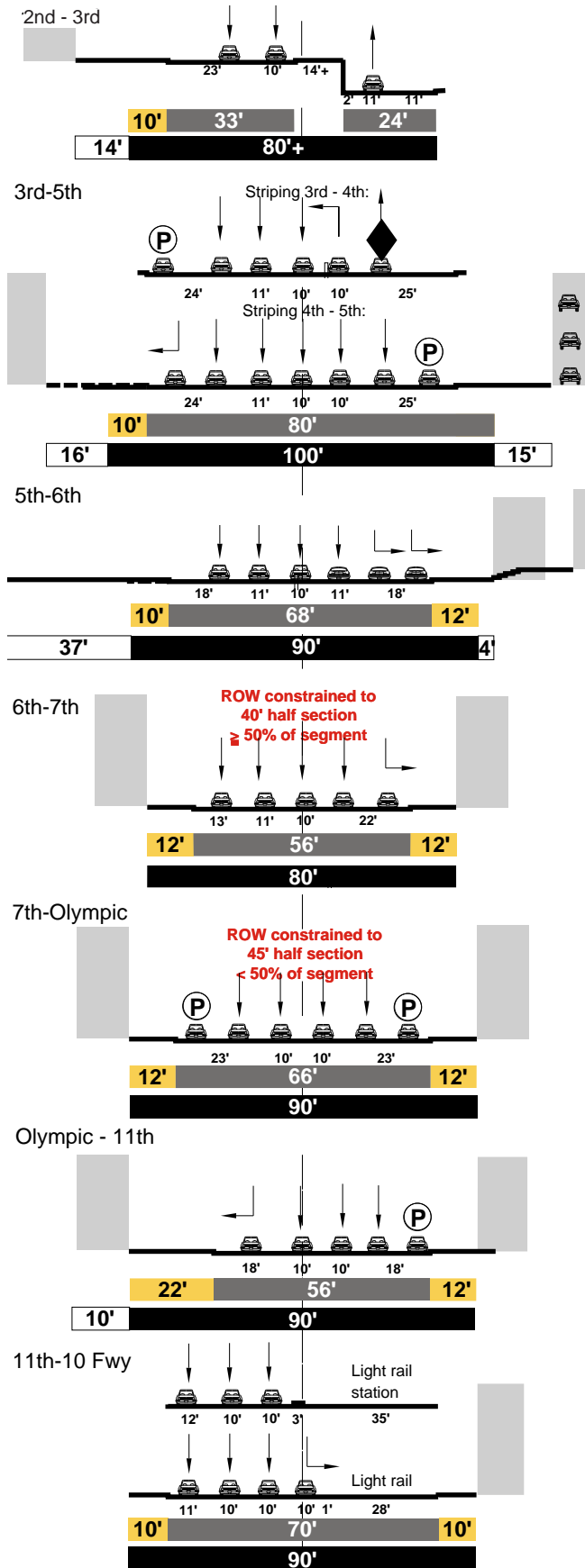
Modified 2-Way Local 2nd - 3rd;

Modified 2-Way Secondary 3rd - 4th

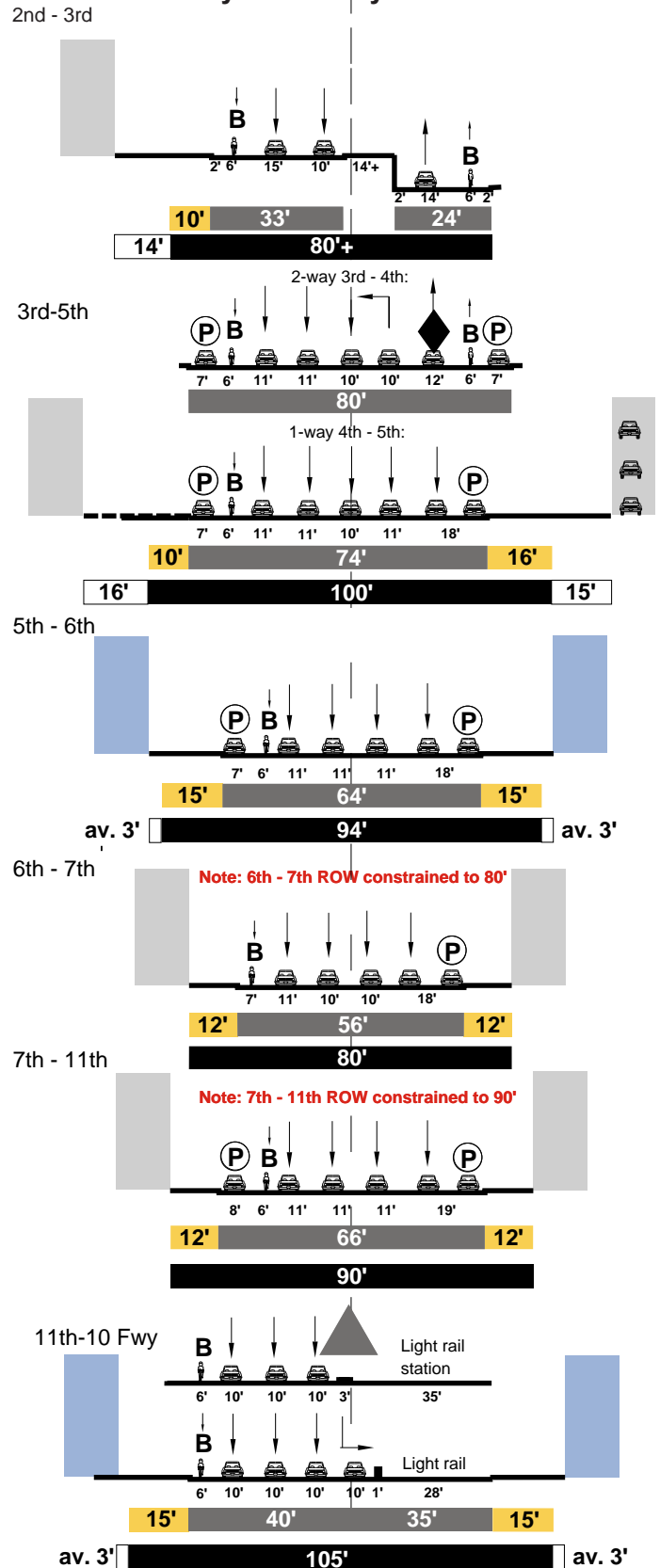
Modified 1-Way Secondary south of 4th



FLOWER STREET looking north (continued) EXISTING



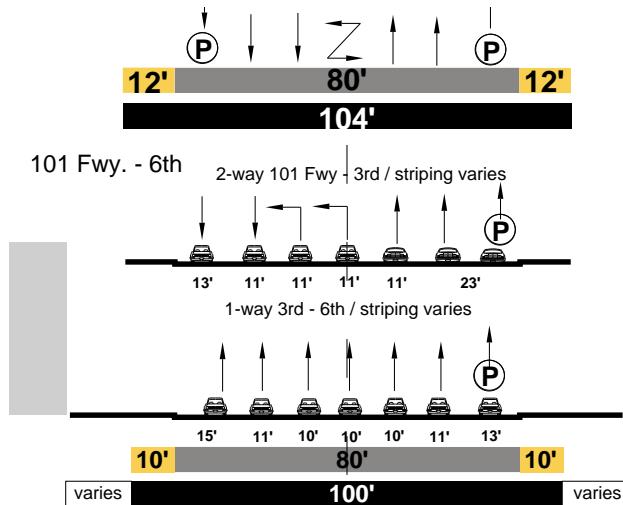
PROPOSED WITH BICYCLE LANES - PREFERRED Modified 2-Way Local 2nd - 3rd; Modified 2-Way Secondary 3rd - 4th Modified 1-Way Secondary south of 4th



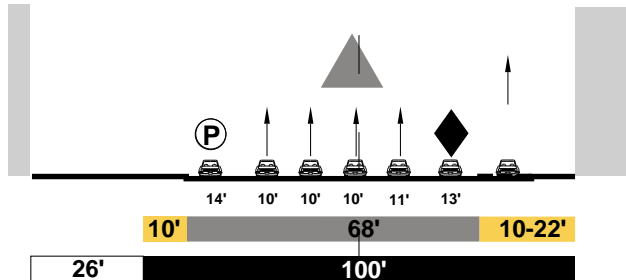
FIGUEROA STREET looking north

EXISTING

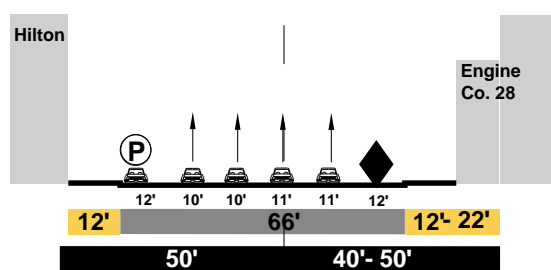
Major Class II



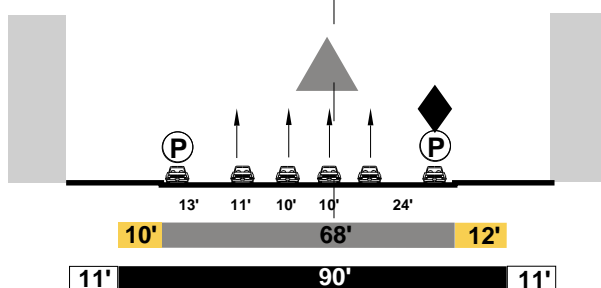
6th - Wilshire



Wilshire - 7th



7th - 8th



PROPOSED - WITHOUT BIKE LANE

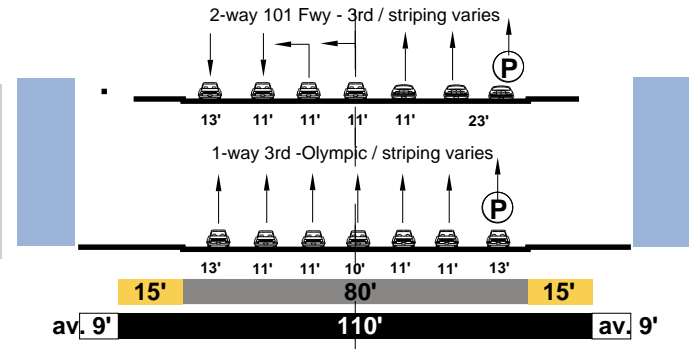
Modified Major Class II:

2-Way north of 3rd

1-Way 3rd - Olympic

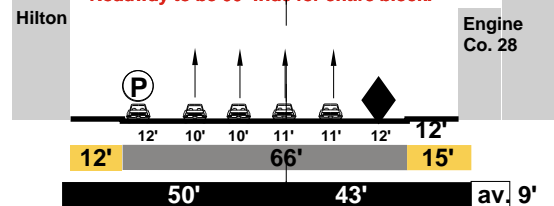
2-Way south of Olympic

101 Fwy. - Olympic, except as noted below.



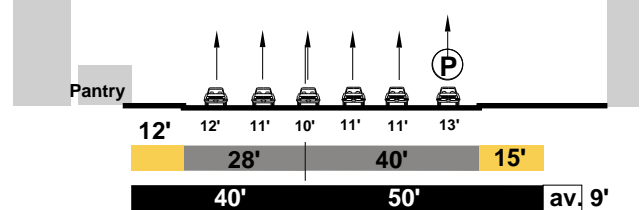
Wilshire - 7th

Note: ROW is constrained to 50'/40' at Engine Co. 28:
Roadway to be 66' wide for entire block.



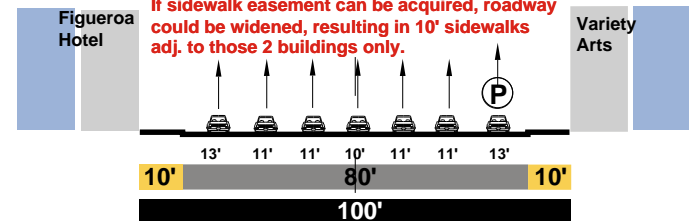
8th - 9th: at 9th St.

Note: ROW is constrained to 40'/50' at the Pantry:
Roadway to be 68' (28'/40') at the Pantry.

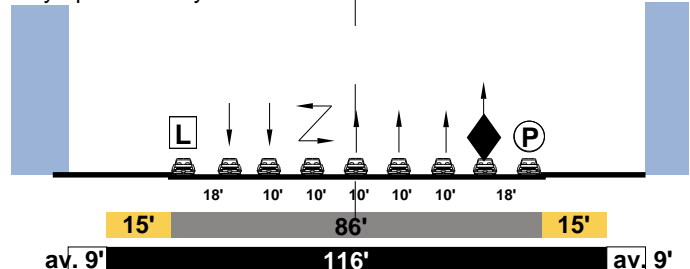


9th - Olympic

Note: ROW is constrained at Figueroa Hotel/Variety Arts
If sidewalk easement can be acquired, roadway
could be widened, resulting in 10' sidewalks
adj. to those 2 buildings only.



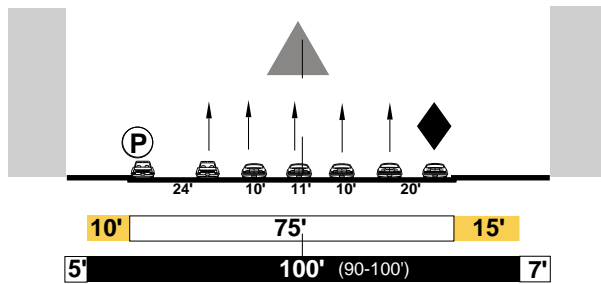
Olympic - 10 Fwy.



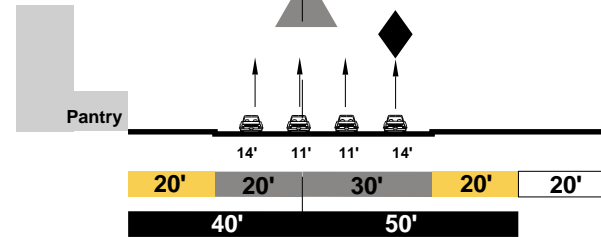
FIGUEROA STREET looking north (continued)

EXISTING

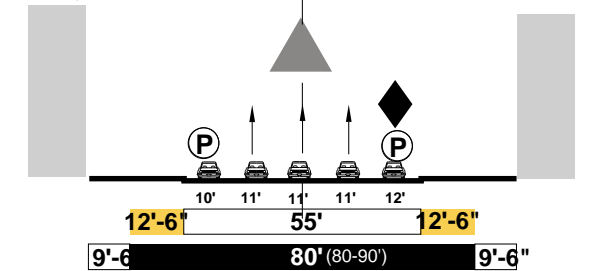
8th - 9th: midblock



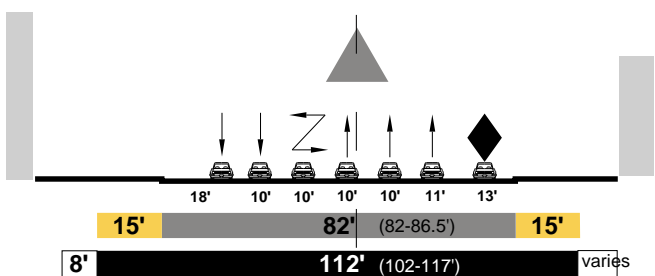
8th - 9th: at 9th St.



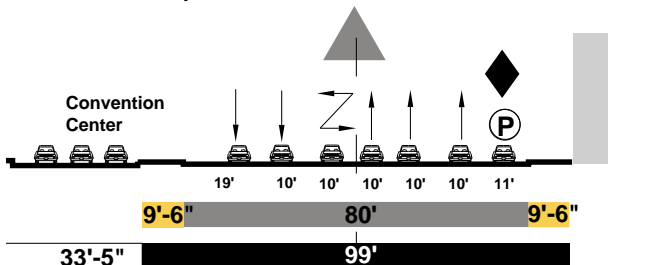
9th - Olympic



Olympic - Pico



Pico - 10 Fwy.



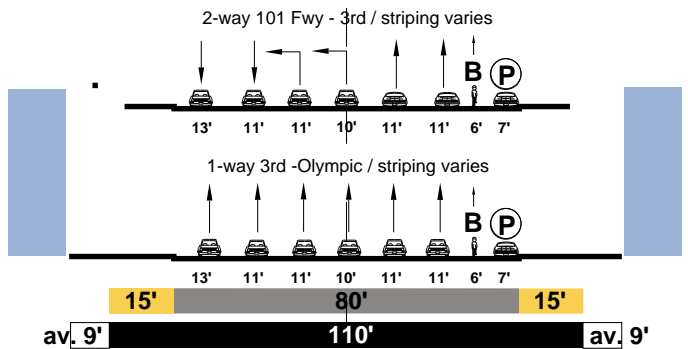
PROPOSED - WITH BIKE LANE - PREFERRED

Modified Major Class II:

2-Way n/o 3rd St. & s/o Olympic Blvd.

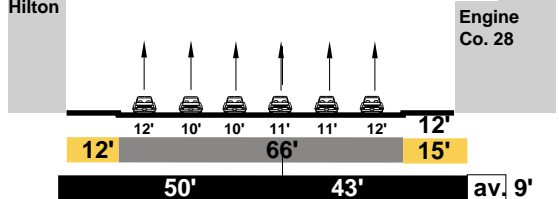
1-Way 3rd St. - Olympic Blvd.

101 Fwy. - Olympic



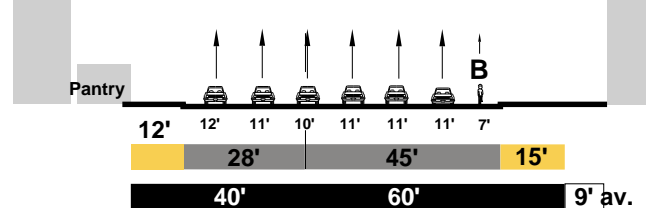
Wilshire - 7th

Note: ROW is constrained to 50'/40' at Engine Co. 28:
Roadway to be 66' wide for entire block.



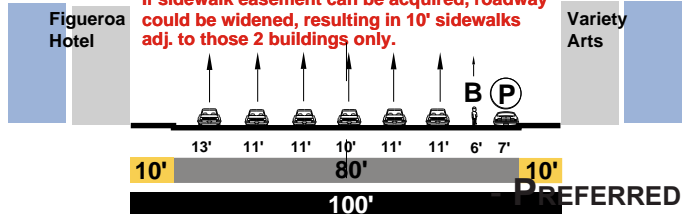
8th - 9th: at the Pantry

Note: ROW is constrained to 40'/50' at the Pantry:
Roadway to be 68' (28'/40') at the Pantry.

