



Making the Connections

Improving Bike and Walk Routes to the Gold Line

Funded by

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Project Team

Livable Places

Jennifer Allen, Project Manager

Joe Linton

Beth Steckler

Mary Peralta

Ryan Snyder Associates

Transportation Planning

Ryan Snyder

Terrain

Landscape Architecture & Urban Design

David Fletcher

Homeboy Industries

Interns

Daniel Lopez

Cristina Torres

Metro

Tham Nguyen

Irv Taylor

Project Advisory Committee

Claire Bowin

Celia Brugman

Kim Chan

Liz Elliot

Brett Goldstone

Tham Nguyen

Kathy Ortega

Shay Sanchez

Kathleen Smith

Aaron Thomas

Sean Woods

Bibiana Yung

Metro

Tham Nguyen, Project Manager

Irv Taylor

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Lindsey Mysse

North East Trees

Kathy Ortega

Helene Schpak

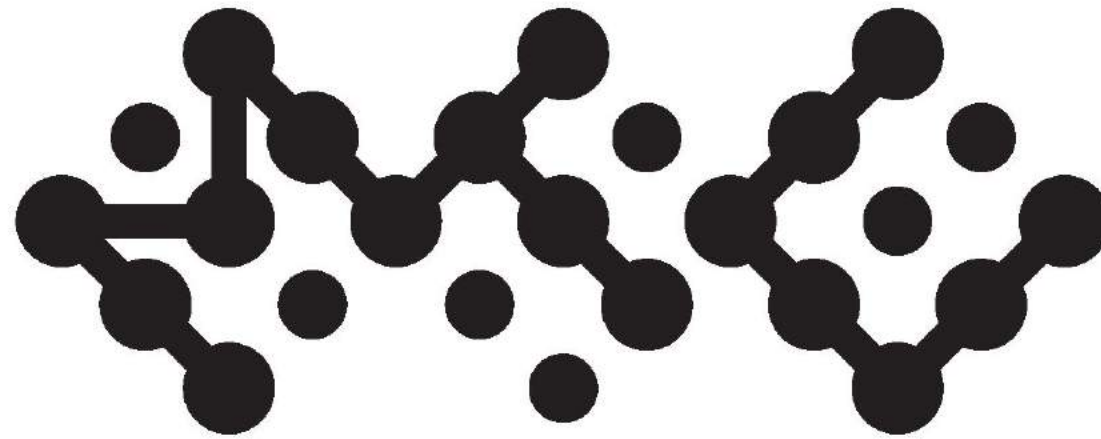
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Ted Wright

Sean Woods and Enrique Arroyo of California State Parks

Alana Yañez of State Assemblymember Kevin De Leon's staff



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Prepared by

Livable Places

634 So. Spring Street, Suite 727

Los Angeles, CA 90014

www.livableplaces.org/connections/

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Los Angeles County

Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

Phone: (213) 922-2606

www.metro.net

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Why Making the Connections?

There have been numerous plans for the Lincoln Heights and Chinatown areas, but there has yet to be a plan that looks specifically at connecting the people who walk and bike in the area to the Gold Line. Connecting pedestrians and bicyclists to transit is important today because of the challenges we face including climate change, traffic congestion, and public health issues. Getting around by walking or biking is good for personal well being and the planet and should therefore be encouraged.

Photo by Ryan Snyder

Walking and biking are not only important, they're fun and provide moments shared with friends and family. People walking and biking interact with each other and help to build community with neighbors. An active street enhances security and improves the quality of life.

Making the Connections (MTC) is an urban planning and design project that proposes ways to encourage walking and biking to and around the Lincoln/Cypress and Chinatown Metro Gold Line stations. The two study areas for the project roughly encompass the ½ mile radius around each of the Gold Line stations. Study Area 1, Lincoln/Cypress Neighborhood, surrounds the Lincoln/Cypress Gold Line Station and is characterized by pockets of single-family homes and old industrial areas that increasingly include multi-family housing. Study Area 2, Ann Street Neighborhood, is to the east of the Chinatown Gold Line and includes William Mead Homes and old industrial areas with small pockets of housing. The vast majority of residents that live in the neighborhood live in William Mead Homes, which includes Ann Street and Ann Street Elementary School.

The goals of this project go beyond improvements for six key connections. Livable Places also worked to shape Making the Connections into a catalytic project that:

- Fosters neighborhood-based project designs that enable more walking and biking for healthier communities
- Encourages a jobs/housing balance that supports the efficient public transportation in core Los Angeles communities
- Reducing dependency on single occupant vehicle trips, reduces traffic congestion, minimizes impacts on valuable habitat and improves air quality
- Facilitates a more livable development model for the city of Los Angeles and the region

If the Making the Connections proposals are implemented they will produce regional benefits for Los Angeles such as:

- More opportunities for people of diverse economic and ethnic backgrounds to interact and enjoy the same urban experience of taking the Gold Line, visiting the Los Angeles State Historic Park, eating in Chinatown, or seeing a movie in Pasadena
- Establishing the Gold Line as the preferred means of traveling to the new Los Angeles State Historic Park (Cornfields site) for people living outside the neighborhood
- Reduce emissions from automobiles