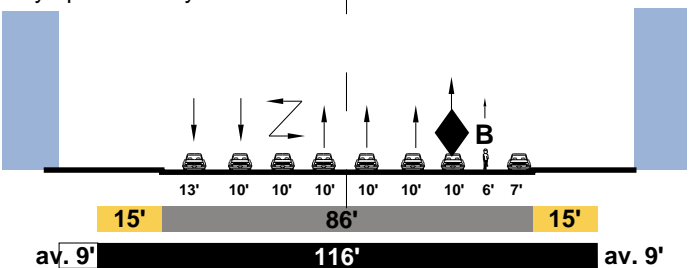


9th - Olympic at Figueroa Hotel & Variety Arts

Note: ROW is constrained at Figueroa Hotel/Variety Arts
If sidewalk easement can be acquired, roadway
could be widened, resulting in 10' sidewalks
adj. to those 2 buildings only.



Olympic - 10 Fwy.

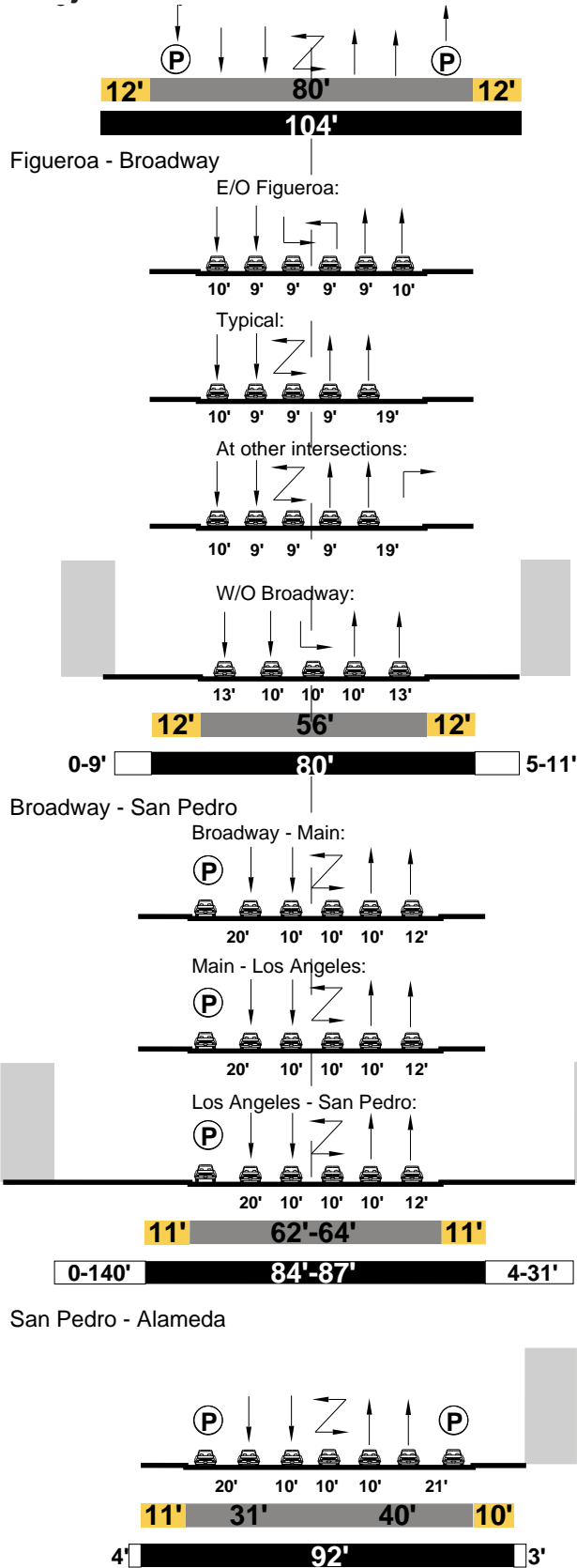


EAST - WEST STREETS

TEMPLE STREET looking west

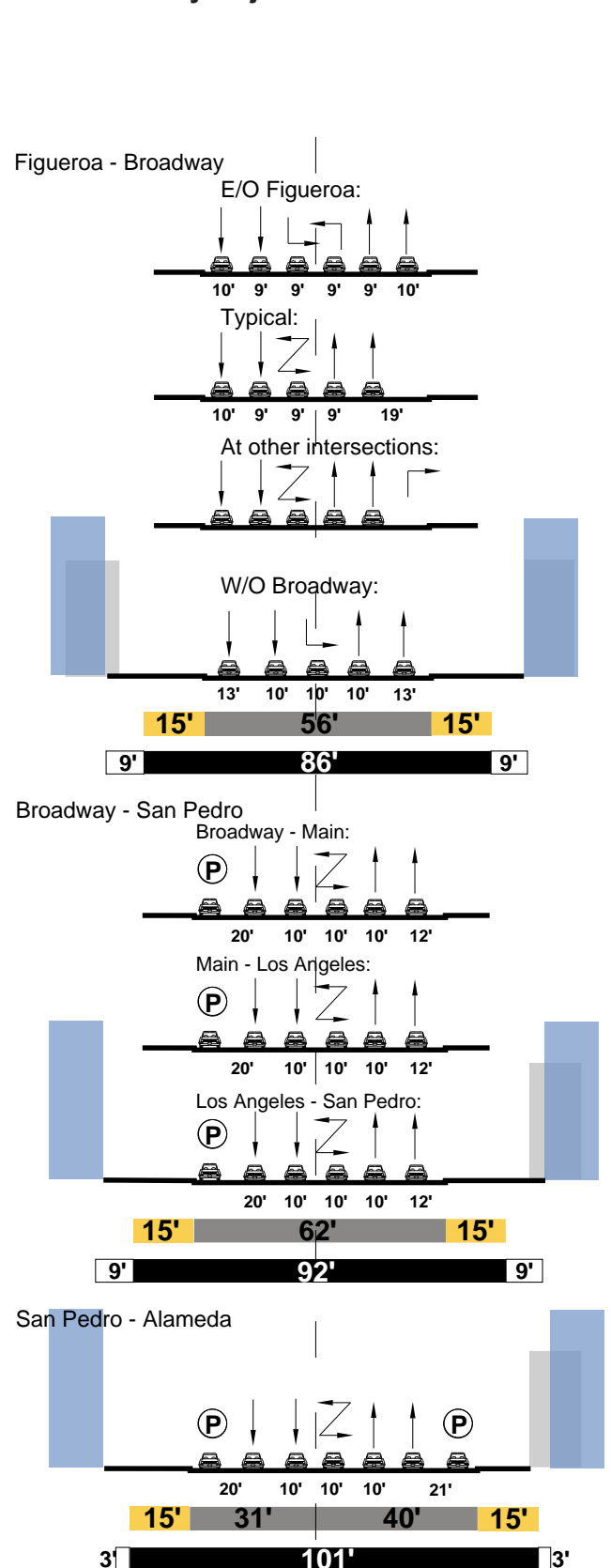
EXISTING

Major Class II



PROPOSED

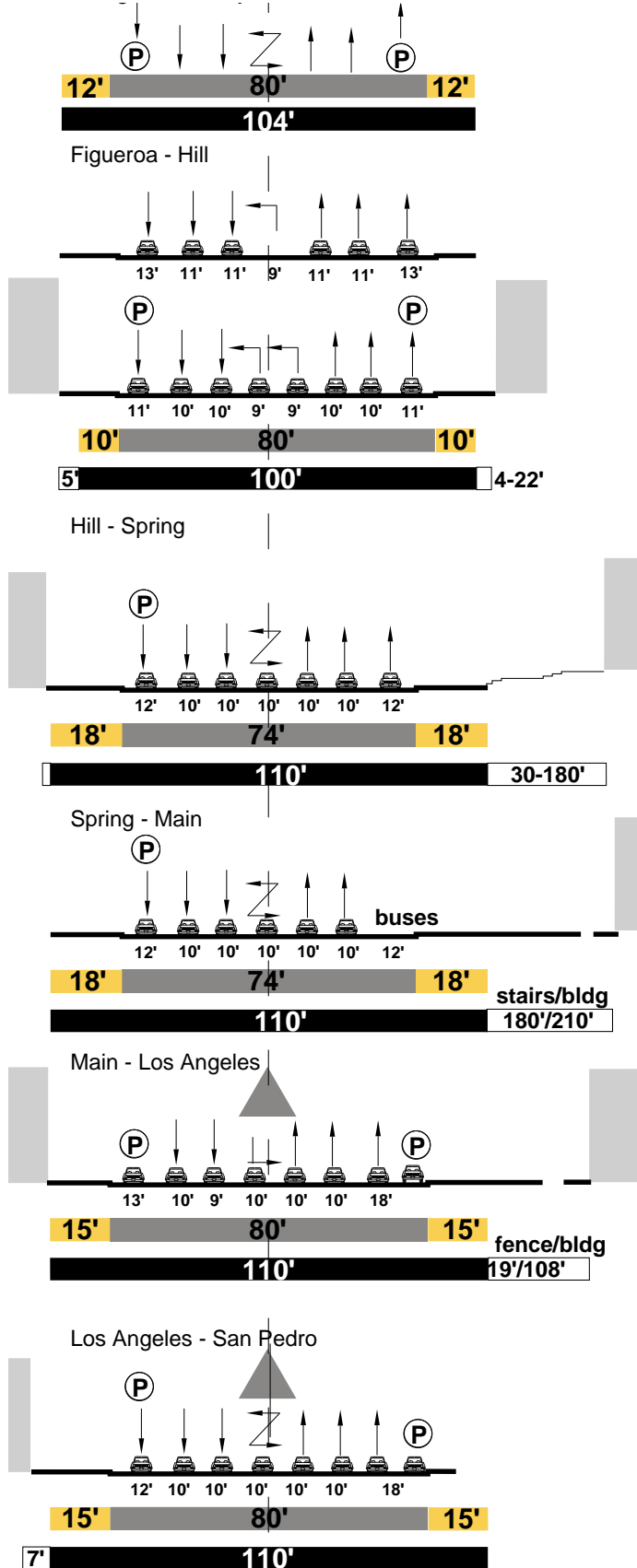
Modified 2-Way Major Class II



1ST STREET looking west

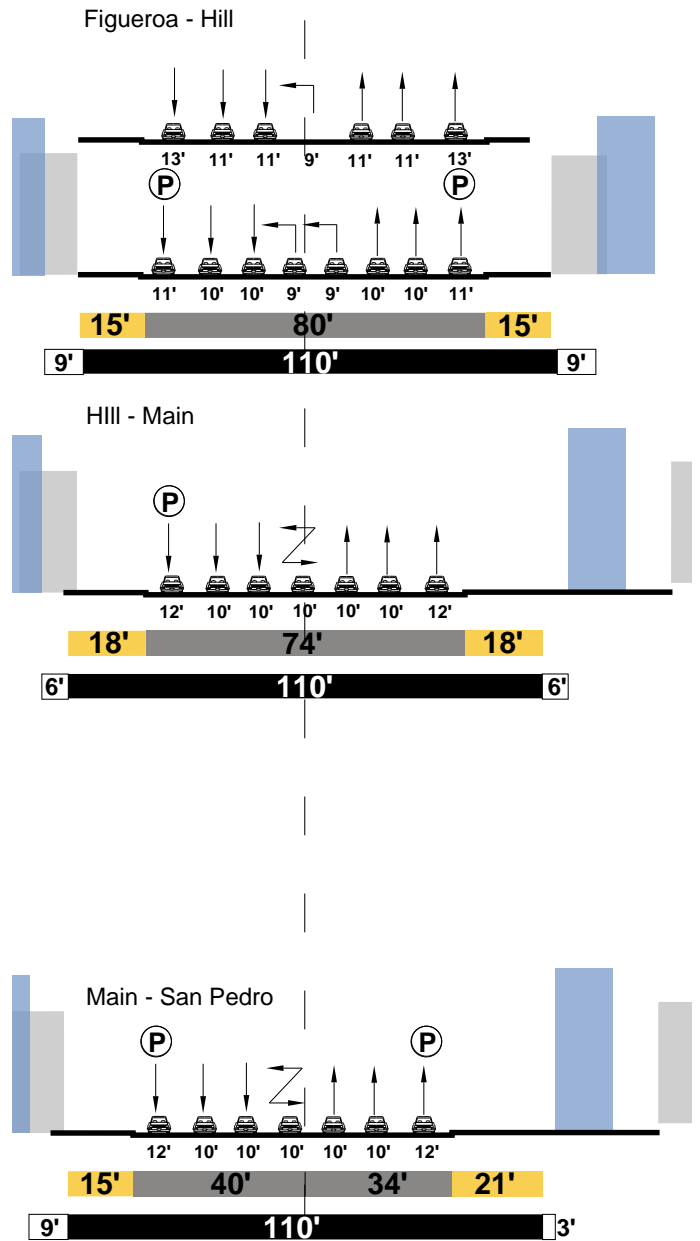
EXISTING

Major Class II

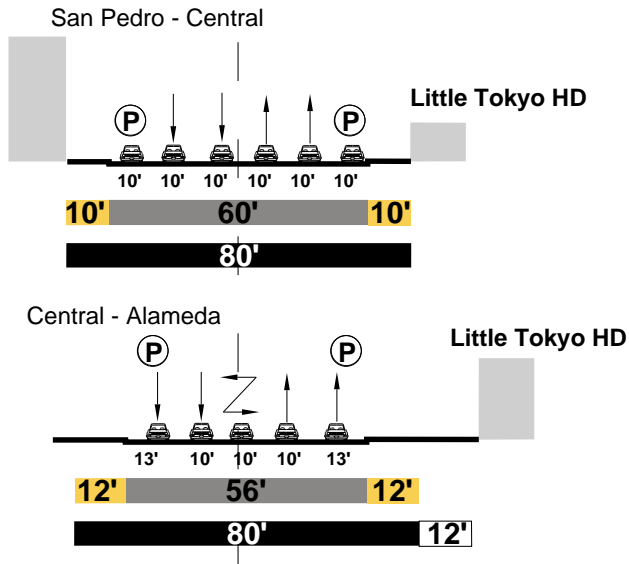


PROPOSED

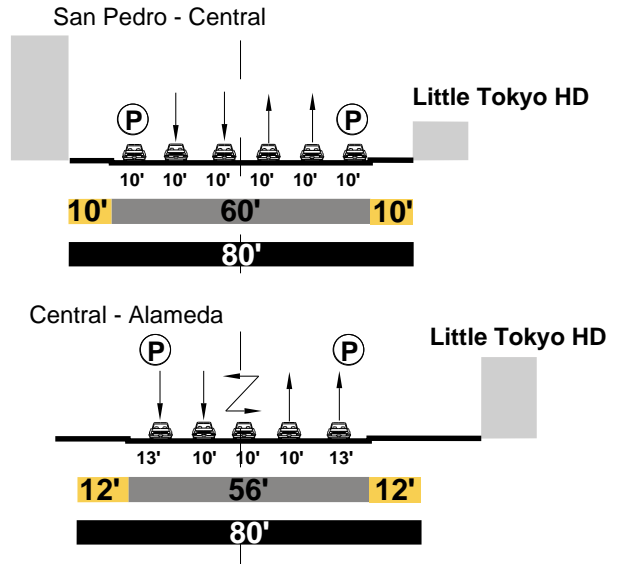
Modified 2-Way Major Class II



1ST STREET looking west (continued) EXISTING



PROPOSED



2ND STREET looking west

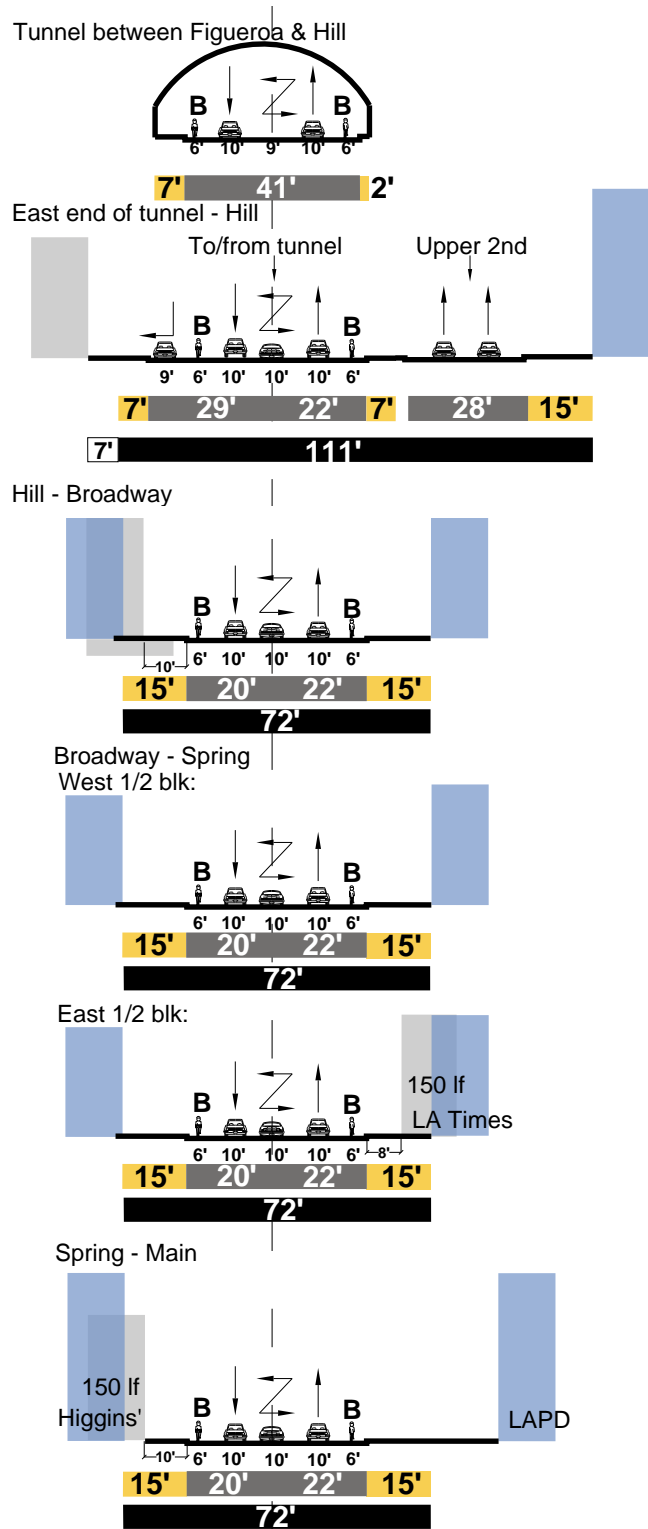
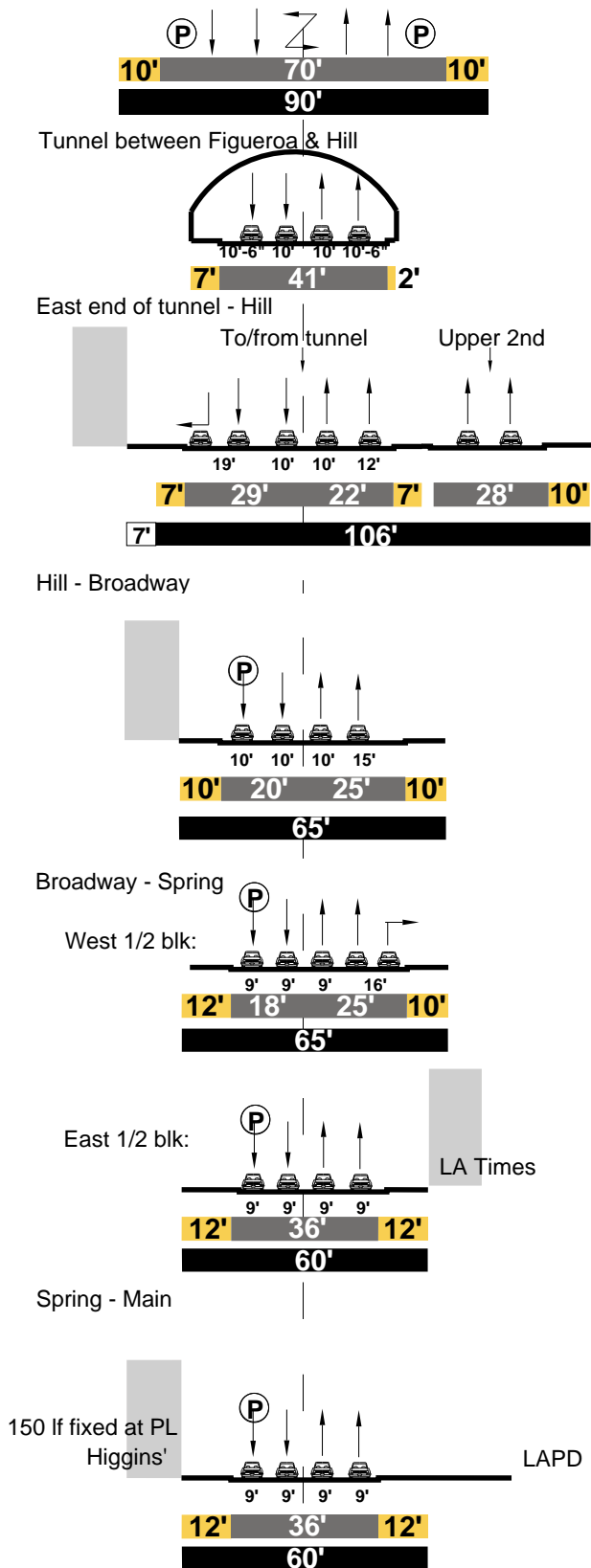
EXISTING