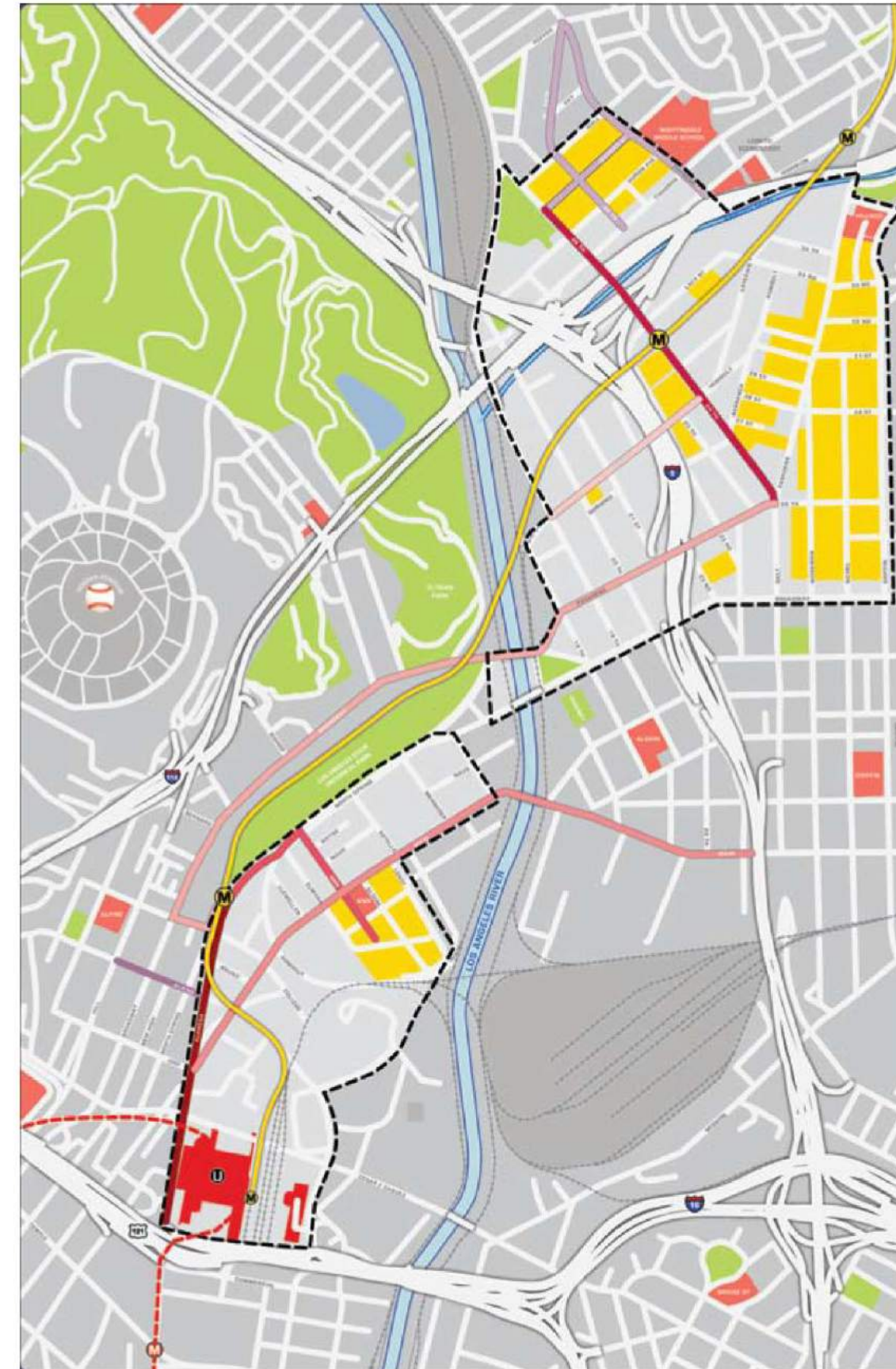
Partners

Making the Connections was funded by a Caltrans Community-Based Transportation Planning Grant that was awarded to Livable Places. Livable Places is a non-profit organization that advances affordable vibrant healthy Southern California communities through advocacy, innovation, and building.

Livable Places completed the Making the Connections project in partnership with Metro and Homeboy Industries. Los Angeles County Metropolitan Transportation Authority (Metro) provided Livable Places with important oversight for the project, as well as a great deal of logistical and material support. Homeboy Industries partnered on the project providing two interns who received job training and led community outreach efforts to ensure public participation in the plan's activities.

Project Advisory Committee

MTC was shaped by the guidance of a Project Advisory Committee (PAC). This committee was composed of residents, advocates, representatives of pertinent city departments and Metro staff. The PAC met to review the progress of the project and share their ideas.



The History of Lincoln Heights

Present-day Lincoln Heights, like most areas along the Los Angeles River, was originally inhabited by indigenous peoples for thousands of years. In 1873, Lincoln Heights was subdivided, at which time it was considered to be “out in the county” by downtown residents. Many refer to Lincoln Heights as the first suburb of Los Angeles. It was initially settled as a streetcar suburb. Horse-drawn trolleys crossing the North Broadway Bridge allowed residents to travel to work. In southwest Lincoln Heights, industry displaced housing as wineries, breweries, bakeries, and others took advantage of proximity to rail facilities.

By the 1940s Los Angeles had an extensive network of street cars and trolleys, including the famed red cars which had helped the region expand rapidly outward. As the automobile gained popularity, however, streetcar lines gradually gave way to a more car-dominated transportation mix. This became starkly real for Lincoln Heights when the Pasadena Freeway was built in the 1930s and the Golden State Freeway was built in the 1950s, which have cut through the neighborhoods and isolated sections.

Lincoln Heights residents include people from diverse ethnic backgrounds, including large Latino and Asian populations. The area has a strong sense of civic involvement through the participation of volunteers, community organizations, churches, schools, business groups, and other organizations.

History of Chinatown

Prior to European arrival, present-day Chinatown was inhabited by indigenous peoples for thousands of years. Recent history included waves of immigration from Mexico, Croatia, Italy, and elsewhere. Beginning around 1870, Chinese immigrants were concentrated in neighborhoods south and east of El Pueblo (Olvera Street). This thriving Chinese community was displaced in 1933 to make way for the construction of Union Station. Some displaced residents and businesses were relocated to today’s Chinatown, which was then called “New Chinatown.”

For the past few decades, a great deal of Chinese immigration has moved eastward, primarily into the San Gabriel Valley. However, Chinatown remains a significant population center and an important center of Chinese culture. Beginning in the 1990s, a new wave of artists and art galleries have added new flavors to the historic community.

Located on the outskirts of Chinatown proper are William Mead Homes, which consist of 450 units of public housing on 15 acres. The housing was established in 1942 and named after state legislator and housing advocate William Mead who donated the formerly industrial land for the development. William Mead Homes is owned by the Housing Authority of the City of Los Angeles and served by the nearby Chinatown Metro Gold Line Station.

Current Trends in Lincoln Heights & Chinatown

Today Lincoln Heights and Chinatown are undergoing a time of transition. With the arrival of the Gold Line in 2003, new housing development has been spurred. Lincoln Heights has seen over 500 housing units built in close proximity to the Gold Line and Chinatown has new housing units slated for the area including the 169 units at Blossom Plaza, a mixed use project that will directly connect to the Gold Line station platform.

One particular effort to guide changes in the Lincoln Heights and Chinatown areas is the Cornfields Arroyo Seco Specific Plan (CASP). Recognizing the areas as places of great transition, the City of Los Angeles is creating a plan to establish a community vision that can guide future development. The CASP plan relates to Making the Connections because of its similar geographic boundaries and shared goals for improving transportation options.

With master planning underway for Los Angeles State Historic Park and ambitious plans approved for the long-term revitalization of the Los Angeles River, interest in fostering great neighborhoods that offer a range of transportation options has been sustained. Students and professional planners alike have looked at ways to improve public space in the area including the creation of great streets that connect people to important destinations.





Methodology & Assumptions

Surveying Existing Studies and Plans

The planning process began with surveying plans that had already been created for the area or were underway. Looking at these plans, Livable Places became familiar with what planning had already been done while finding information that would be helpful for Making the Connections.

At the outset of the project Livable Places surveyed 17 studies and plans that were known to be in existence. Over the course of the planning process several more studies and plans were discovered and reviewed.

The existing studies and plans cover a range of issues including public space, urban design, pedestrian and cycling circulation, parks and rivers, and public access to these elements. The vast majority of the studies have not been implemented. Plans created by the City of Los Angeles include the Cornfields/Arroyo Seco Specific Plan, Los Angeles River Revitalization Master Plan, and River Improvement Overlay (RIO).

Important Issues

3 Most Important Issues

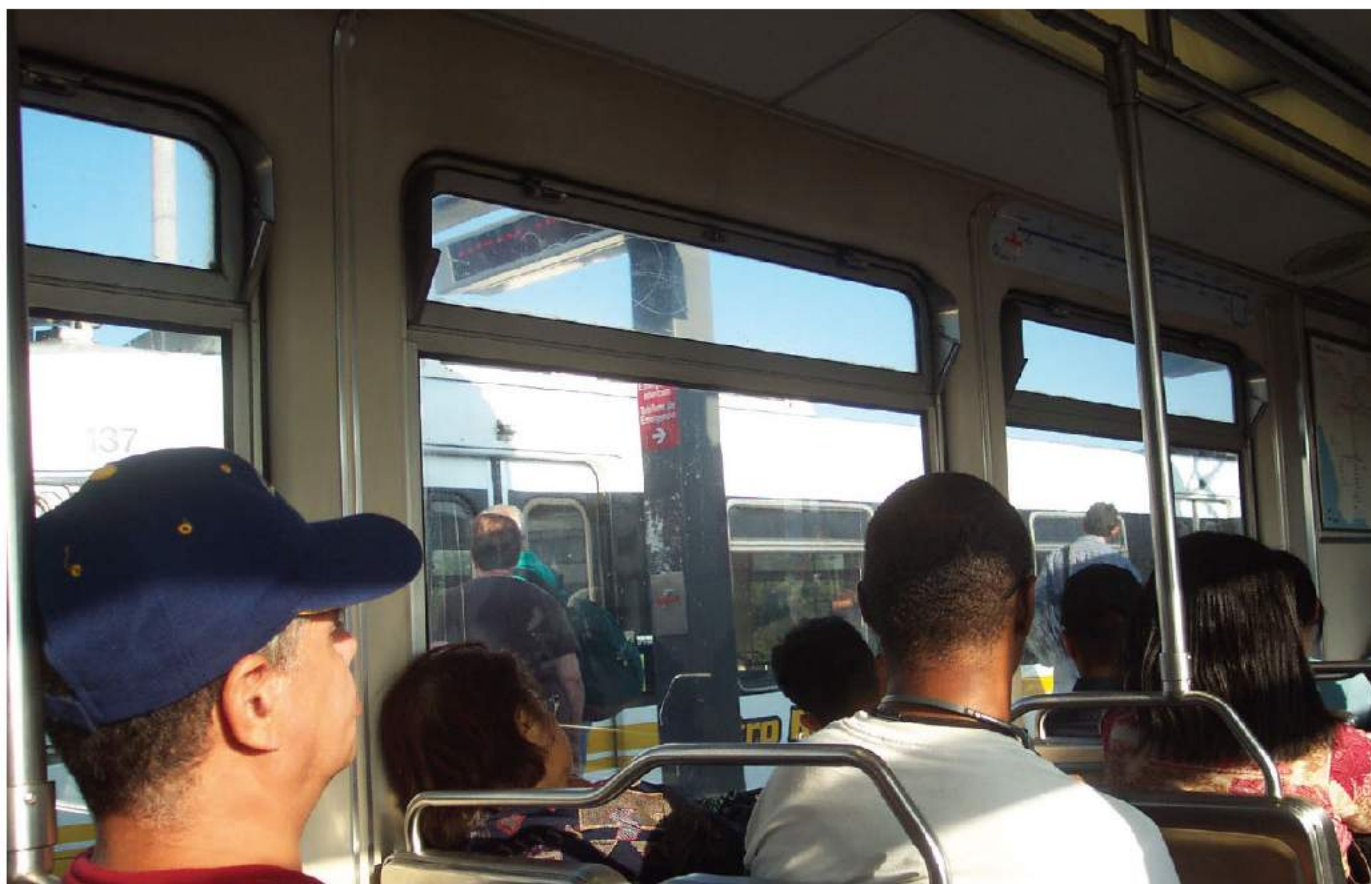
Group #5

- 1)
- 2)
- 3)

Water Pollution
Air Quality
Noise
Traffic

Making the Connections Study Area #2





or potential conflicts (89%) were between cyclists and cars.

Among all the potential bike improvements, implementing road diets was reported as having the greatest potential. There was also high potential for bike lanes.

Over 90% of the groups thought that the route they biked should be strongly considered for our plan.

See box on page 12.

Choosing Six Key Connections

Using the results of the walkabouts and surveys, Livable Places along with the Project Advisory Committee came up with a list of 33 potential projects for the study areas. Livable Places and the Project Advisory Committee then created a list of criteria to use in choosing the final six key connections. It was decided that in general, the group of six key connections should reduce cut-through traffic in the neighborhoods and should include at least one good bike connection between the Lincoln/Cypress neighborhood and the Ann Street neighborhood. It was also decided that each particular connection and its improvements should have the characteristics listed in the box.

Livable Places then took this list of criteria and eliminated the 19 projects that met the fewest criterion; fourteen projects remained. Livable Places then met with its transportation consultant and landscape designer to further reduce the projects list. The method employed included going through each project and listing the general pros and cons of each potential project. Given these pros and cons, the projects were then evaluated by the criteria again and the projects that met the least criteria were eliminated; eight projects remained.

Livable Places' transportation consultant and landscape designer then began initial fieldwork on the eight projects. To determine the final six projects, Livable Places decided to present a draft proposal for the eight projects to the city departments that would be involved in implementing the proposal for the final six key connections; whichever projects were determined to be the most difficult to implement would be eliminated. All eight projects were well received so Livable Places combined two closely related projects and eliminated the least feasible project to reach its goal of six key connections.

Choosing Street Typologies

The City of Los Angeles has street designations, or street types, that are applied to each street throughout the city. These street types specify the width of right-of-way and how it is to be used for each street. Currently the City's street designations proscribe very wide streets that result in a lot of fast-moving traffic that creates an unsafe environment for pedestrians and cyclists. One goal of Making the Connections is to put forth new ideas for street types that allow people to move efficiently, whether they are walking, biking, or driving.

Livable Places consulted the street types proposed in the Cornfields Arroyo Seco Specific Plan (CASP) to formulate its street typologies because the CASP area includes much of the same area as the Making the Connections study areas and is another important avenue for implementing the Making the Connections proposals. Livable Places came up with three major street types: Avenues, Neighborhood Streets, and Slow Streets. Livable Places' transportation consultant then went out in the field to assign the street typologies to the streets in each study area.

Recognizing that different streets serve different functions, each street was assigned a street type according to its desired function given its neighborhood context. This roughly translates into categorization by desired street width and pace of traffic. For example, streets such as Avenue 26 and Main Street are categorized as Avenues because their desired function includes providing space for buses, bicycles, and cars to move efficiently. Streets such as Cypress Avenue and Ann Street serve a more local function where slower traffic is desired; they are therefore categorized as Neighborhood Streets. Full descriptions of each street typology can be found in Chapter 5.

Confirming Six Key Connections: Community Presentations & Workshop

After the walkabouts and bikeabout, and after the final six key connections were chosen, Livable Places met with seven groups to describe the Making the Connections project, get new ideas for the connections, and confirm that the six key connections settled upon made sense for each study area. Livable Places met with residents at Puerta del Sol, Camino al Oro, Tesoro del Valle, Flores del Valle, William Mead Homes, the Lincoln Heights Neighborhood Council, Greater Cypress Park Neighborhood Council, and the Chinatown Community Advisory Committee.

At most of these meetings Livable Places asked residents to share their experience of the streets including what works well, what does not work well, and what routes they take.

Participants reported very few conditions that were working well for their streets including, inadequate bus stops, crossings, lighting, sidewalks, street design and safety. Among improvements in these aforementioned areas, participants would like to see bike lanes, bike paths, parks and public space, and new transit service created as well as solutions for parking and homelessness.

As another avenue for refining ideas for the six key connections, Livable Places held a community workshop where the proposals for the street typologies, vegetation, and six key connections were presented. At the beginning of the workshop, participants were encouraged to vote for the three most important elements for improving streets by placing a dot sticker next to the associated categories on a board. Next, a short presentation was given that gave an overview of the project and brief descriptions for the rationale and proposals for the street typologies, landscaping, and six key connections. Participants then visited nine stations where they were able to leave specific comments on all of the proposals by placing post-its on the board displays. Participants were encouraged to leave positive and negative comments as well as suggestions.

The comments Livable Places received about their proposal was overwhelmingly positive with no requests for major revisions; participants did leave suggestions for specific issues to further examine.

Participants indicated that pedestrian/bicycle/transit priority streets, landscaping, and bicycle improvements were the most important elements for improving the streets to the group. Participants liked the key connection proposals as a whole and were excited that they reflected subtle ways to calm traffic—through the use of chicanes, bulbouts, and landscaping.

See Appendix C for full results.

Pedestrian Assumptions

Both of the MTC project areas are characterized by a large amount of very low density light industrial development. The presence of freeways, major thoroughfares, and the absence of sidewalks, bike facilities, adequate street lighting, and eyes on the street all serve as barriers to revitalizing these neighborhoods and deterrents to creating livable communities.

Despite the strong presence of underutilized industrial development, the area retains many pockets and corridors that support vibrant foot traffic. Significant pedestrian activity persists along portions of North Figueroa Street (at Avenue 26), Five Points (Pasadena Avenue and Daly Street), the Lincoln Heights Central Business District (North Broadway) and in the retail areas of Chinatown (especially along North Broadway).