Secondary west of Los Angeles; Collector east

Designation: Secondary - Figueroa to Los Angeles

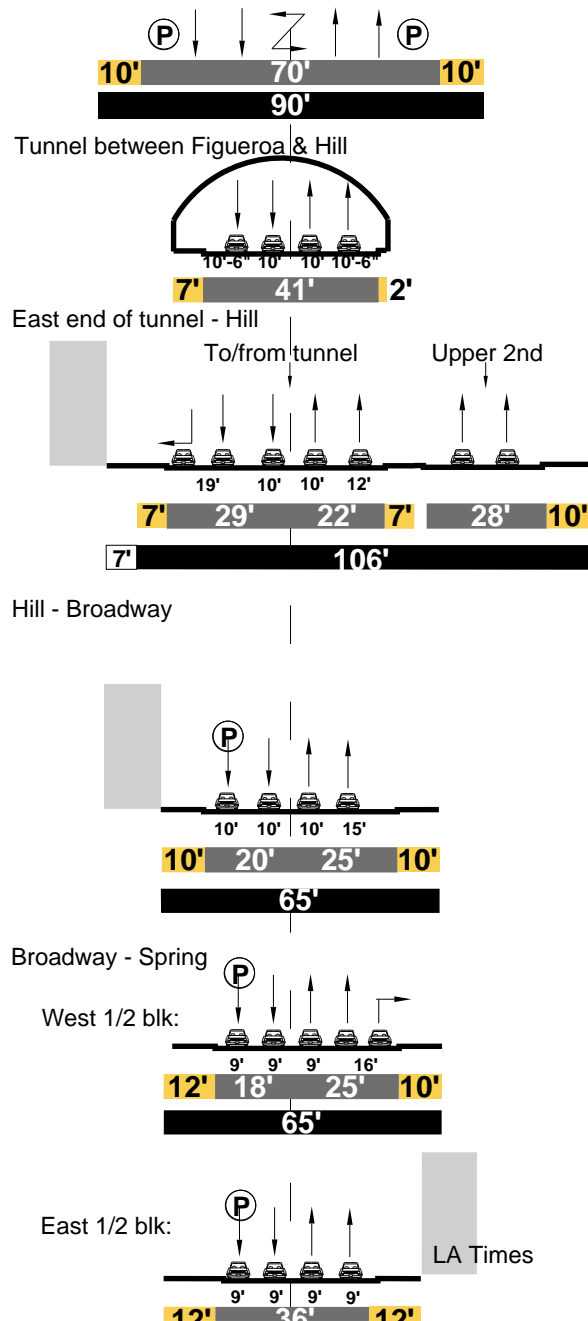
PROPOSED WITH BICYCLE LANES

Modified 2-Way Secondary west of Los Angeles
Modified 2-Way Collector east of Los Angeles

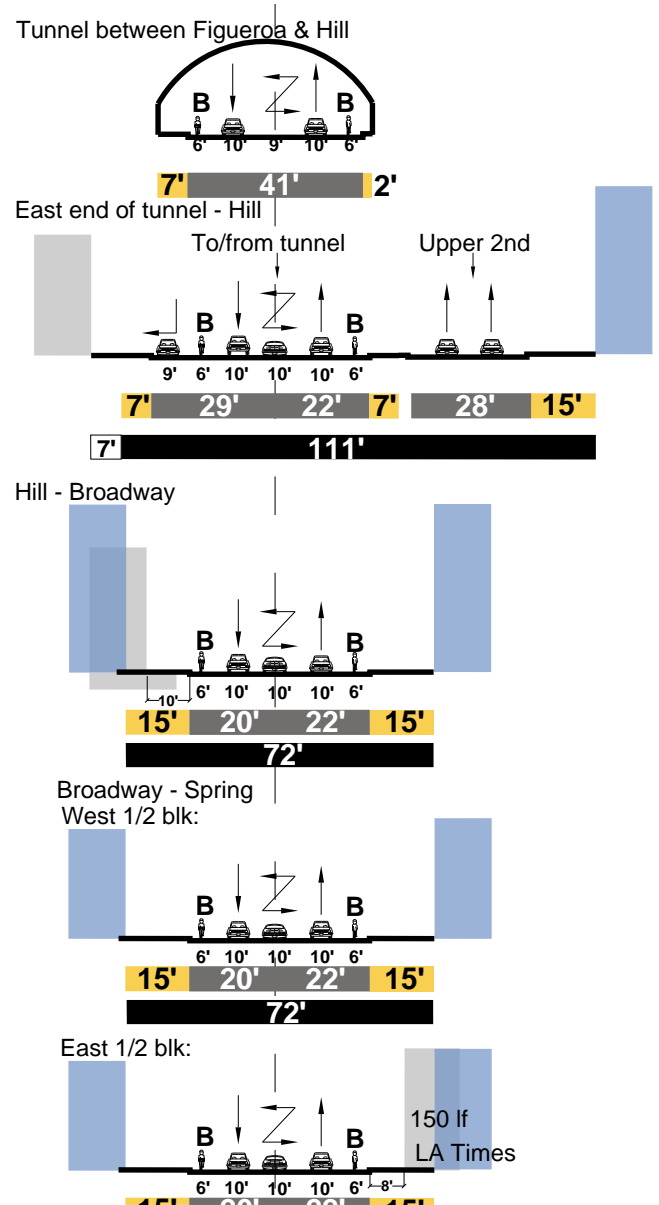


2ND STREET looking west (continued) EXISTING

Designation: Secondary - Figueroa to Los Angeles

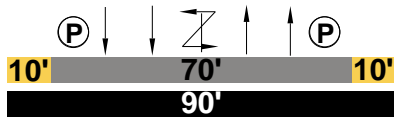


PROPOSED WITH BICYCLE LANES

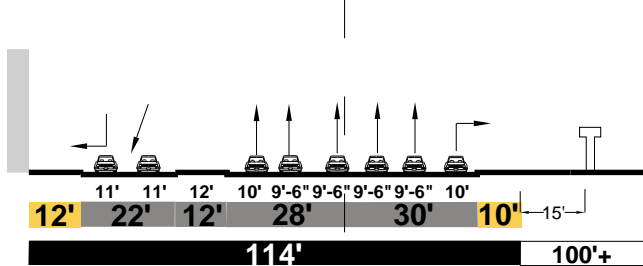


3RD STREET looking west **EXISTING** **Secondary**

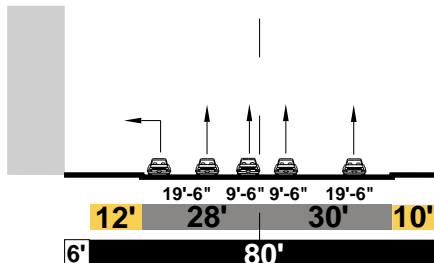
Designation: Secondary



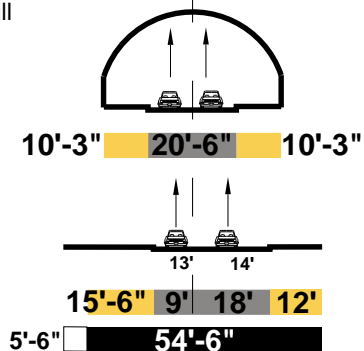
Figueroa - Flower



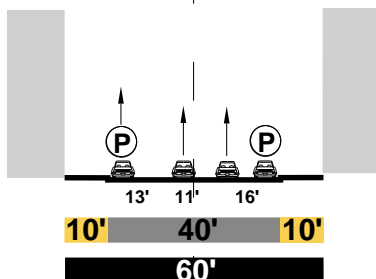
Flower - tunnel (Hope)



Hope - Hill

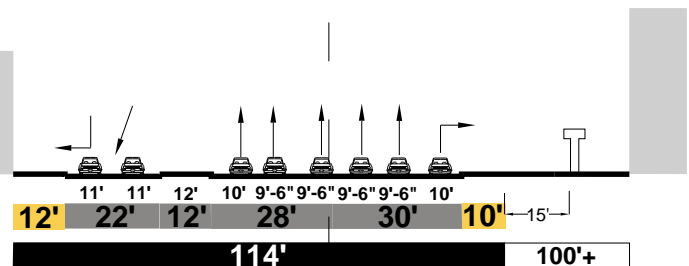


Hill - Spring

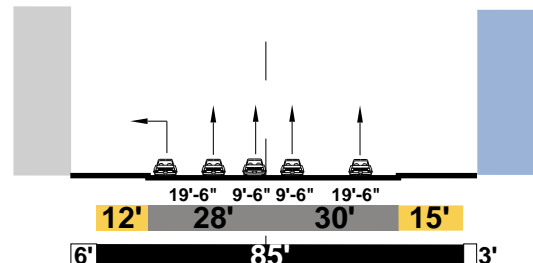


PROPOSED **Modified 1-Way Secondary**

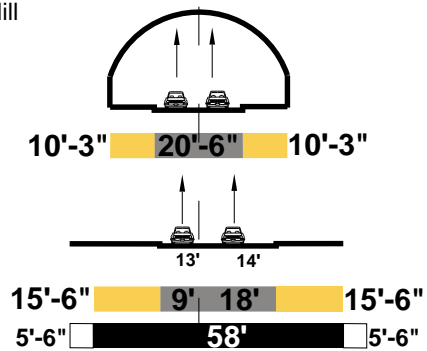
Figueroa - Flower



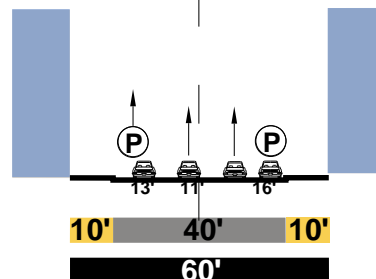
Flower - tunnel (Hope)



Hope - Hill

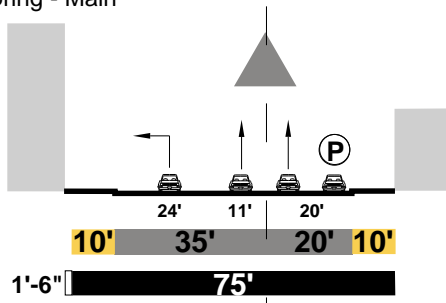


Hill - Spring

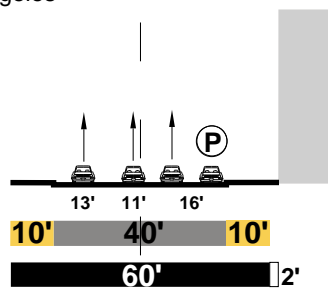


3RD STREET looking west (continued) EXISTING

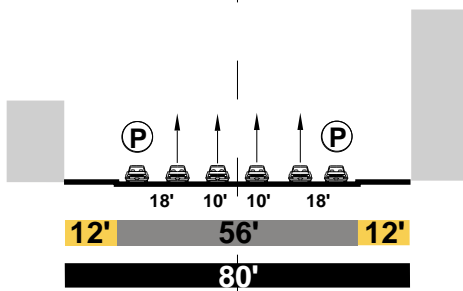
Spring - Main



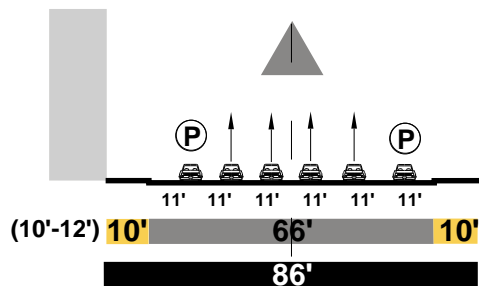
Main - Los Angeles



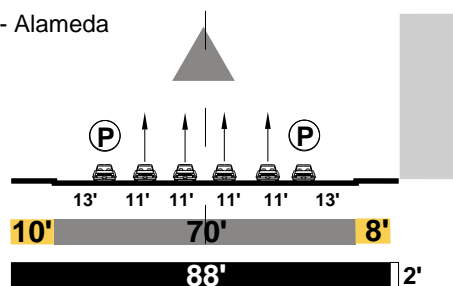
Los Angeles - San Pedro



San Pedro - Central

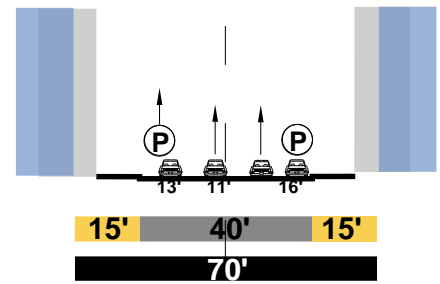


Central - Alameda

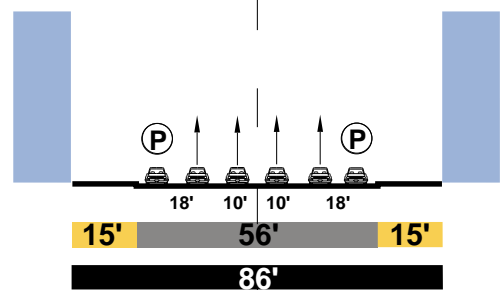


PROPOSED

Spring - Los Angeles



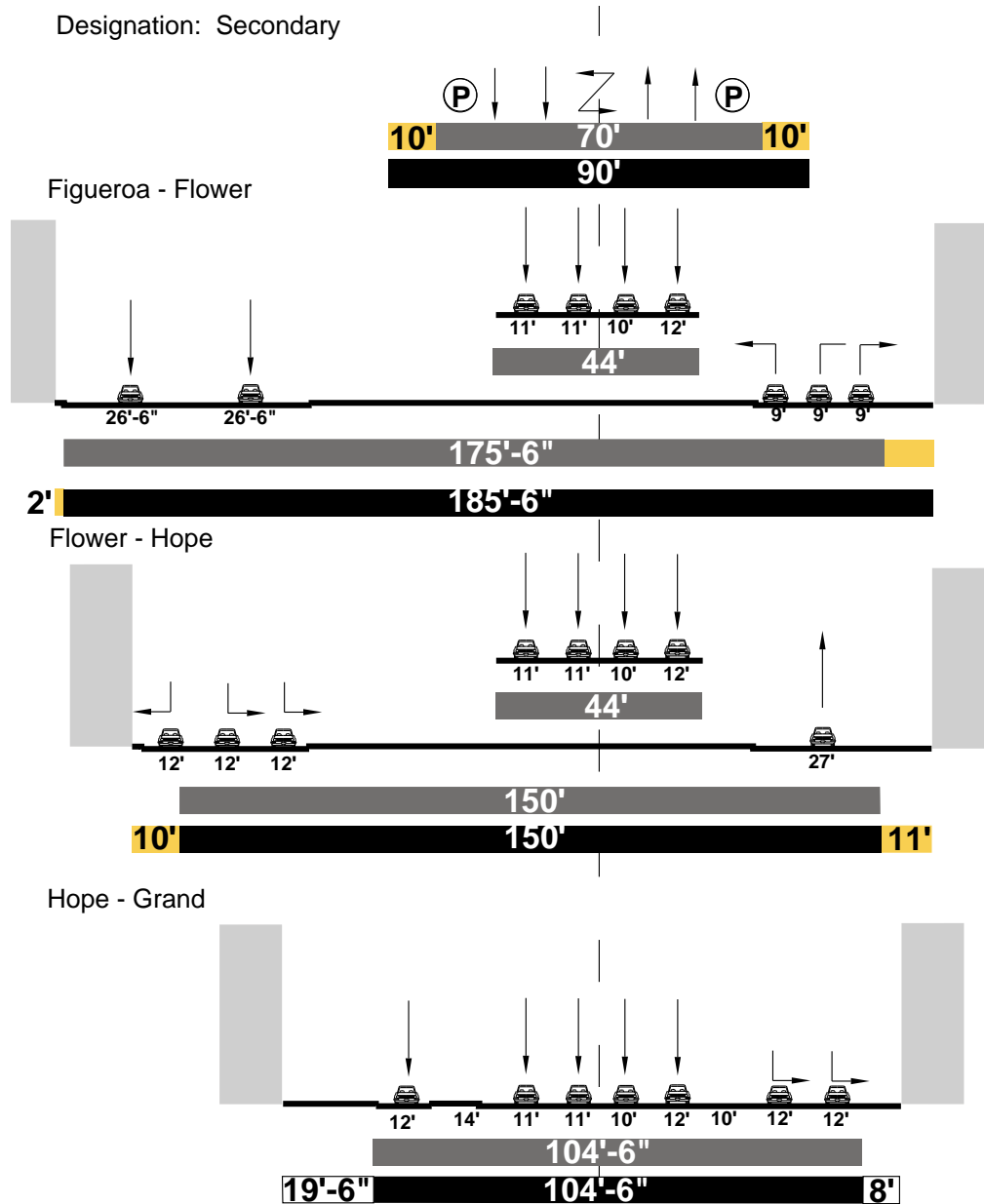
Los Angeles - Alameda



4TH STREET looking west
EXISTING
 Secondary

PROPOSED
 Modified 1-Way Secondary
 NO CHANGE FROM EXISTING

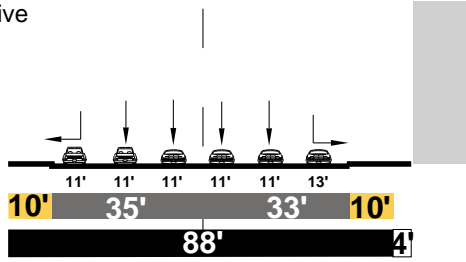
Designation: Secondary



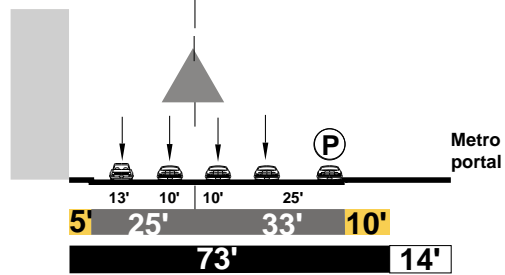
4TH STREET looking west (continued)