Additionally, significant concentrations of housing generate pedestrian trips. These include the 450 units at William Mead Homes, and the over 500 units of new housing along Avenue 26 in Lincoln Heights. Various housing and mixed-use development projects are also proposed, approved and under construction, leading the complexion of the area to further change. Under the City of Los Angeles' Cornfield Arroyo Seco Specific Plan (underway), additional land is proposed to change from industrial to mixed use.

MTC assumes that current trend of industrial land changing to residential land will continue. MTC has prioritized building on the successes of existing pedestrian activity areas and connecting existing housing with transit and other local amenities. The project has prioritized those areas that are most subject to change (generally existing industrial) and has not explored areas that are relatively stable (generally the streets in Chinatown proper).



Bicycle Network Assumptions

While pedestrians are generally assumed to be willing to walk a quarter to half mile, bicyclist ranges are varied and generally longer. For proposed bikeway connections, MTC focused on connecting existing residential areas, the few nearby existing bikeways (the Cypress Park bike lanes and the Arroyo Seco Bike Path), and the Metro Stations.

This report assumes that the following planned bikeways will be built:

Los Angeles River Bike Path

The Los Angeles River bike path does not currently exist in the MTC plan area. The existing LA River bike path extends from Griffith Park to Fletcher Drive, with funded plans to extend to Barclay Avenue in Elysian Valley (anticipated to be completed around 2009). Various approved plans (including the City of Los Angeles Bicycle Master Plan, Los Angeles County Los Angeles River Master Plan, and the Los Angeles River Revitalization Master Plan) specify a bike path along the entire Los Angeles River, but are not specific about its alignment. The most difficult area for completing the river path is

through downtown Los Angeles. There are various railroad tracks along both sides of the river, making bikeway alignment and access difficult.

For this report, it is assumed that there will be a bike path along the Los Angeles River. This report does not specify an alignment for the river bike path.

Arroyo Seco Bike Path

The Arroyo Seco bike path does not currently exist in the MTC plan area. The existing Arroyo Seco bike path extends from York Boulevard to Montecito Heights Recreation Center near Avenue 43. The city Bicycle Master Plan "endorses the concept of a bikeway paralleling the Arroyo Seco Channel/Pasadena Freeway and intersecting the Los Angeles River Bike Path" but is not specific about its alignment. The county received funding to extend the existing bike path downstream to Avenue 26, but did not construct the project due to questions about whether the most appropriate alignment would be inside the channel or along the top of the channel.

For this report, it is assumed that there will be a bike path along the Arroyo Seco. This report does not specify an alignment for the path.



Policy & Street Design Recommendations

The Metro Gold Line opened in 2003, operating on the former right-of-way of the Atchison, Topeka and Santa Fe Railway. The areas around the Lincoln/Cypress and Chinatown stations were for many years characterized by industrial development. With the arrival of the new rail line, new possibilities have opened up for these industrial areas to transition into walkable, bikeable transit-oriented neighborhoods.

As is the case throughout greater downtown Los Angeles, the trend occurring locally is for formerly industrial land to be converted to housing. Examples include new housing along Avenue 26 (in a former furniture factory site), and adaptive reuse including the Lacy Street Lofts. As the area's redevelopment proceeds over time, there are opportunities to foster a neighborhood that features a full range of transportation alternatives. For this, the following policies and street designs are recommended.

Policy Recommendations Foster walkable & bikeable transit-oriented development

Zone for mixed-use buildings

Provide mixed-use buildings with ground-floor retail to encourage more biking and walking trips.

Implement pedestrian-friendly urban design

Break up larger blocks, eliminate blank walls, provide streetscaping, and other important elements to encourage walking. Maintain existing streets—do not eliminate them to create super-blocks.

Implement a Complete Streets Policy

Complete streets are streets designed for a variety of transportation options and for everyone—for people of all age groups and abilities. This policy would require all streets to accommodate cyclists and pedestrians.

Create a priority street designation for transit, cyclists, and pedestrians

Streets serve a variety of functions and therefore cannot be treated equally. Cities around the country working to implement a balance of transportation options have benefited from using priority designations to manage the flow of people in a more nuanced way. Prioritizing biking, walking, and transit use on particular streets results in the addition of facilities such as bus-only lanes, bike lanes, wider sidewalks, landscaped medians and islands. Priority designations are a good first step to implementing a complete streets policy throughout an area.



Halt Road-Widening

Throughout the City of Los Angeles, streets have been designated for additional automobile capacity. These streets are widened whenever development occurs along the street. While fostering additional automobile throughput, these widenings, especially in older core neighborhoods, can have negative consequences including endangering pedestrians and bicyclists by increasing car speeds and volumes, and reducing the amount of land available for housing, parkland and development.

Examples of ill-advised road-widening can be seen dramatically in the study area, including stretches of Avenue 26 at and adjacent to the Metro station where excessive road width fosters higher vehicle speeds, and an unsafe environment for pedestrians attempting to cross. Concerns about speeding cars and difficulty in crossing were repeatedly brought up in MTC surveys and meetings.

In downtown Los Angeles, the City has taken a different approach, initially applying a moratorium to road-widening, then through the extensive work of the City's Urban Design Studio, designating the existing urban form as appropriate and ending nearly all widening in core areas of downtown Los Angeles. This will have a positive effect on downtown -- encouraging more walking that is better for our health, better for public space, and likely better for business as foot traffic is encouraged. Though not all of the streets in the study area have been studied as thoroughly as the downtown core, the project recommends that road widening also be stopped in the MTC project area. Similar to downtown, this might initially be implemented as an immediate moratorium on widening, followed by further study and re-designation to narrow planned street width.

Fill gaps in public transportation network

Both study areas covered in this plan have public transit network gaps that are not addressed in detail in this plan. First-class transit connecting people to major streets and destinations is important to make transit and walking viable and to support the proposals of this plan.

Lincoln/Cypress Neighborhood

While there is a Lincoln Heights DASH line, it does not circulate to the northwest portion of Lincoln Heights. In several of the meetings Livable Places held for the MTC project, residents requested DASH service that would accommodate the apartments and condominiums near the intersection of Avenue 26 and Humboldt. DASH lines play an important role in helping residents, especially the elderly, make short trips to grocery stores and other neighborhood destinations. Extending DASH service to this portion of Lincoln Heights should be strongly considered.

Ann Street Neighborhood

Currently no bus service exists for North Spring Street along the Los Angeles State Historic Park from the Chinatown Metro Station to where Spring Street merges with North Broadway. Only a small portion of North Spring (from College Street to Ann Street) is served by the Lincoln Heights / Chinatown DASH.

To create a truly pedestrian-oriented environment for the Ann Street neighborhood, there is a need for bus service on Spring Street. With the Metro Gold Line Station already located on Spring Street, and the new Los Angeles State Historic Park and planned development across from it, there is a clear need for adjacent transit service that can allow people to circulate around the neighborhood with ease.

Transit on North Spring Street should include Metro bus and/or DASH services. This is unlikely to happen in the very short run due to Metro and city budget constraints. In the long run, consideration should be given to re-routing existing lines to Spring Street. This may involve moving existing transit that currently runs parallel, such as buses that currently run on the 110 Freeway and/or North Broadway.

Care must be given to make sure that service changes do not significantly impact communities already served by existing transit. For example, it might be more advantageous to extend current nearby DASH service (such as the Downtown D Route or the Boyle Heights/East LA Route) onto North Spring Street, rather than shifting the existing Lincoln Heights DASH, which could impact service for William Mead Homes.



Activate Space at Gold Line Stations

Initially the Chinatown and Lincoln/Cypress Gold Line Station sites were not high foot-traffic locations. New station-adjacent housing and mixed-use development has begun to increase pedestrian activity. Additional planned projects, including Blossom Plaza at the Chinatown Station, should contribute to street activity.

In the long run, the station sites should be developed. In the short run, space for food vendors such as taco trucks, small shops, farmers markets, or similar events could turn the station areas into destinations by drawing additional foot traffic and activating the space. This would apply especially to the parking lot area at the Lincoln/Cypress station but also to

the two areas beneath the Chinatown station on both sides of College Street. As mentioned under the detailed proposal of Key Connection 4: Alameda, closure of the spur street (between North Spring Street and Alameda, across from Bruno Street) could create additional public space below the Chinatown Station. None of these spaces appear large enough to support large-scale development, but they could support basic retail operations, such as kiosks and small restaurants.

It is recommended that Metro set up a system where vendors could apply for and receive free or low-cost, month-to-month temporary and revocable permits.

Implement Parking Reform

Aerial views of the study areas show large amounts of surface parking throughout the study area, but stakeholders have expressed that parking is in short supply in certain locations (including the areas around the new housing on Avenue 26), and at certain times (including Sundays in the vicinity of Young Nak Church). These shortages are unfortunate and ironic, as adjacent and nearby parking lots (including various city department yards) sit unused. Parking reform has the potential to offer shared parking solutions and to reduce the overall amount of parking needed.

Parking is a critical issue for fostering walkable communities. Effective management of parking has contributed to many of the most vibrant and popular areas in southern California, including downtown Santa Monica and Old Town Pasadena. Parking solutions are unlikely to work in a one size fits all solution across the varied neighborhoods of the City of Los Angeles, but there are important improvements that can foster livability while providing adequate parking availability. Many parking reforms support adaptive re-use of historic buildings, revitalization of older commercial areas, and the viability of walking and other alternative transportation.

The Los Angeles City Community Redevelopment Agency (CRA) completed a study entitled “Los Angeles Downtown Parking Management Ordinance Implementation Project.” The CRA parking report specifies a parking overlay ordinance that would establish special downtown parking districts. District features would include the strategies listed in the box on this page.

The CRA parking report’s recommendations cover the greater downtown area, including a portion of the Making the Connections study area adjacent to the Chinatown Metro Gold Line Station. The CRA’s downtown parking policies should expand to include the entire Making the Connections study area. Flexibility for meeting parking requirements, including shared parking, is especially needed in areas around each Metro Gold Line Station.

The City of Los Angeles has many yards in the Lincoln Heights portion of the study area that could be used for shared parking. These include the Department of Water and Power, Fire Department, Department of Transportation, Bureau of Sanitation, and Street Trees Division. If these yard sites were modified to include shared parking structures, the structures could serve parking needs for the city yards and also have the capacity for other uses, especially those with different peak times such as church parking. The City should take the lead in allowing shared parking and in utilizing existing city land to implement shared parking solutions.

In-lieu fees and parking meter revenue are potentially important revenue sources for implementing the pedestrian and bicycle improvements proposed in this report as well as other neighborhood improvements. The City of Pasadena raises millions of dollars every year from parking meter revenue that pays for street trees, trash cans, and other streetscape improvements and maintenance. The City of Los Angeles has parking meter zones (PMZs) in Chinatown and Lincoln Heights and is considering expanding the Lincoln Heights PMZ to take in most of the planning area covered by MTC. The PMZ expansion should proceed and should be accompanied by comprehensive parking policy for the study areas.

Shared parking

Instead of each establishment having its own large lot, multiple places could share parking. This results in less overall parking needed and fosters a pedestrian-friendly atmosphere where many visitors will park once, then walk to multiple area destinations.

In-lieu fees

An in-lieu fee would allow developers to pay into a fund that would provide for shared parking, and pedestrian, bicycle, and transit facilities, instead of building excess on-site parking.

Reduce parking requirements

Reduce minimum parking requirements in areas with high transit access to encourage transit use and eliminate parking that typically goes unused

Keep parking revenues local

Retaining a portion of parking revenues to be dedicated to the local neighborhood’s needed improvements.

Street Design Recommendations

Road Diets

Most of the recommendations for the six key connections include the application of a road diet and traffic calming measures. A road diet is the reduction of travel lanes to allow width for the inclusion of other transportation modes, such as bicycles and public transit, while maintaining efficient and safe travel for all transportation modes. A typical road diet includes a center turn lane and traffic calming measures.

Road diets have many potential benefits. They can create travel efficiency; provide space for other modes of travel besides driving; calm traffic; reduce crashes; and contribute to increased property values. To create efficiency in the car travel lanes, a typical road diet reduces travel lanes and institutes a center turning lane to concentrate all turning in one lane. Efficiency for public transit and cyclists is often created through the creation of dedicated bus lanes and bike lanes. With other traffic calming measures in place, such as bulbouts, chicanes, and median islands, through travel for all modes can move smoothly at a safe pace.

New research done in Minnesota has found that road diets reduce car crashes. Nine sites converted from four-lane undivided roadways to three-lanes with a center two-way left turn lane were analyzed. Looking at before-and-after data it was found that at the seven sites for which crash data was available, overall crashes were reduced 44% (Gates).

Beyond important safety benefits, road diets can contribute to increased property values by slowing traffic and encouraging walking. One study found that reducing car volumes by several hundred cars per day can increase property values 18%. In a 1999 study the Urban Land Institute found that home buyers are willing to pay a \$20,000 premium for a home in a pedestrian-friendly neighborhood over a similar home nearby. These trends suggest that road diets can play an important role in local economic development. (Local Government Commission, 1)

Road diets have been very successful in the United States. In Athens, Georgia, on Baxter St., a road diet that consisted of re-striping and adding bike lanes reduced overall crashes 53%

and slowed traffic speeds. Fourth Plain Boulevard in Vancouver, Washington experienced a 52% reduction in crashes, an 18% reduction in traffic speeds, and increased economic growth; this road diet included re-striping, adding bike lanes, and installing ADA-compliant (Americans with Disabilities Act) curb cuts and utilities. (Rosales, 8-11)

There are also many success stories in California including the conversion of Santa Monica's Main Street, which created bike lanes for cyclists, calmed traffic, and has fostered a walkable environment. (Burden)

In some cases, road diets divert traffic to other streets as a result. Whether or not this would have a negligible or negative affect for the surrounding community must be determined on a case-by-case basis.

The City of Los Angeles generally has not approved road diets with traffic volumes greater than 20,000, and the City generally reserves additional capacity for projected future automotive traffic volume growth. This results in a self-fulfilling prophecy of maintaining excess automotive capacity that serves to encourage automotive travel and discourage alternate modes.

Road diet recommendations for the six key connections appear to be feasible based on existing current average daily traffic (ADT) and peak hour data that puts them within the City's range. However, many cities have done road diets with ADTs in excess of 20,000 and many have seen overall increases in capacity. Examples include Kirkland, Washington; Santa Monica, California; and Toronto, Canada (Burden).

MTC suggests that additional analysis and study be performed before implementing road diets recommended herein. If studies show road diet projects very close to traffic capacity break points, it may be desirable to implement projects as pilots, especially initial phases only involving re-striping.

Other Traffic-Calming Measures

There are many other effective measures that can be used as a part of road diets that can calm traffic and encourage more walking and biking. Making the Connections recommends a variety of these measures for the six key connections including, bulbouts, chicanes, and median islands. Bulbouts and chicanes are curb extensions. Bulbouts extend corners to shorten the distance between the two sides of a street. This shortens the distance pedestrians have to travel to cross, thereby increasing safety. Chicanes are often used along a street segment to bring curvature to the road. The S-shaped curve that is created slows drivers. Median islands serve as a refuge space for pedestrians that cannot cross a street in one walk cycle and provide space for greenery.

See the toolkit at the end of this chapter for photos and descriptions of other street improvements part of the six key connections proposals.



PEDESTRIAN/BICYCLE PRIORITY STREET



A street shared by people walking, biking, and driving, but with priority given to those walking and biking. Pedestrian/Bicycle Priority streets have slow car traffic with enhancements for pedestrians and cyclists.