EXISTING

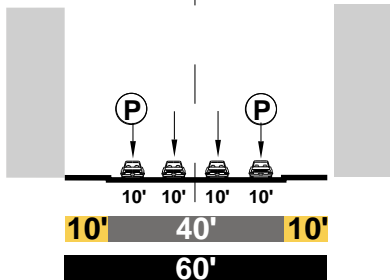
Grand - Olive



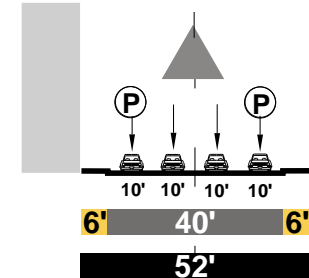
Olive - midblock Hill/Broadway



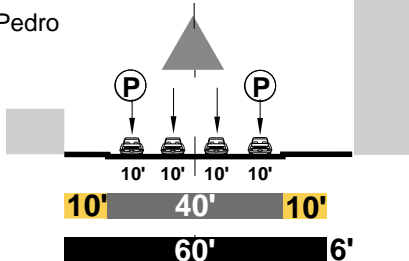
midblock Hill/Broadway - Main



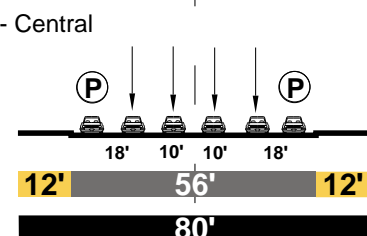
Main - Wall



Wall - San Pedro

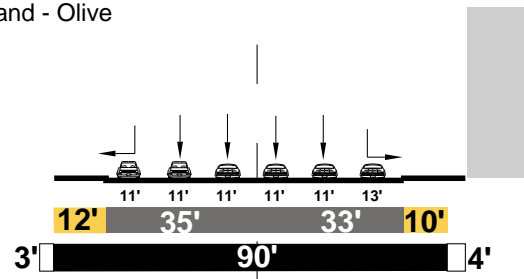


San Pedro - Central

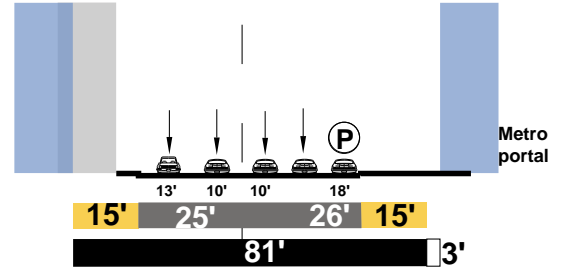


PROPOSED

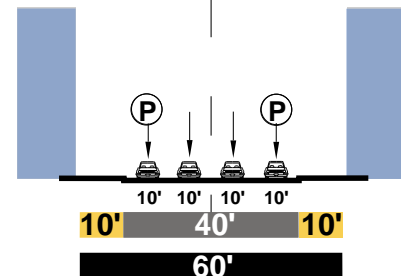
Grand - Olive



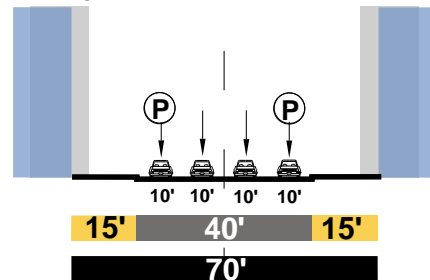
Olive - Hill



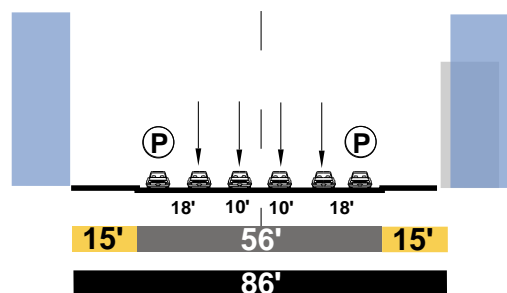
Hill - Main



Main - Los Angeles



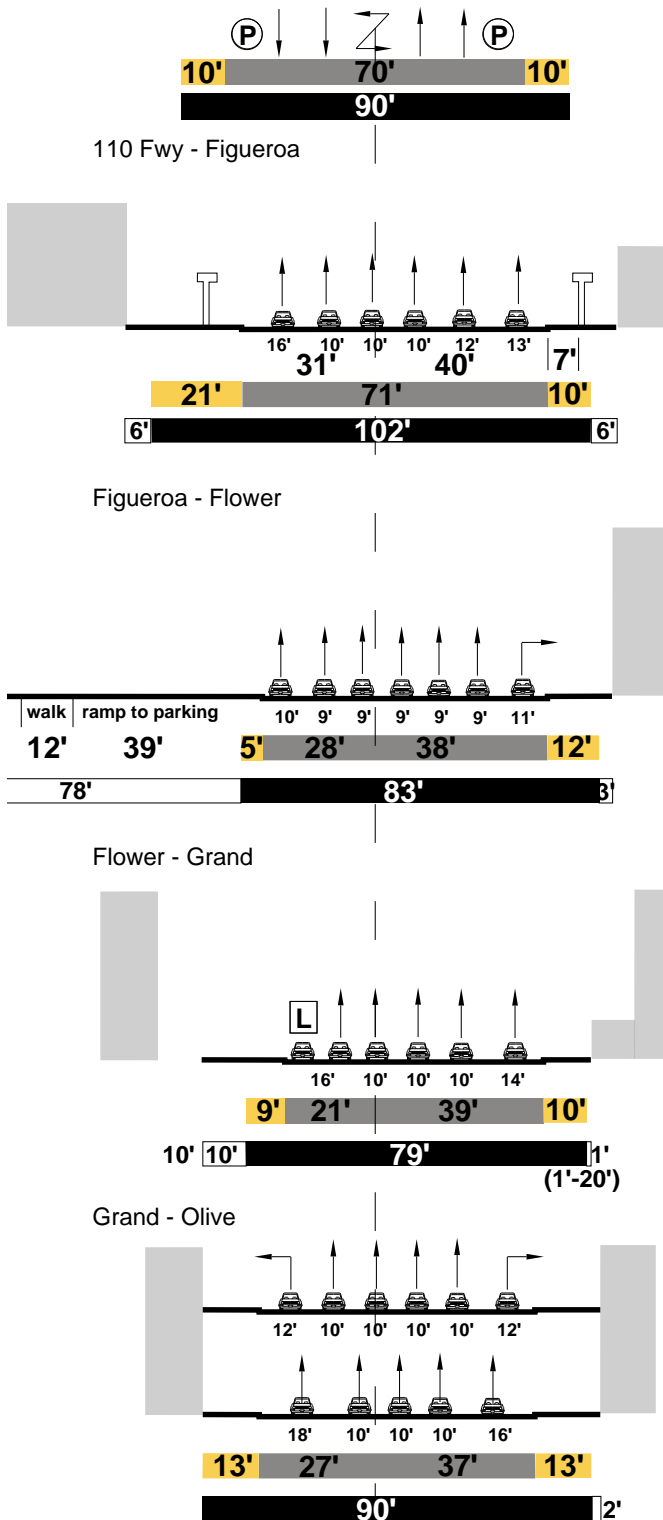
Los Angeles - Central



5TH STREET looking west **EXISTING** **Secondary**

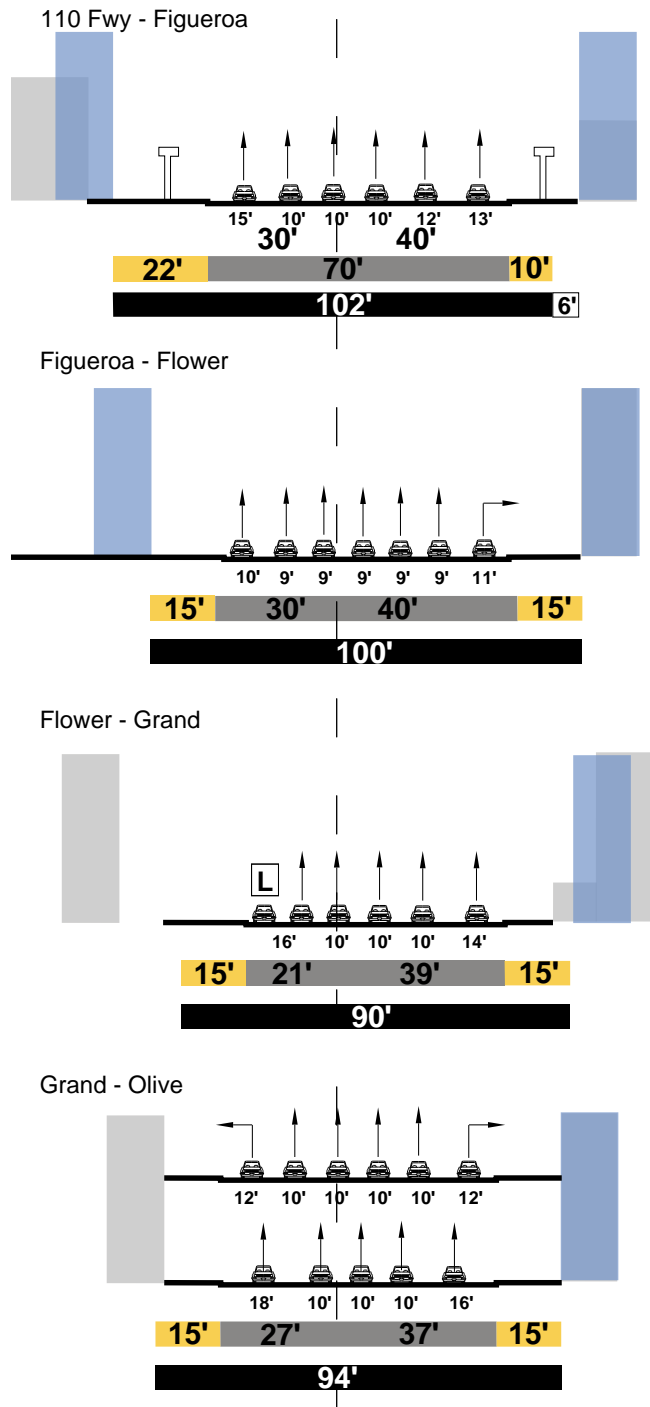
5TH STREET looking west
 EXISTING

Designation: Secondary



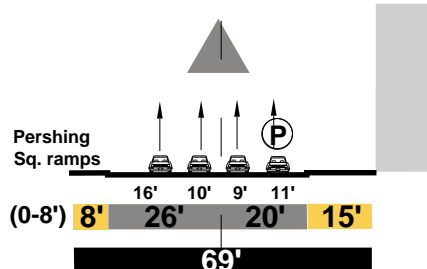
PROPOSED **Modified 1-Way Secondary**

PROPOSED

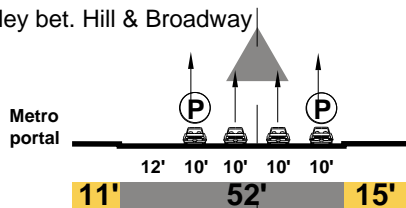


5TH STREET looking west (continued) EXISTING

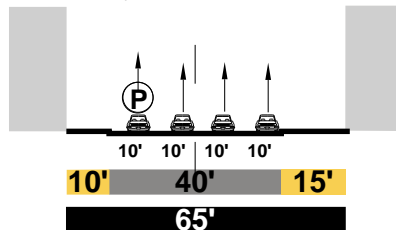
Olive - Hill



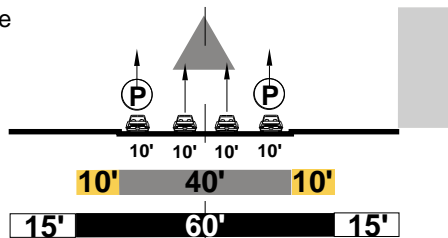
Hill - alley bet. Hill & Broadway



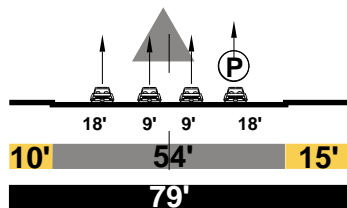
alley bet. Hill & Broadway - Main



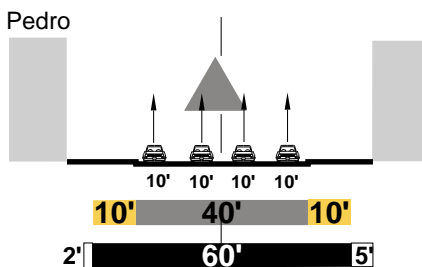
Main - Maple



Maple - Wall

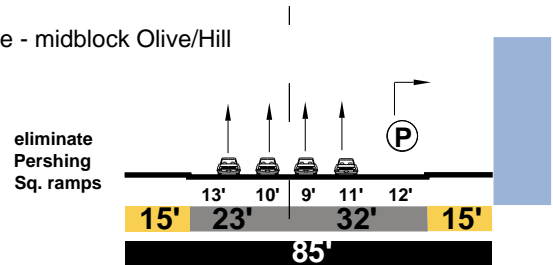


Wall - San Pedro

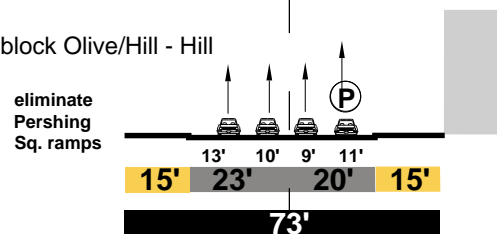


PROPOSED

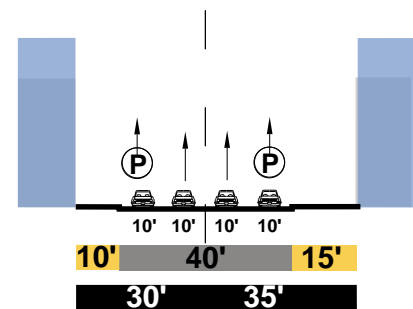
Olive - midblock Olive/Hill



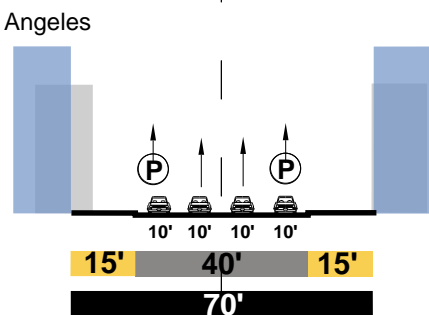
midblock Olive/Hill - Hill



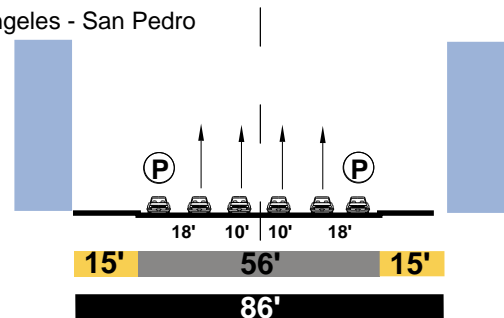
Hill - Main



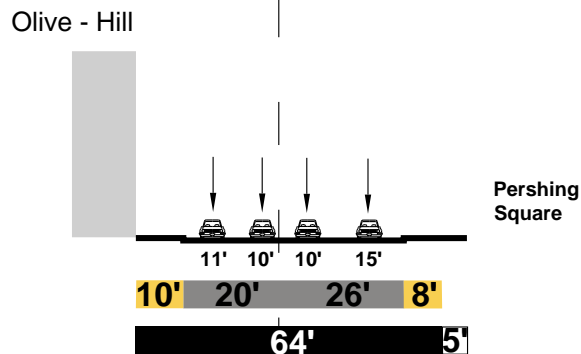
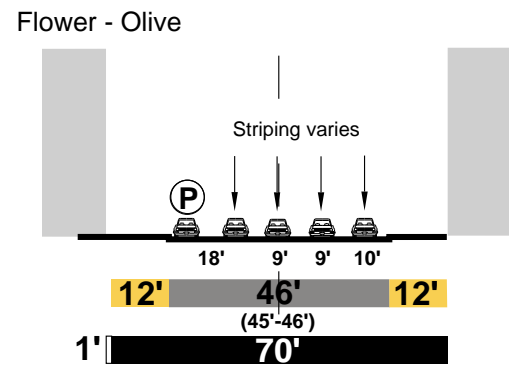
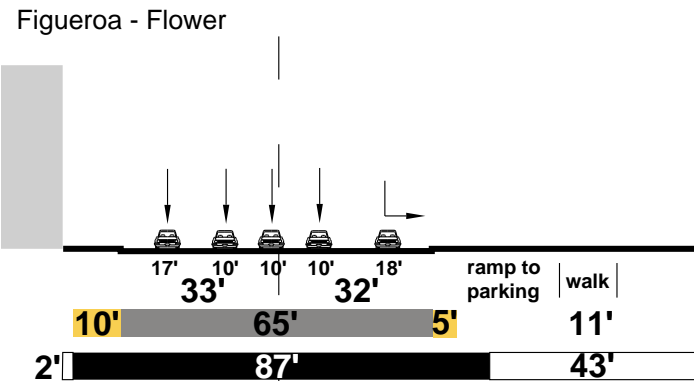
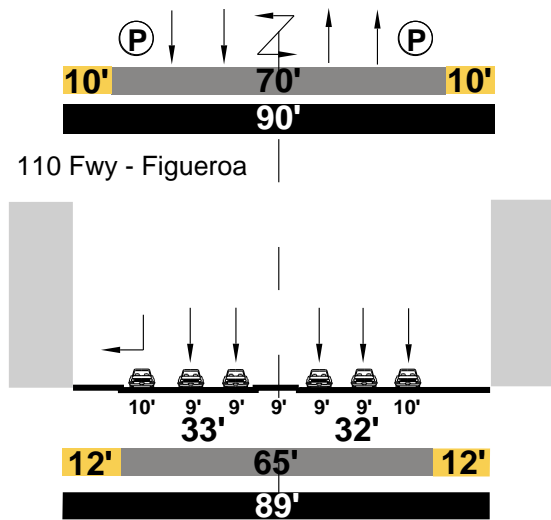
Main - Los Angeles