BICYCLE ROUTES



Bike routes are streets (shared with cars) that have been designated as relatively good places to bike. Unlike bike lanes and bike paths, bicycle routes have no street markings designating space for cyclists; however, they are generally identified by signage. Local examples include Griffin Avenue and parts of San Fernando Road.



MEDIAN ISLANDS



Median islands allow Pedestrians to rest or in the middle of the street before crossing additional traffic lanes. They are especially important for people who are slower or carrying things. Well-designed islands have been shown to greatly reduce chances of injury to pedestrians.



BULBOUTS



Bulbouts or curb extensions extend the sidewalk and narrow the roadway. This makes pedestrians safer by making the crossing distance shorter and by calming traffic.



BICYCLE LANES



Bike lanes are striped lanes on streets that bikes share with cars. Bike lanes are generally 5' wide, with one lane in each direction. Local examples include parts of Cypress Avenue and Avenue 50. Bike lanes are sometimes created by reducing the number of automotive traffic lanes; this is called a Road Diet.



CHICANES



Chicane A street designed to slow cars, chicanes have a S-curve created by the use of curb extensions and median islands.



SHARROWS



The sharrow is a marking used in lanes shared by cyclists and people driving. The placement of the sharrow announces that cyclists are welcome, directs cyclists out of the door zone, and discourages wrong-way cycling.



BICYCLE PATHS



Bike paths have their own right-of-way and are generally located on or along longer, uninterrupted right-of-ways, such as rivers, beaches, or former railroads. Bike paths are generally 12' wide, with one 5'-wide lane in each direction and 1' of buffer on each side. Local examples include the LA River Bike Path and the Arroyo Seco Bike Path.



ROAD DIET

A road diet is the reduction of lanes and/or width of a street for the purposes of calming traffic and adding other modes of travel besides driving. Local examples include Silver Lake Blvd between Berkeley and Parkman.



CROSSWALKS



Crosswalks designate areas where pedestrians can cross directly and safely. Special crosswalk treatments can increase the visibility and safety of crosswalks; these include zebra-strip crosswalks, raised crosswalks, as well as special signalization, lighting and signage.



BICYCLE BOULEVARDS



In recent years, a new type of Bicycle Route has begun to be implemented in other cities—a Bicycle Boulevard. Bicycle Boulevards discourage cut-through motor vehicle traffic, but typically allow local motor vehicle traffic. They are designed to give priority to cyclists as through traffic. Bicycle Boulevards often have special signage, including "sharrow" markings.

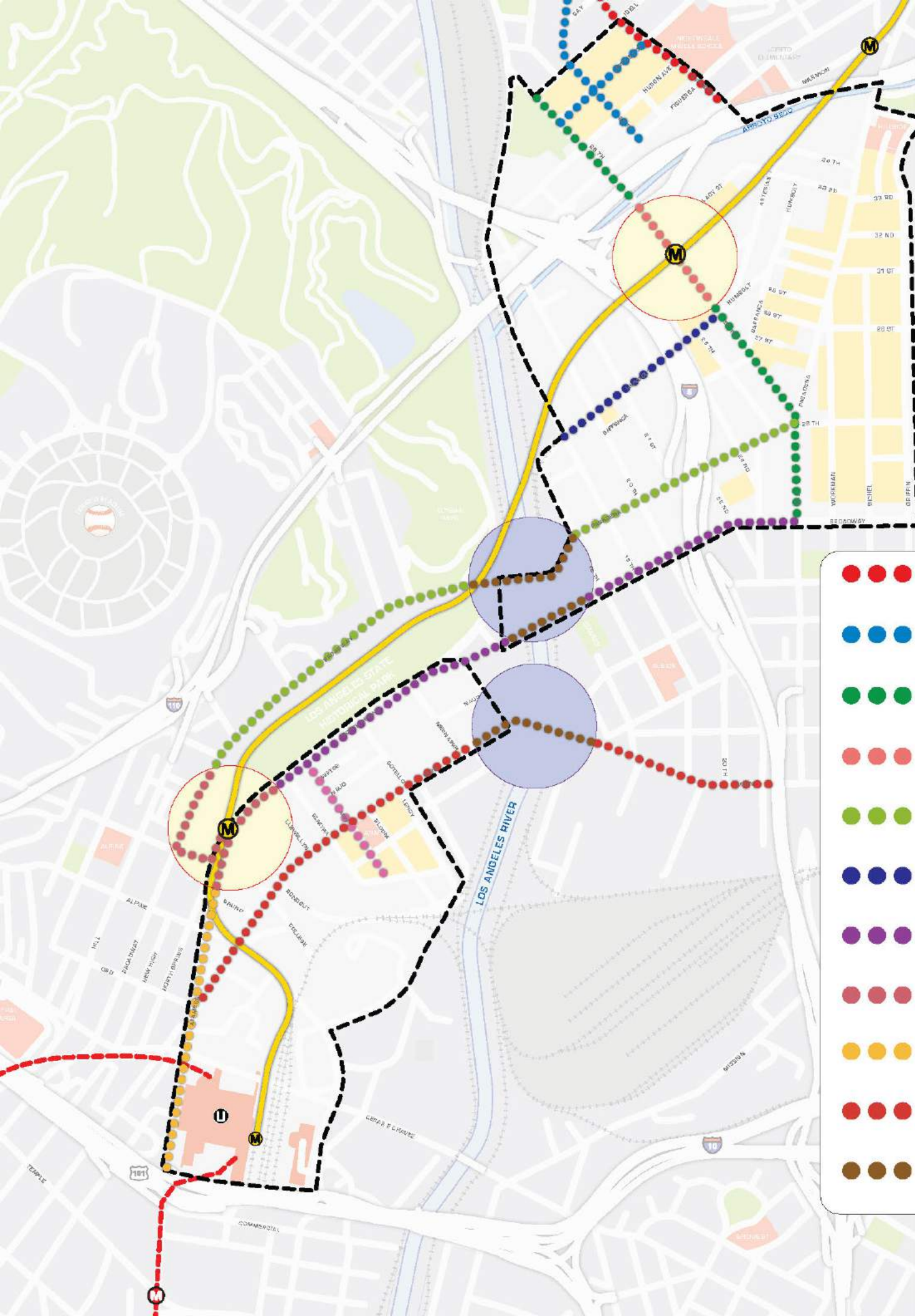


Landscaping

Street trees and other landscaping help to create a sense of place and identity for the study areas. MTC recommends creating specific zones with special landscaping for each key connection. Additionally, specific trees have been recommended for zones around each Metro station and along the Los Angeles River and Arroyo Seco.

Each key connection street is defined with its own signature tree, to assist in wayfinding and to provide seasonal change. Landscaping within an eighth-mile radius of each Metro station will be defined by its own tree type. Landscaping within an eighth-mile of the river and arroyo will be entirely California native, and drawn from the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes.

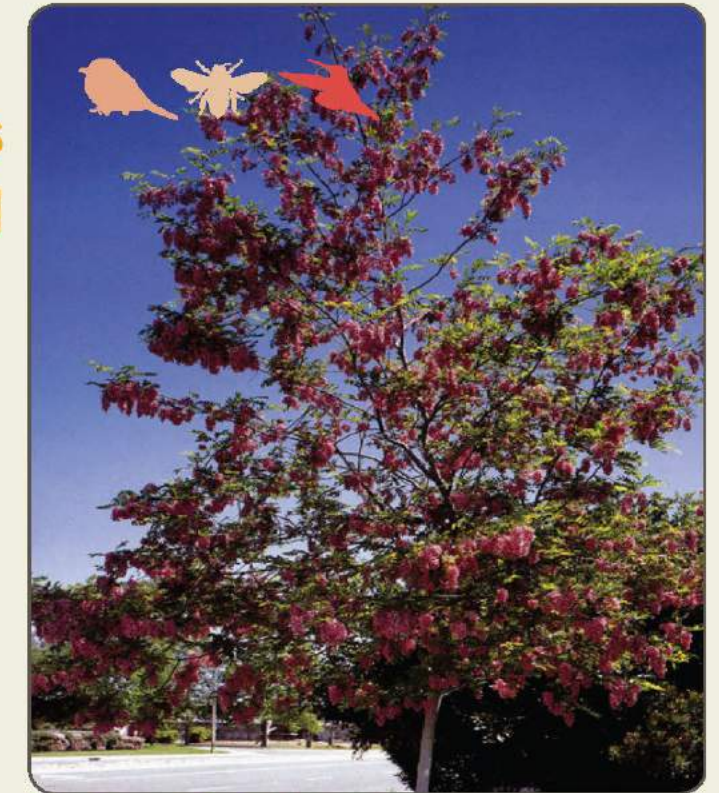
The following pages include specific trees recommended for each key connection, as well as plants and flowers recommended for medians, chicanes and bulbouts.



Map Legend

- CYPRESS AVE
- AVENUE 28
- AVENUE 26
- METRO ZONE 1
- PASADENA BROADWAY
- HUMBOLT STREET
- ANN/SPRING STREET
- METRO ZONE 2
- ALAMEDA STREET
- MAIN STREET
- RIVER ZONE

Lincoln/Cypress Neighborhood

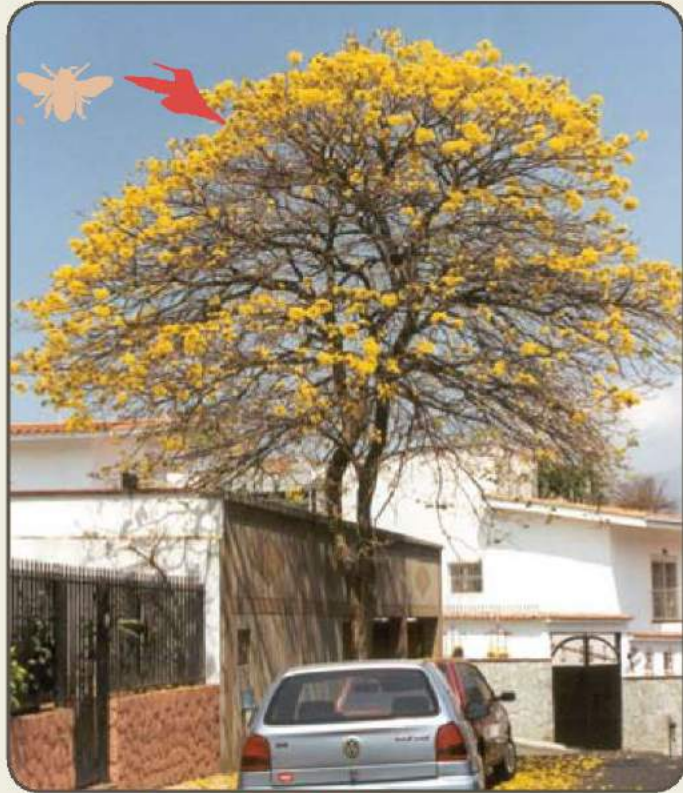


Metro Overlay Zone LINCOLN/CYPRESS ●●●● ROBINIA PSEUDOACACIA
ROBINIA 'PURPLE ROBE'

Ann Street Neighborhood



Metro Overlay Zone CHINATOWN ●●●● GOLDEN RAIN TREE
KOELREUTERIA BIPINATA



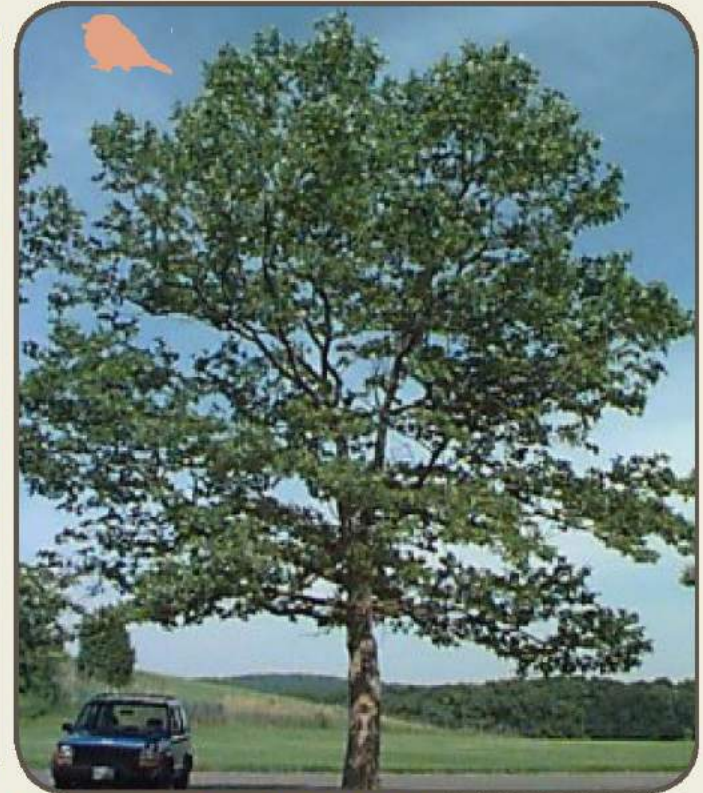
Key Connection 1 ●●●●● TABEBUIA CHRYSOTRICHA
AVE 26 GOLDEN TRUMPET TREE



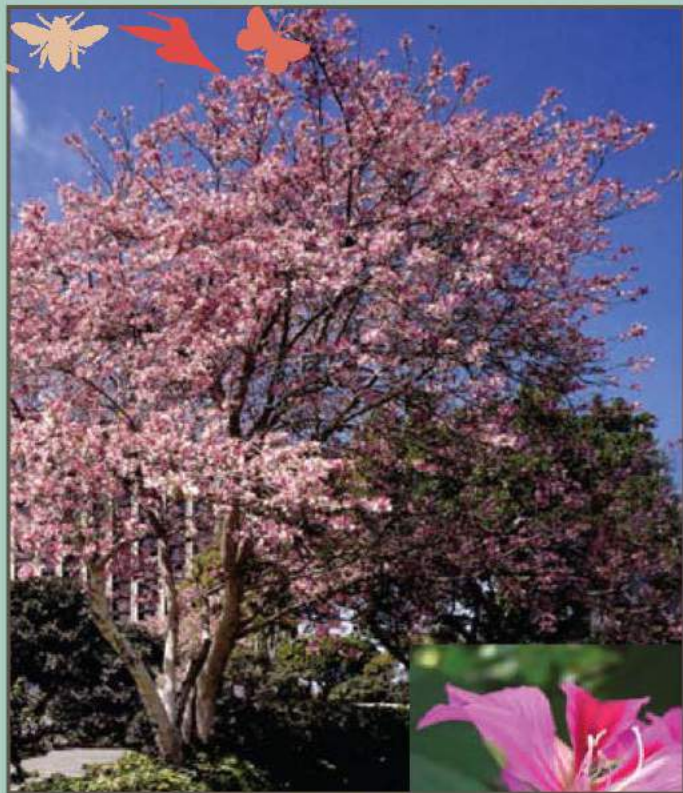
Key Connection 1 ●●●●● OLEA EUROPEA
AVE 28 FRUITLESS OLIVE 'SWAN HILL' CYPRESS