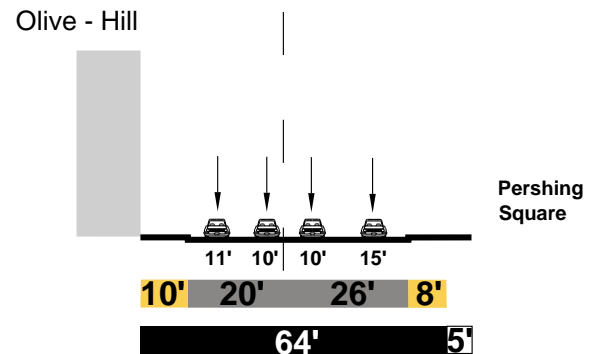
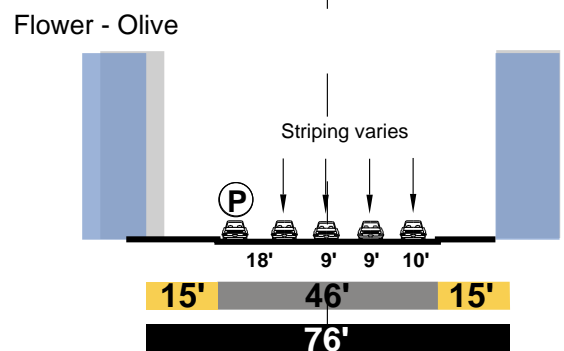
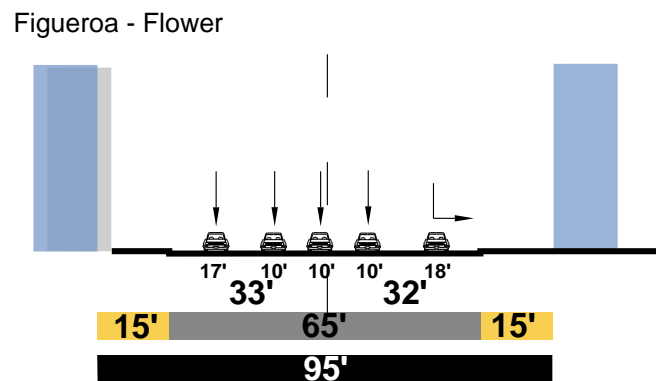
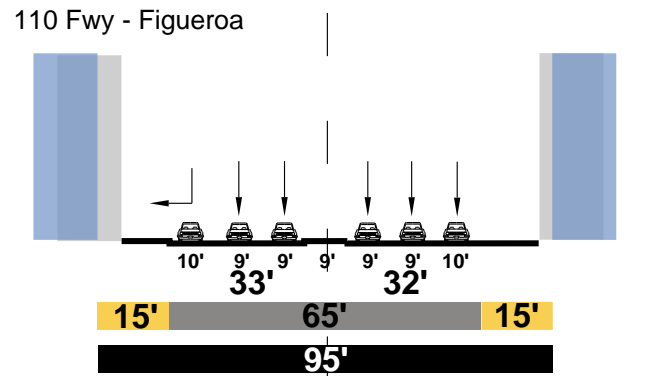
Los Angeles - San Pedro



6TH STREET looking west
EXISTING
 Secondary

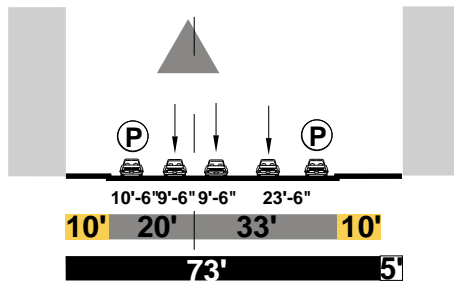


PROPOSED
 Modified 1-Way Secondary

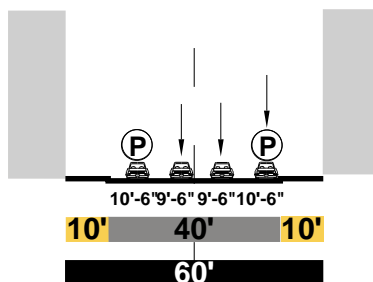


6TH STREET looking west (continued) EXISTING

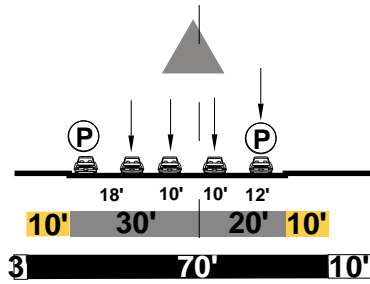
Hill - alley bet. Hill/Broadway



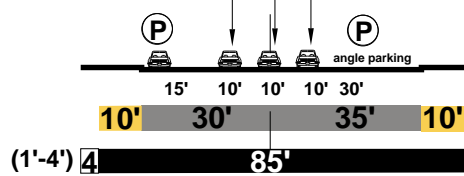
alley bet. Hill/Broadway - Los Angeles



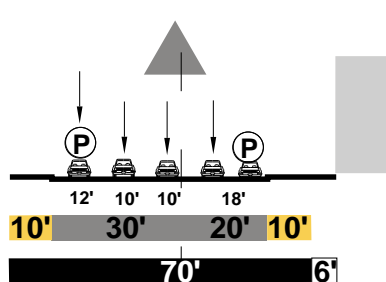
Los Angeles - Maple



Maple - Wall

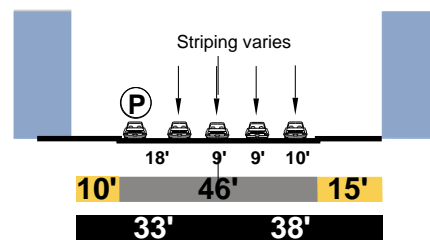


Wall - San Pedro

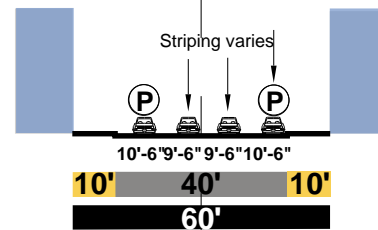


PROPOSED

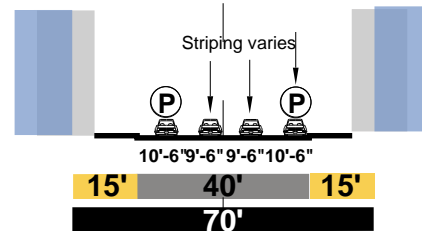
Hill - alley bet. Hill/Broadway



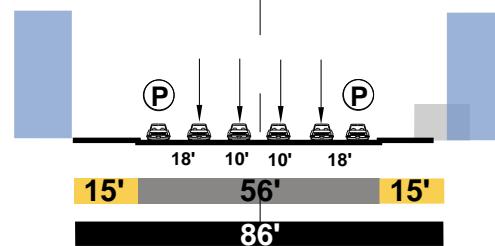
alley bet. Hill/Broadway - Main



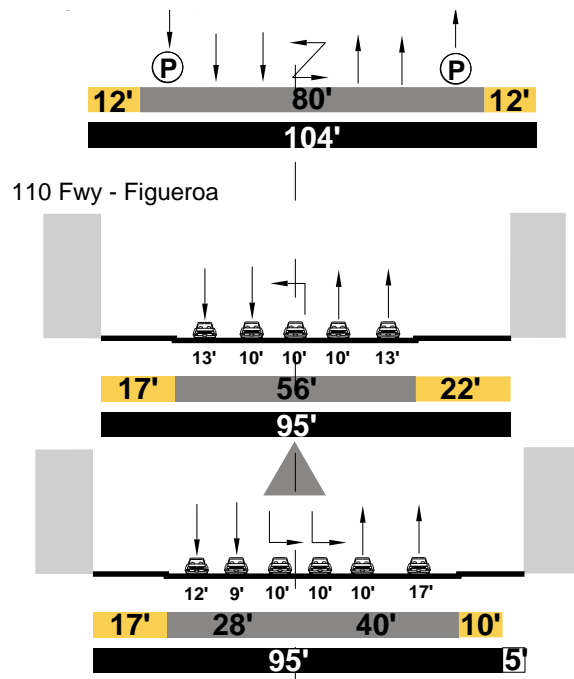
Main - Los Angeles



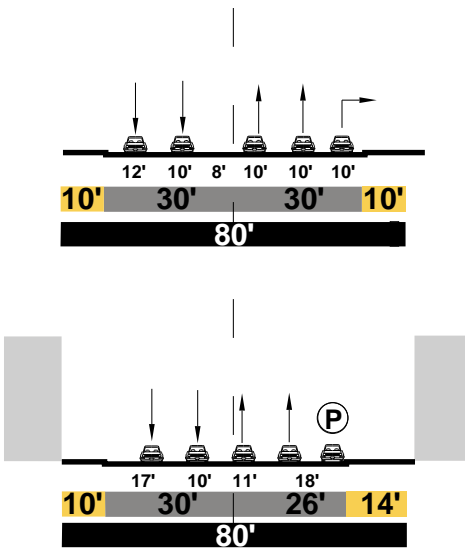
Los Angeles - San Pedro



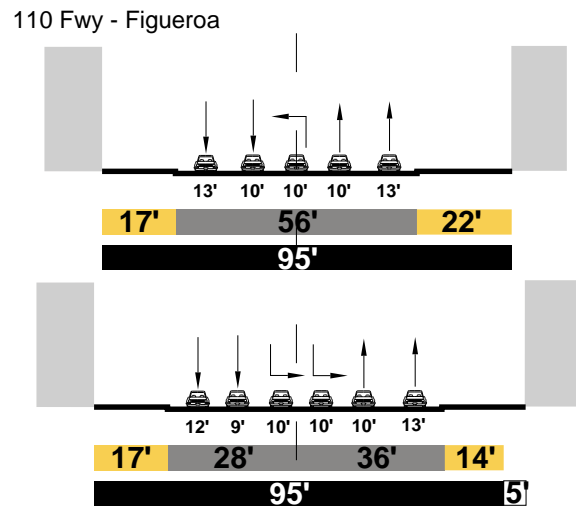
WILSHIRE BOULEVARD looking west
EXISTING
 Major Class II west of Figueroa
 Secondary east of Figueroa



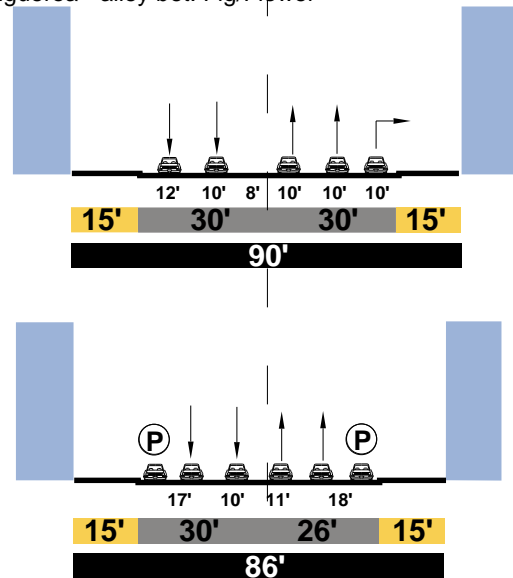
Figueroa - Flower



PROPOSED
 Modified Major Class II west of Figueroa
 Modified Secondary east of Figueroa



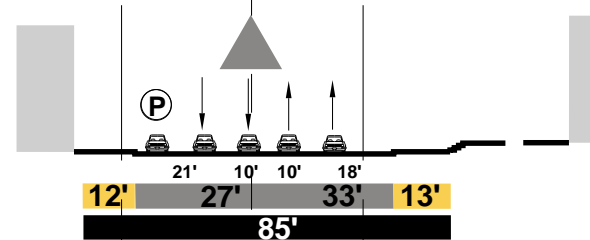
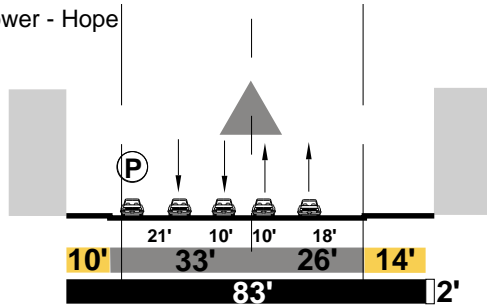
Figueroa - alley bet. Fig/Flower



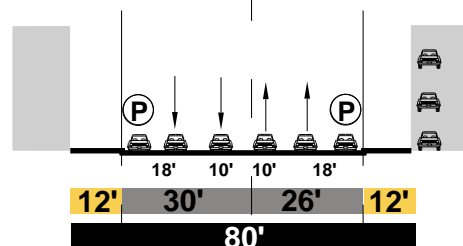
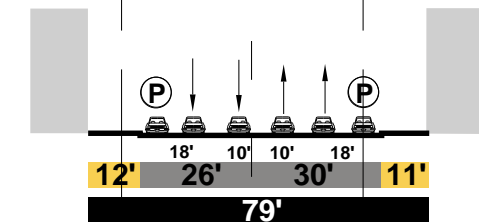
WILSHIRE BOULEVARD looking west (continued) **EXISTING**

PROPOSED

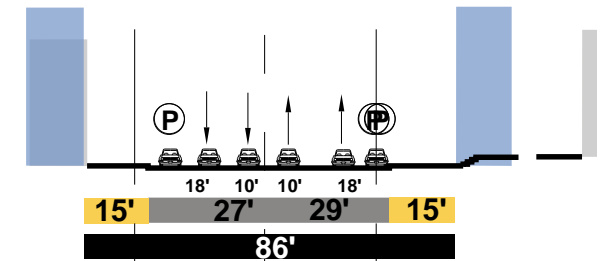
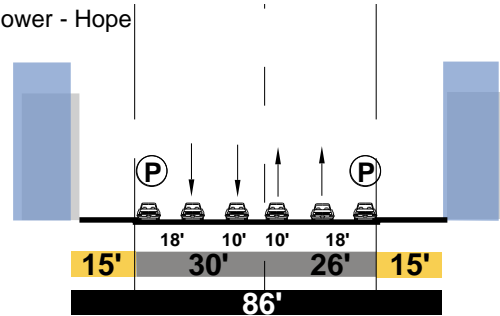
Flower - Hope



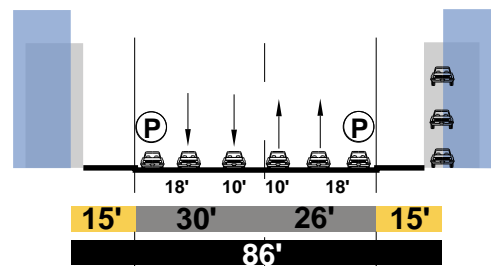
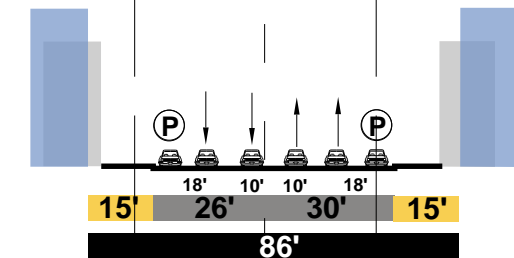
Hope - Grand



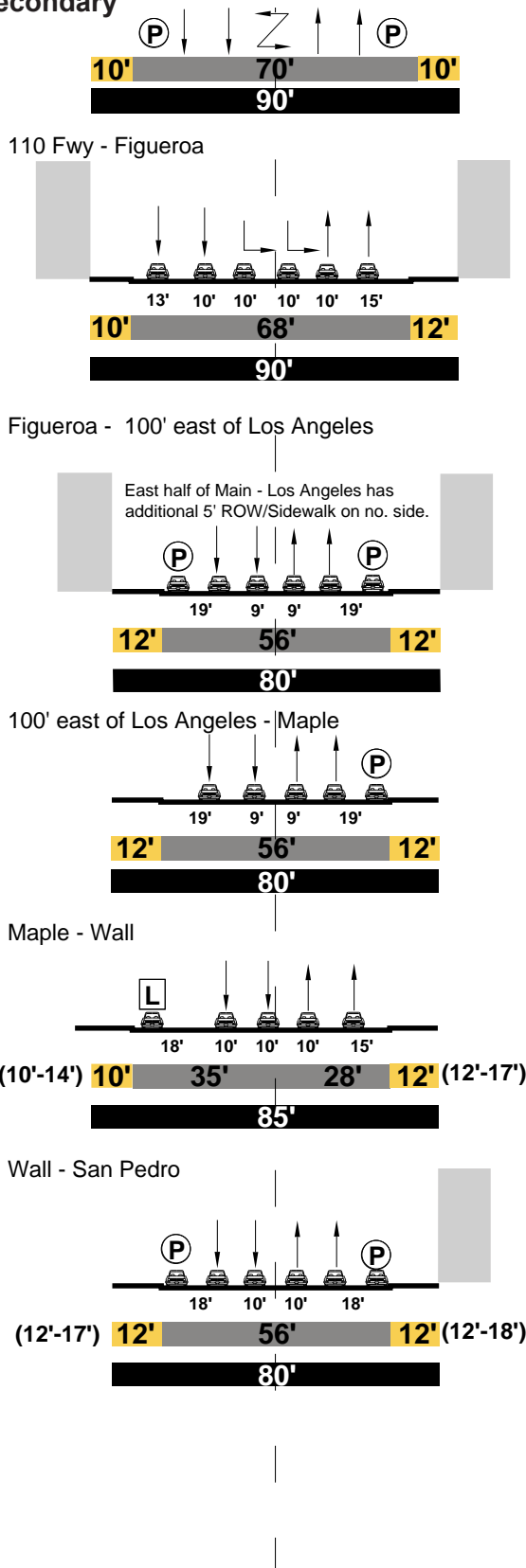
Flower - Hope



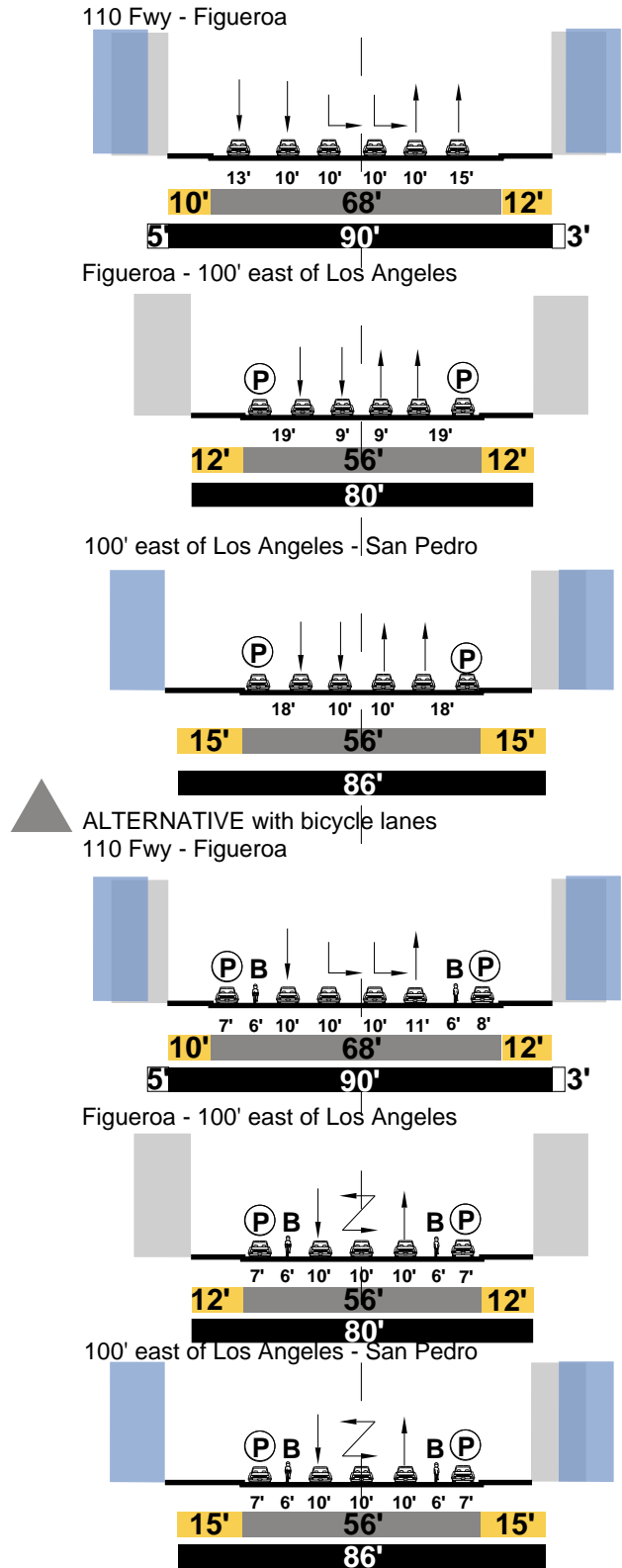
Hope - Grand



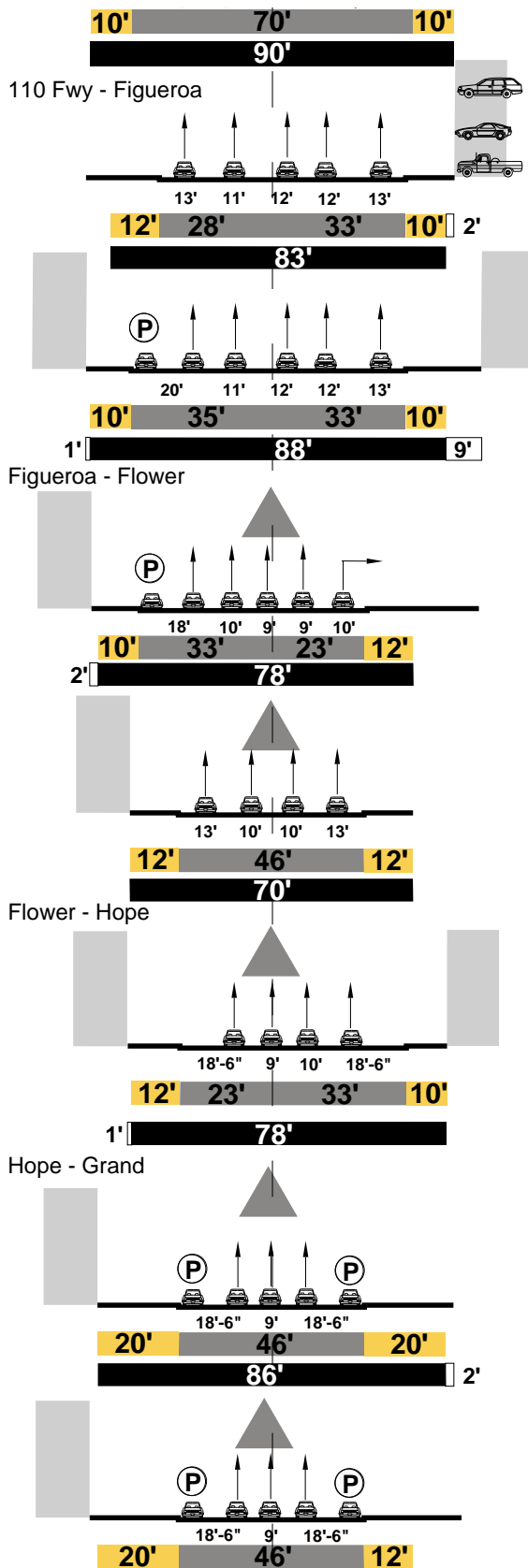
7TH STREET looking west
EXISTING
Secondary



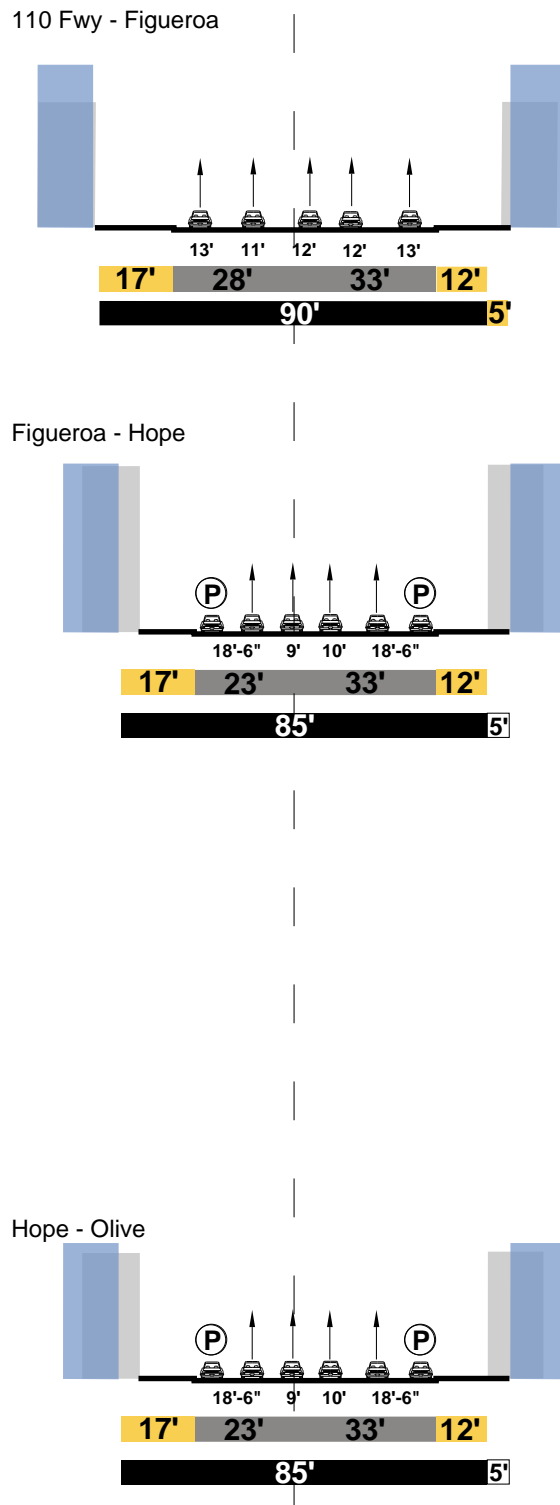
PROPOSED
Modified 2-Way Secondary



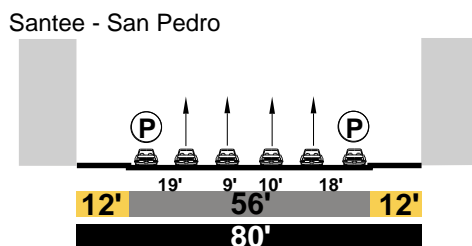
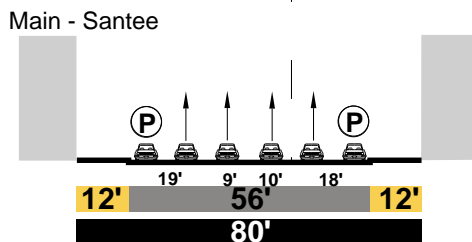
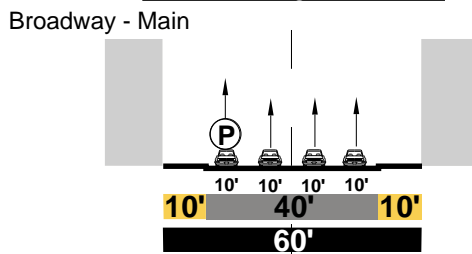
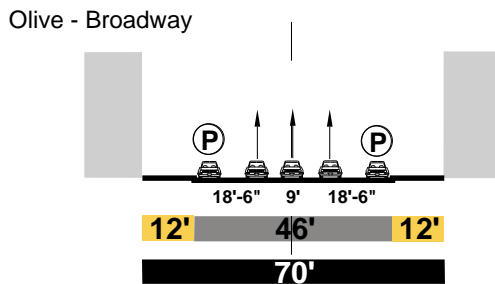
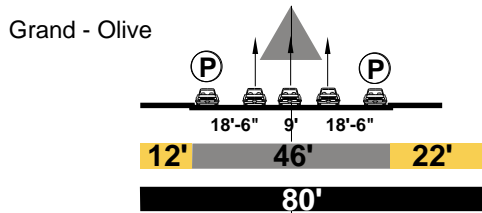
8TH STREET looking west
EXISTING
 Secondary



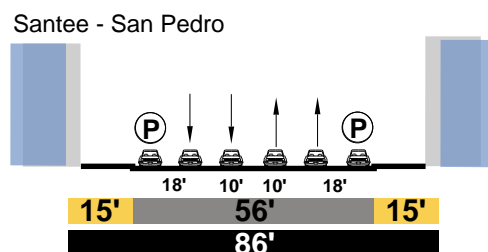
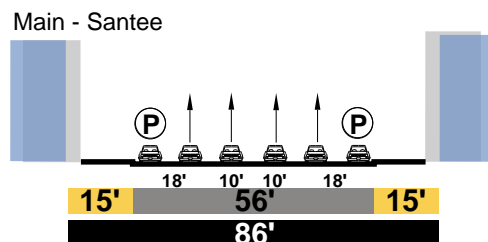
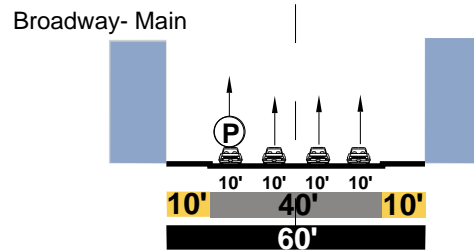
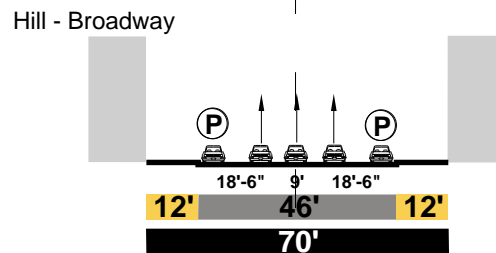
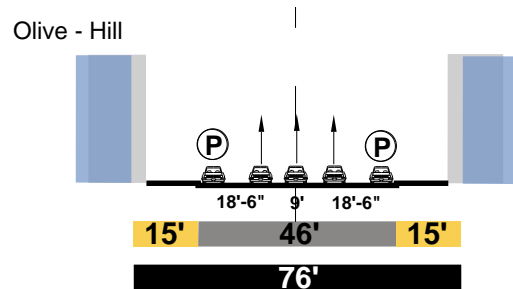
PROPOSED
 Modified 1-Way Secondary



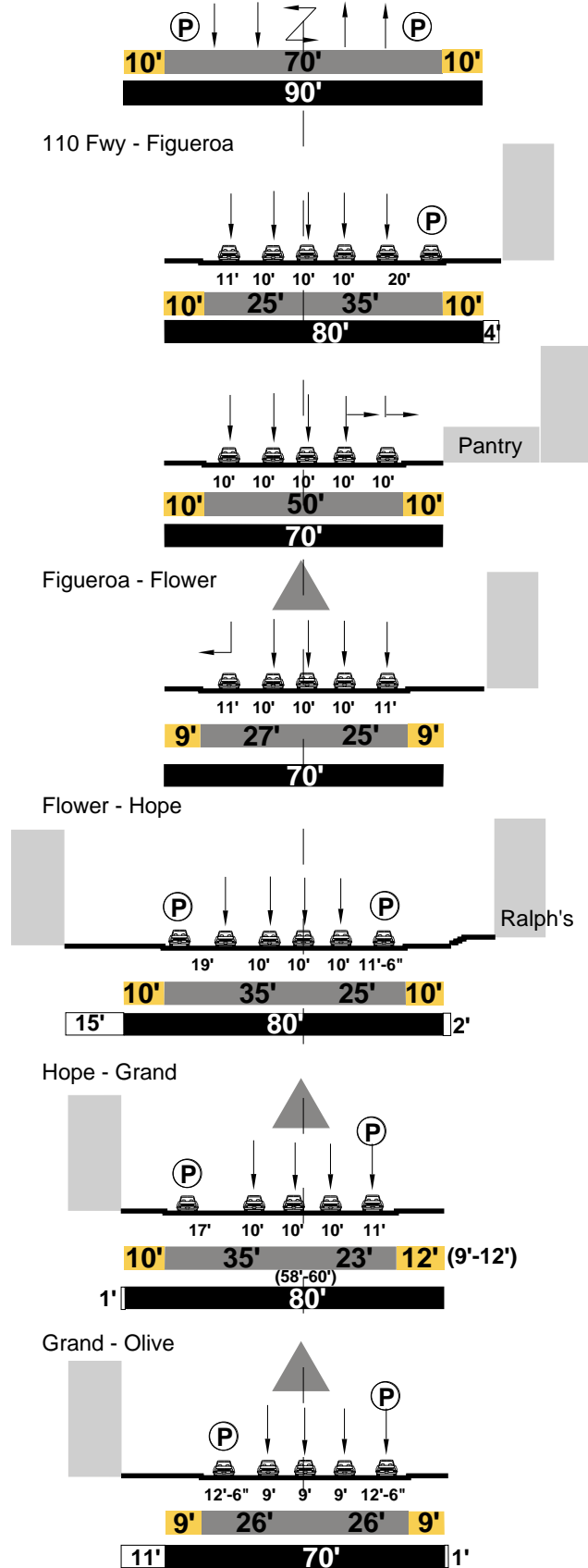
8TH STREET looking west (continued) EXISTING



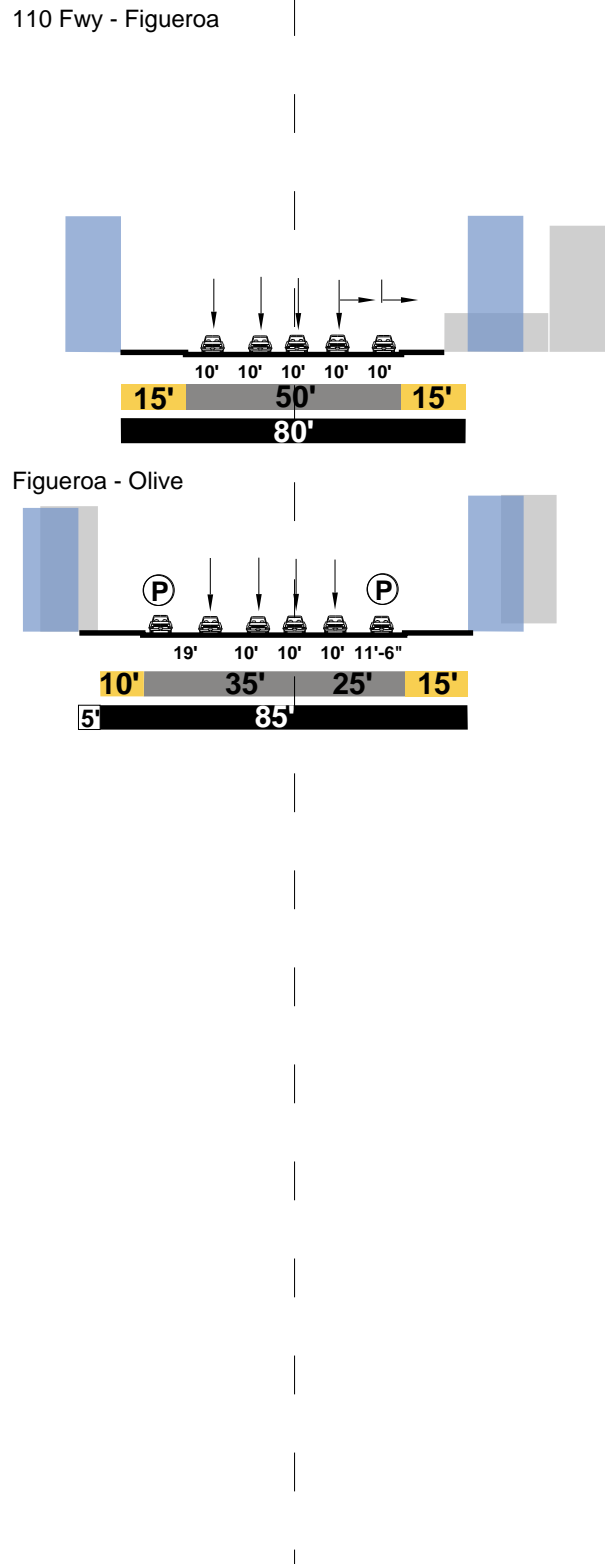
PROPOSED



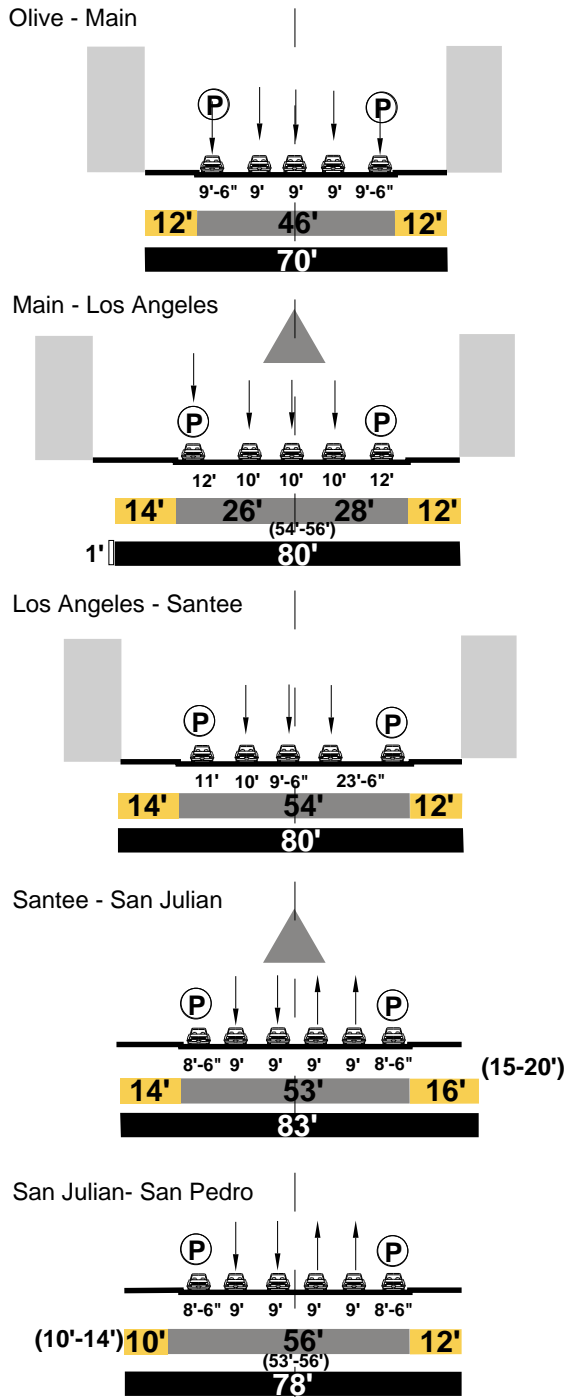
JAMES WOOD/9TH STREET looking west
EXISTING
 Secondary



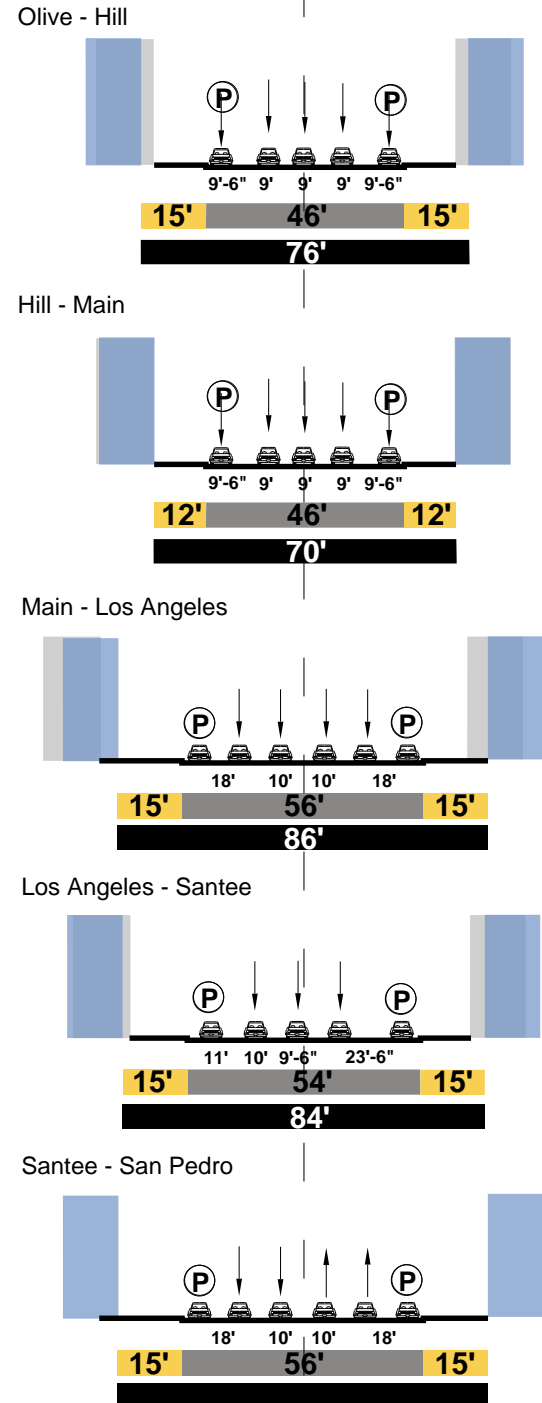
PROPOSED
 Modified 1-Way Secondary



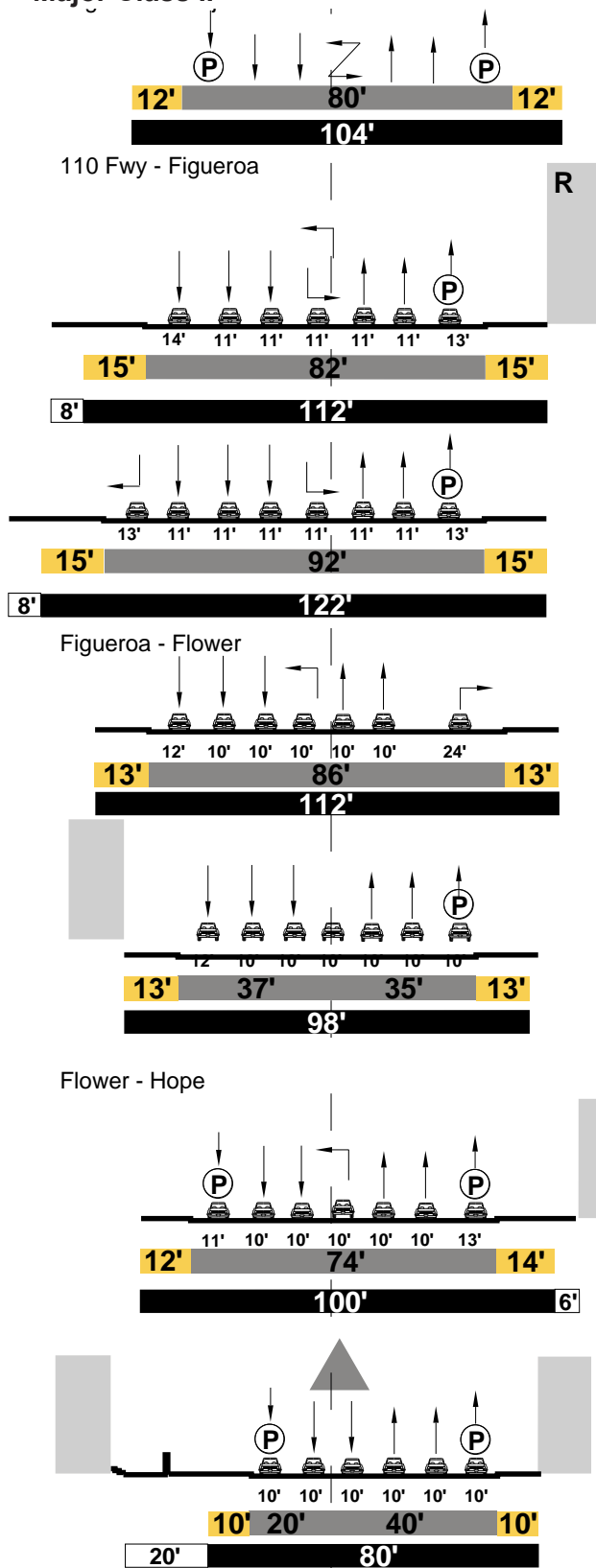
9TH STREET looking west (continued) **EXISTING**



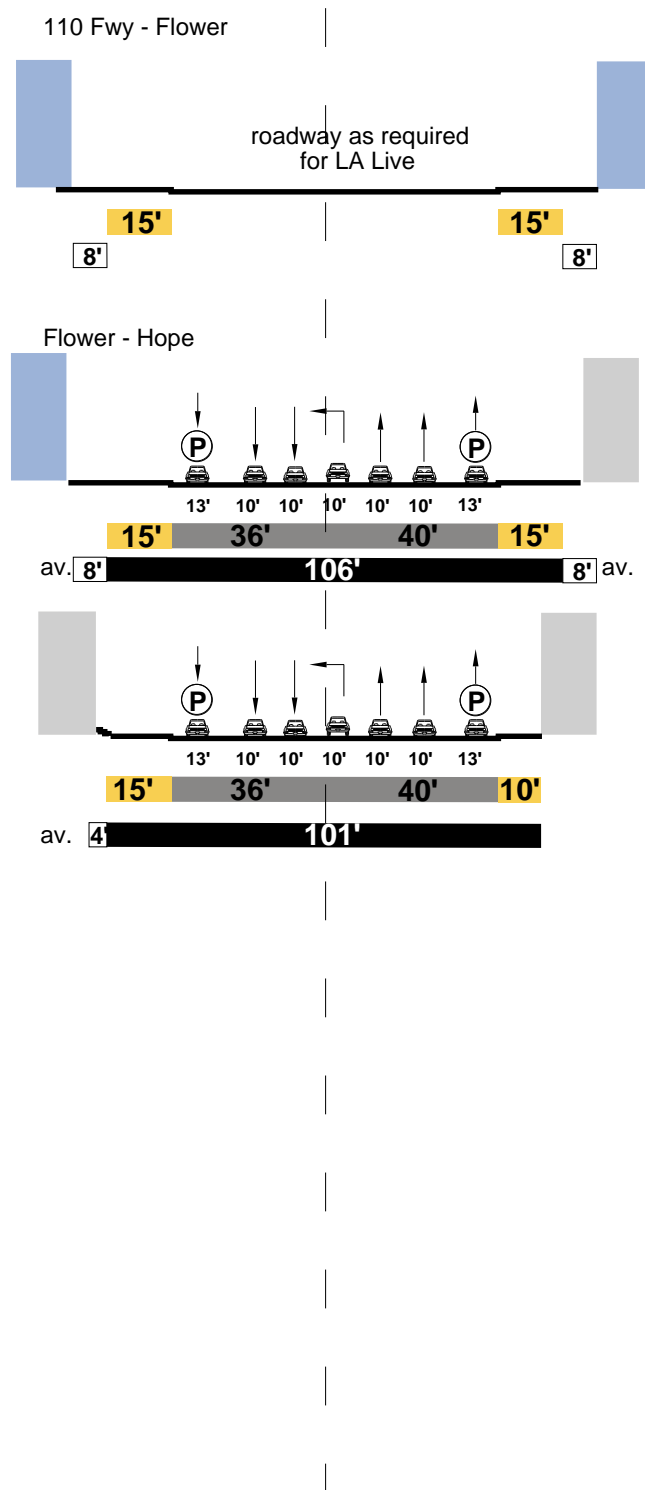
PROPOSED



Major Class II

**PROPOSED**

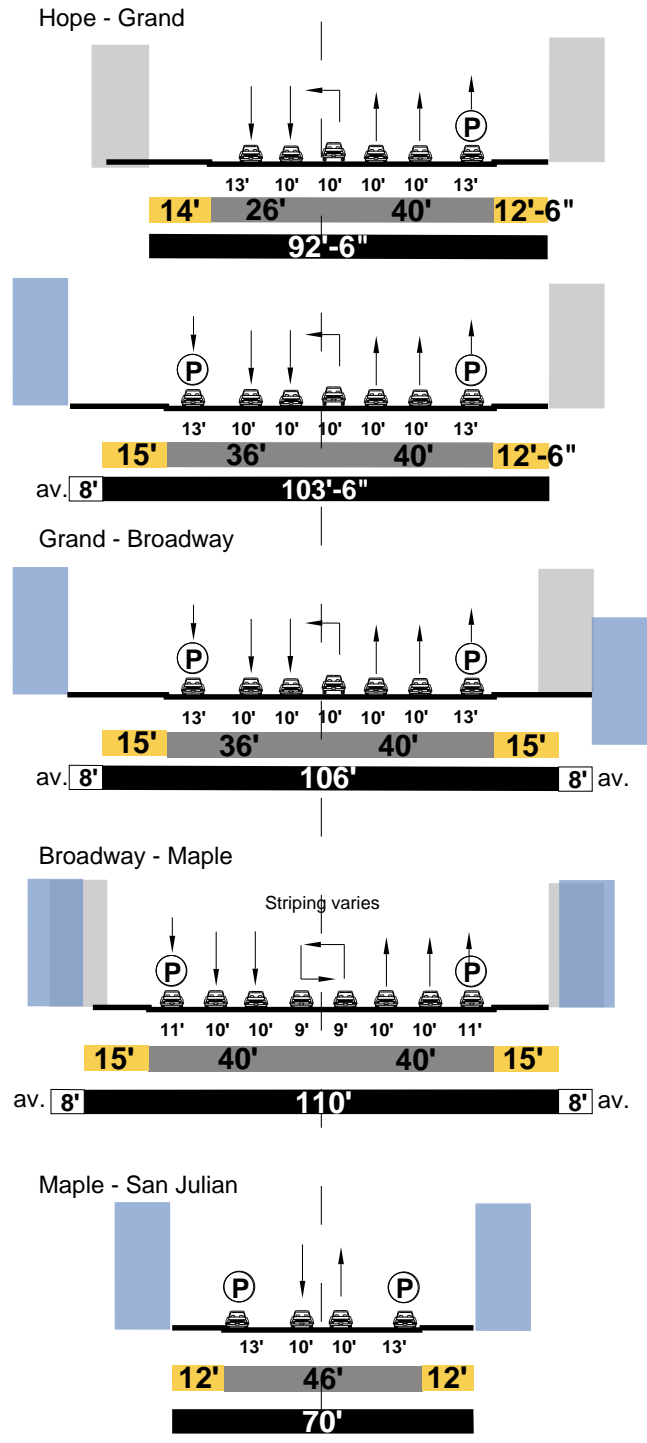
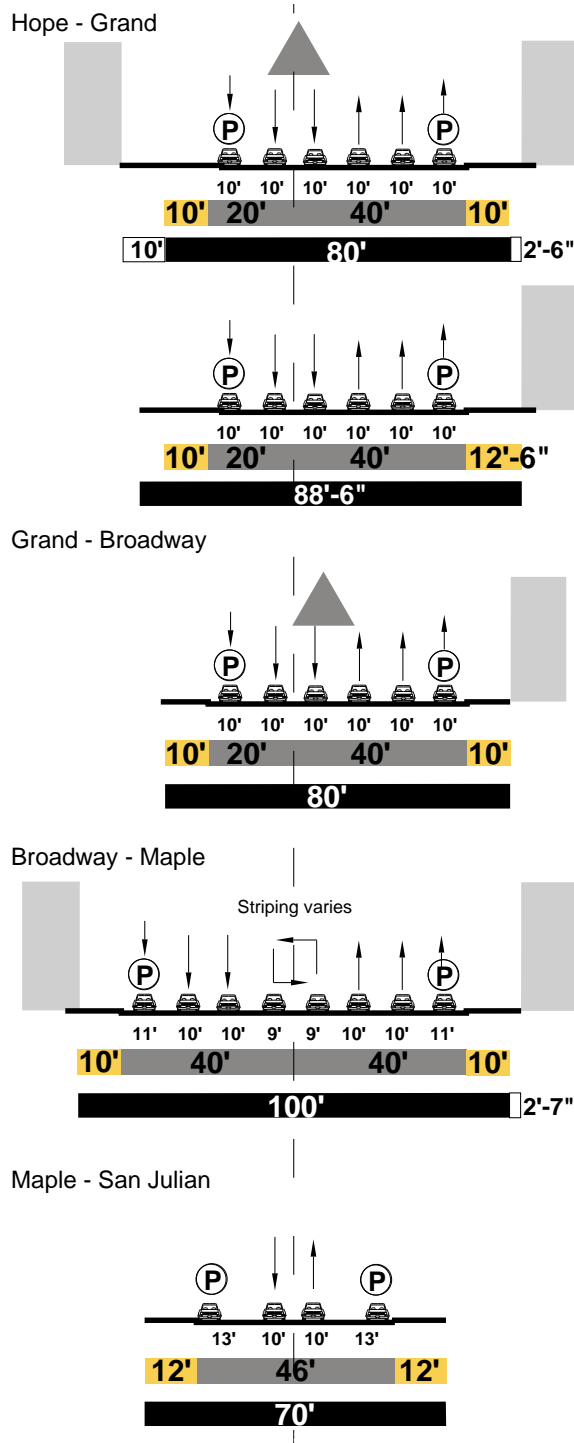
Modified 2-Way Major Class II



OLYMPIC BOULEVARD looking west (continued)

EXISTING

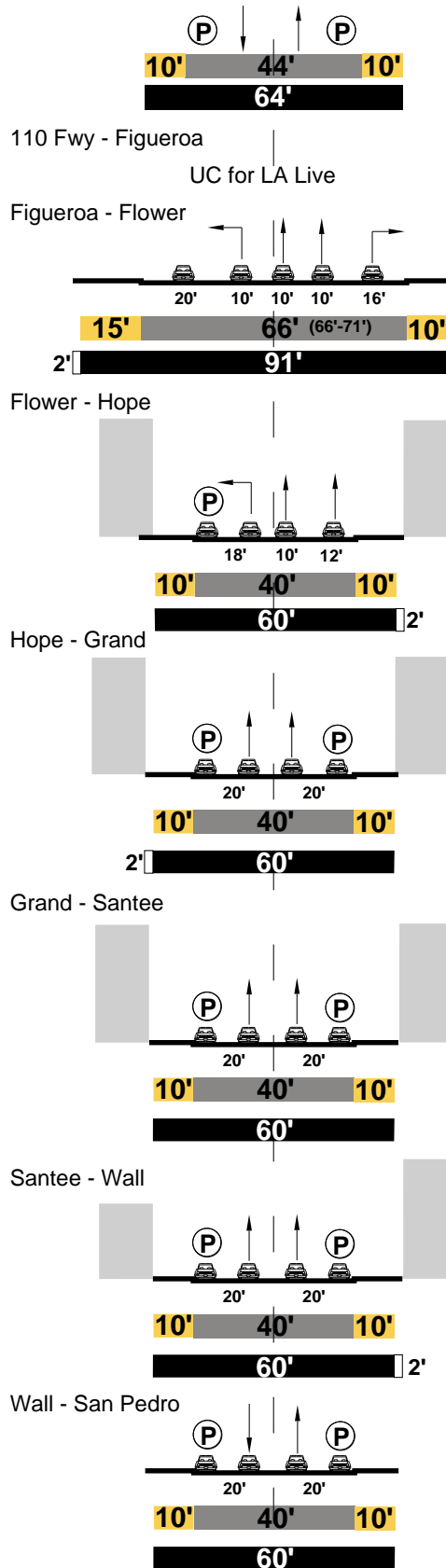
PROPOSED



CHICK HERN COURT/11TH STREET looking west

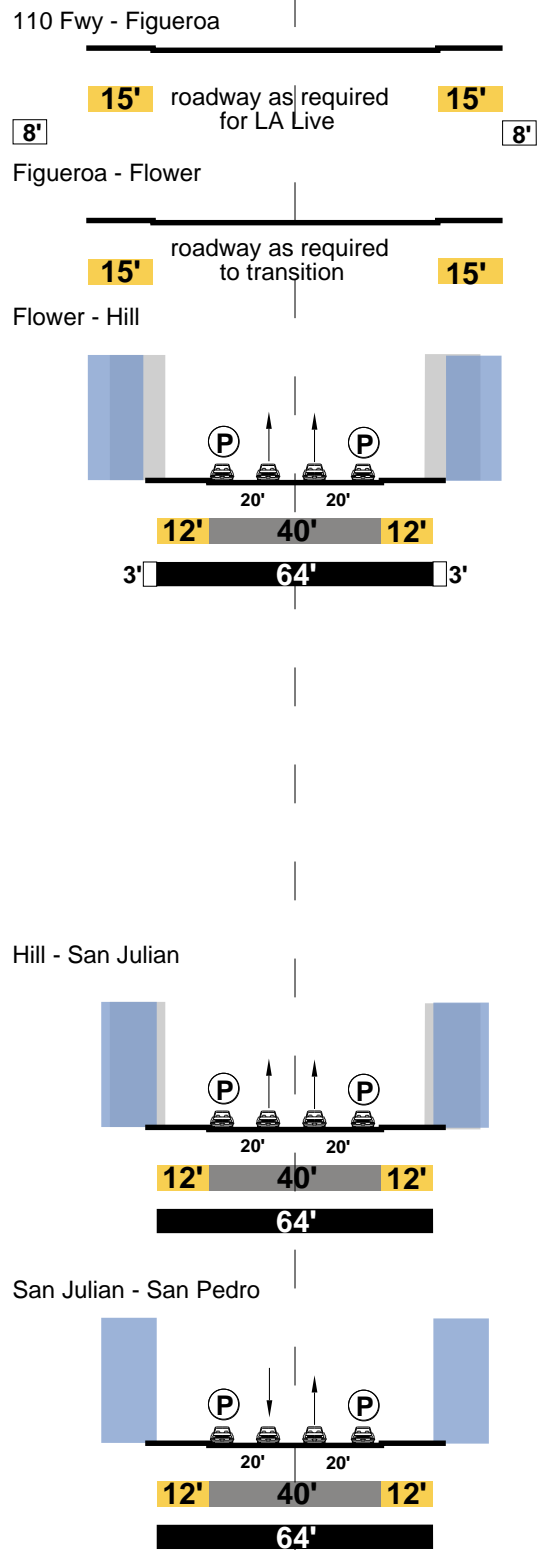
EXISTING

Collector

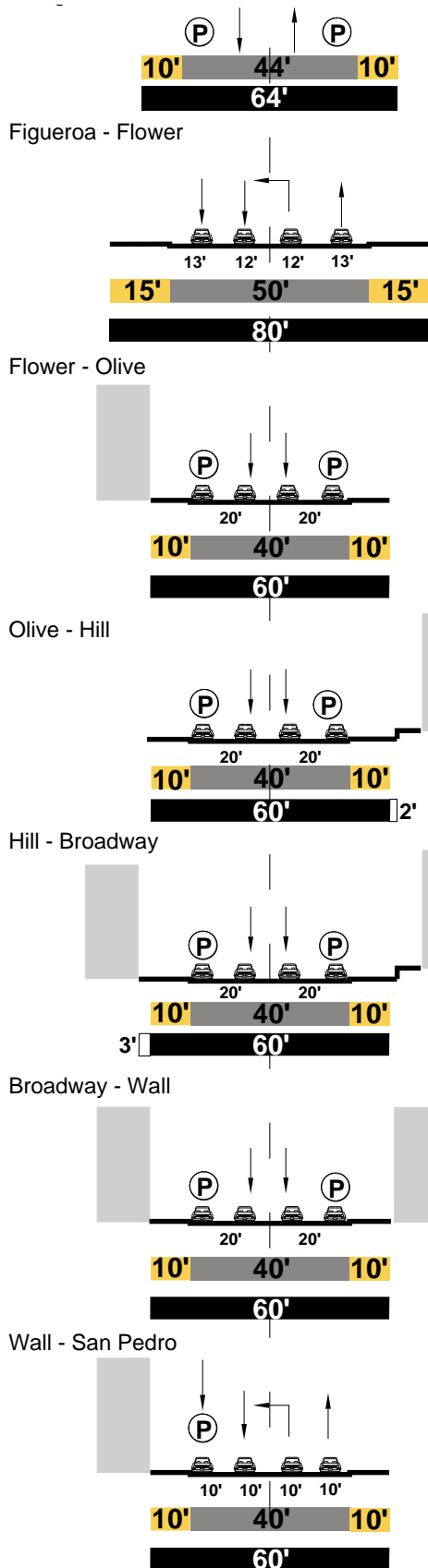


PROPOSED

Modified Collector - 2-Way west of Figueroa 1-Way east of Figueroa



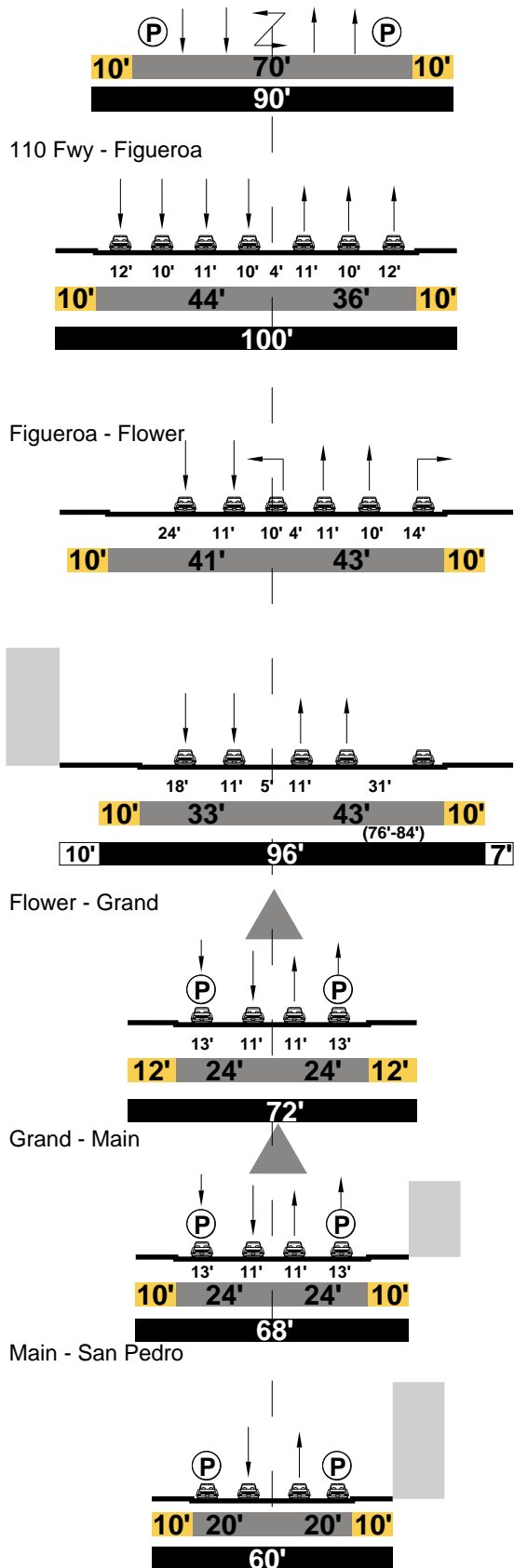
12TH STREET looking west
EXISTING
Collector



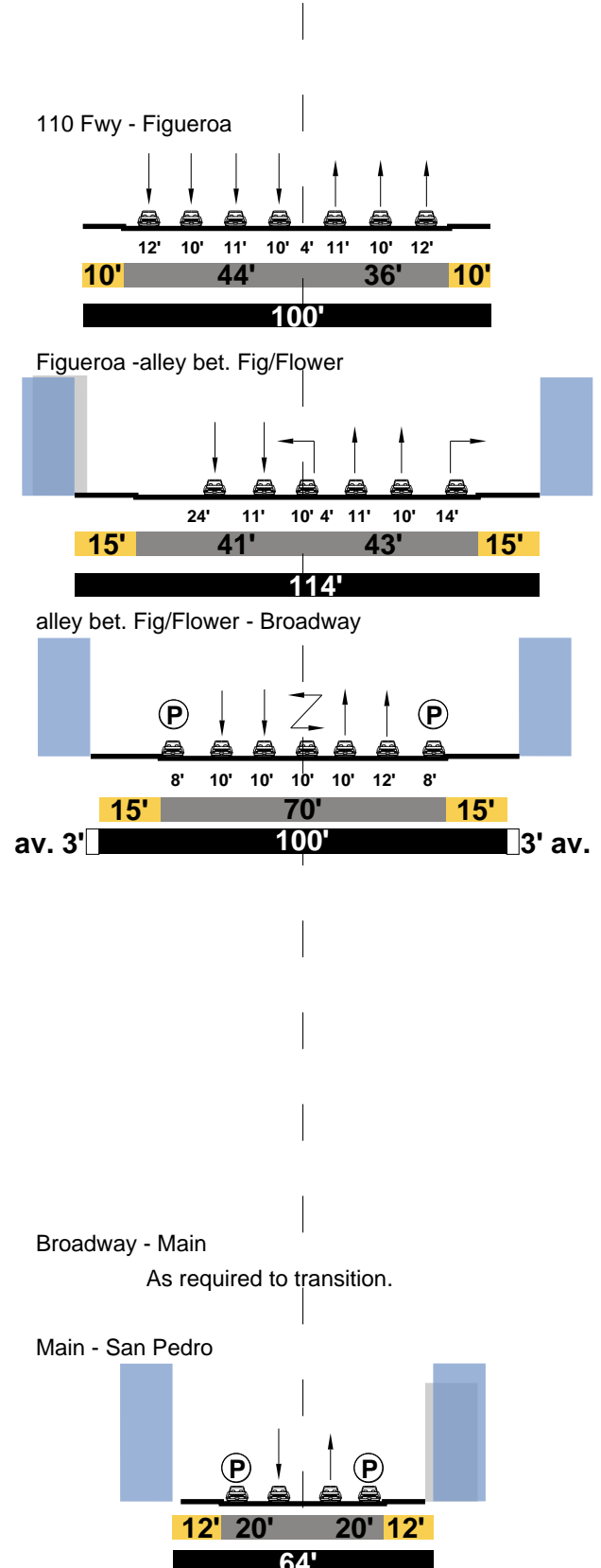
PROPOSED
Modified Collector - 1- Way east of Wall
2-Way west of Wall



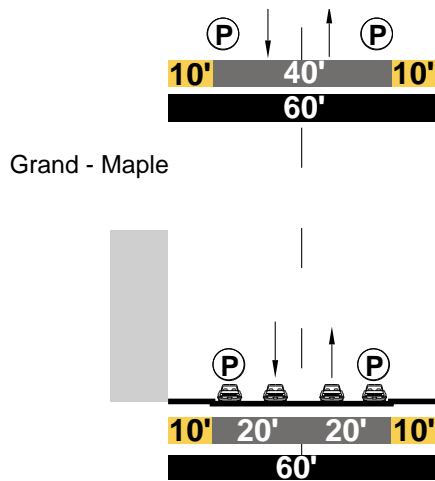
PICO BOULEVARD looking west
EXISTING
 Secondary



PROPOSED
 Modified 2-Way Secondary west of Main
 Modified 2-Way Collector east of Main

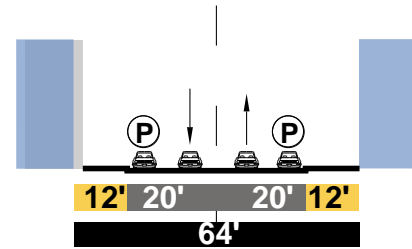


14TH STREET looking west
EXISTING
 Local

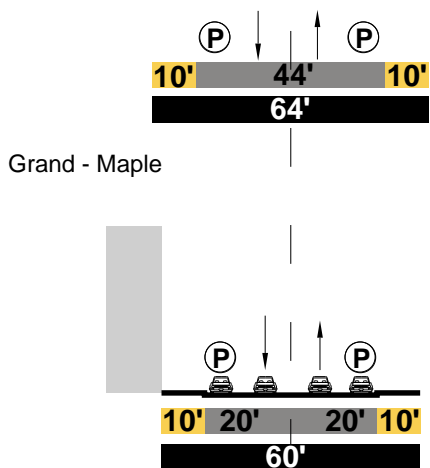


PROPOSED
 Modified 2-Way Local

Grand - Maple

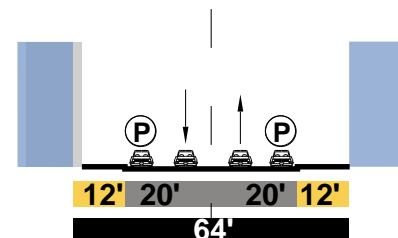


15TH STREET looking west
EXISTING
 Collector

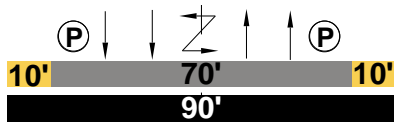


PROPOSED
 Modified 2-Way Collector

Grand - Maple

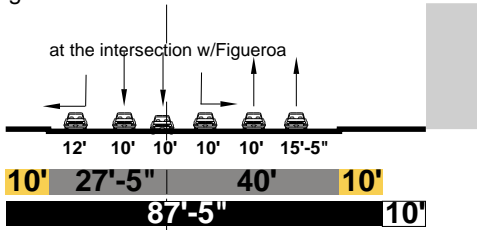


VENICE BOULEVARD looking west **EXISTING** Secondary

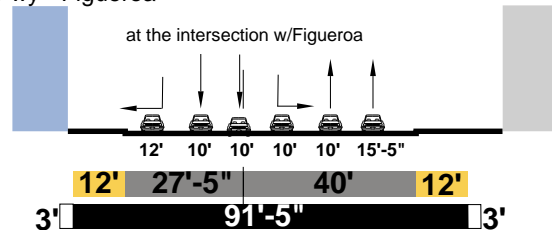


PROPOSED WITH BICYCLE LANES Modified 2-Way Secondary

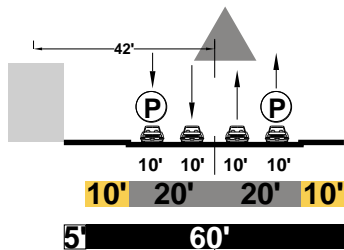
110 Fwy - Figueroa



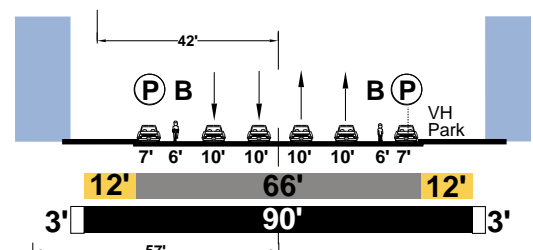
110 Fwy - Figueroa



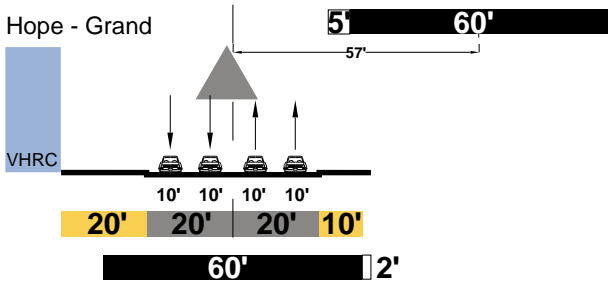
Figueroa - Hope



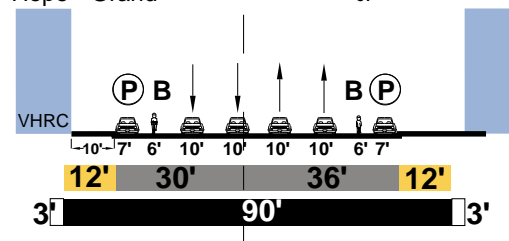
Figueroa - Hope



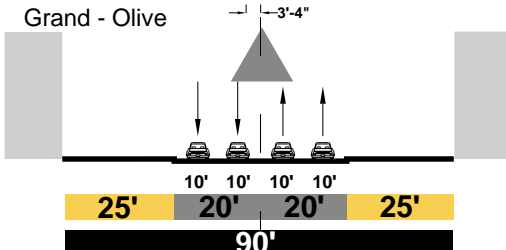
Hope - Grand



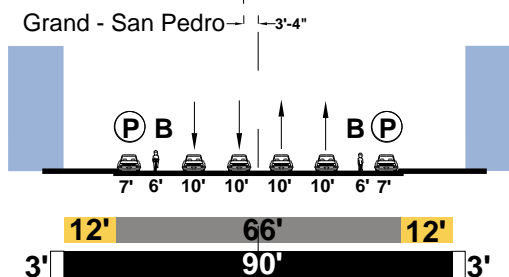
Hope - Grand



Grand - Olive



Grand - San Pedro



Olive - San Pedro