Key Connection 1 ●●●●● TABEBUIA IMPETIGINOSA
PINK TRUMPET TREE



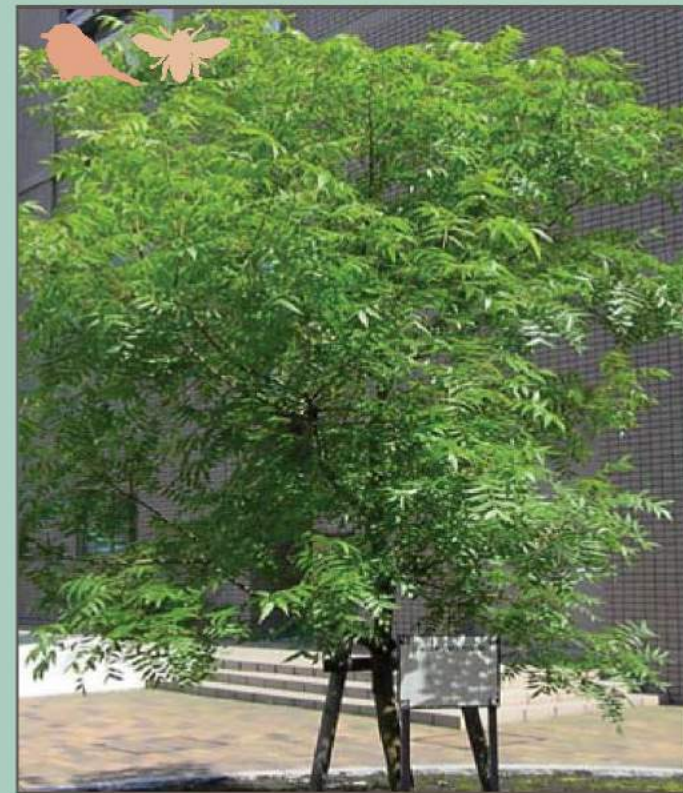
Key Connection 2 ●●●●● PLATANUS RACEMOSA
HUMBOLDT NATIVE SYCAMORE



Key Connection 3 ●●●●● BAUHINEA BLAKEANA
PASADENA/BROADWAY HONG KONG ORCHID



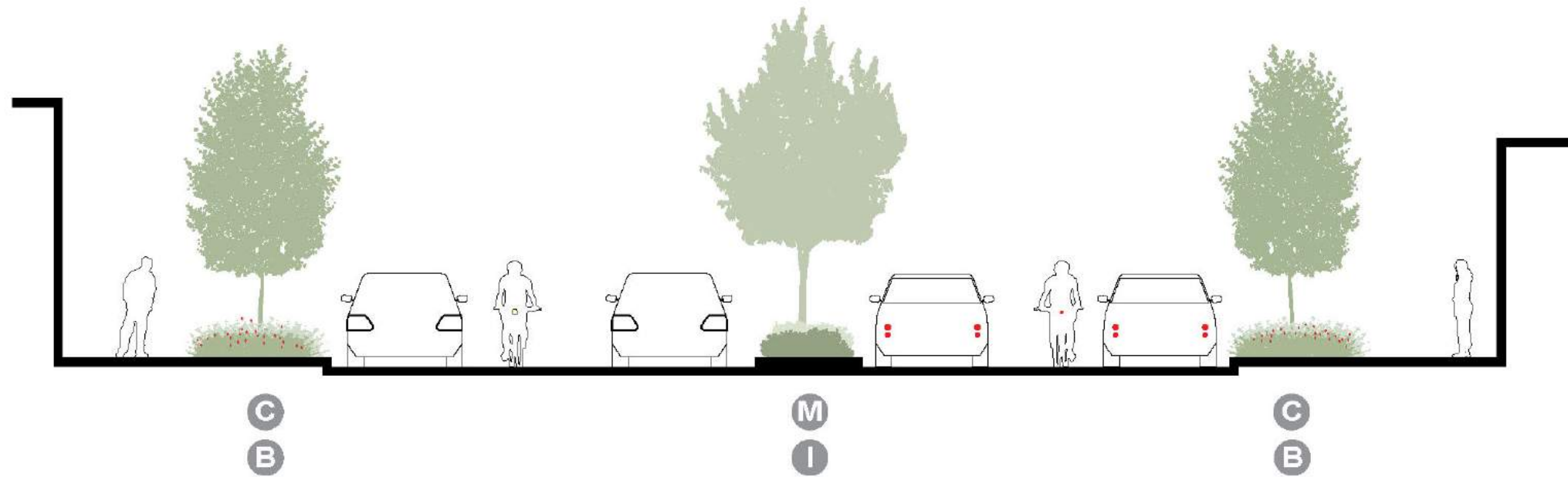
Key Connection 4 ●●●●● GOLDEN RAIN TREE
ALAMEDA KOELREUTERIA PANICULATA



Key Connection 5 ●●●●● PISTACIA CHINENSIS
ANN/SPRING CHINESE PISTACHE



Key Connection 6 ●●●●● CHITALPA TASHKEMTENSIS
MAIN STREET CHITALPA



Chicanes & Bulbouts

Medians & Median Islands

Chicanes & Bulbouts

The recommended street improvements will result in many new landscaping opportunities. Throughout, landscaping should be low-maintenance, rugged, drought tolerant and noninvasive. The shrub and ground cover palette is based on species which can stand the rigors of the urban transportation setting. They are also chosen for cultural significance, blooming and habitat value.

Plants chosen for specific projects should be able to survive, once established, on low supplemental water or none at all. Wherever feasible, storm water should be directed onto landscaping in proposed medians, bulbouts, and chicanes. This will improve water quality, reduce pollutants, and reduce the need for imported water.

Below each plant, letters correspond to where that plant is most appropriate for use—B for bulbout, C for Chicane, M for median, and I for median island.



I M

SENECIO MANDRALISCAE
BLUE CHALK



B C

LOROPETALUM CHINENSE
CHINESE FRINGE FLOWER 'PLUM DELIGHT'



B C

ARCTOSTAPHYLOS
"EMERALD CARPET"



B C I M

ACHILLEA TOMENTOSA
YARROW 'KING GEORGE'



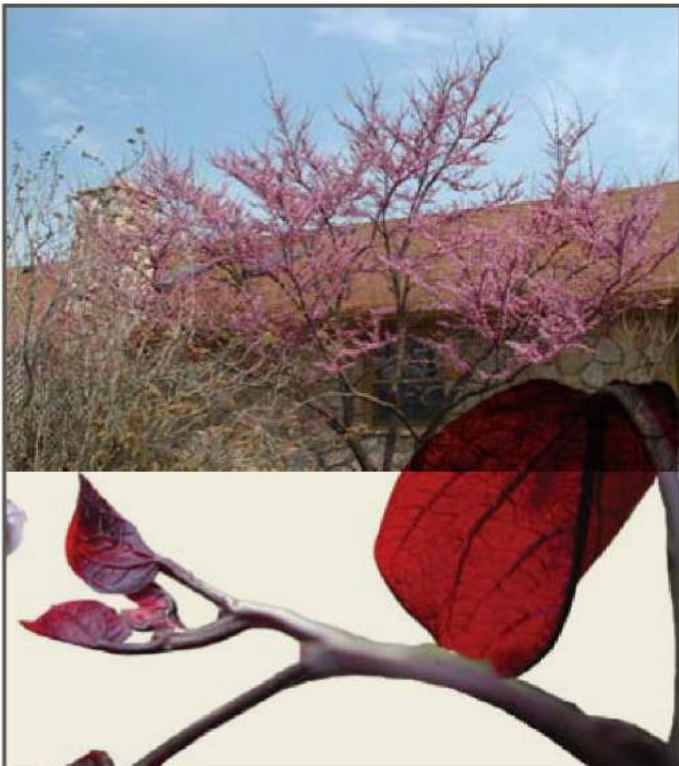
B C I M

ARCTOSTAPHYLOS
MANZANITA 'EMERALD CARPET'



B C I M

ANIGOZANTHOS
'BIG RED'



B C

CERCIS CANADENSIS
'FOREST PANSEY'



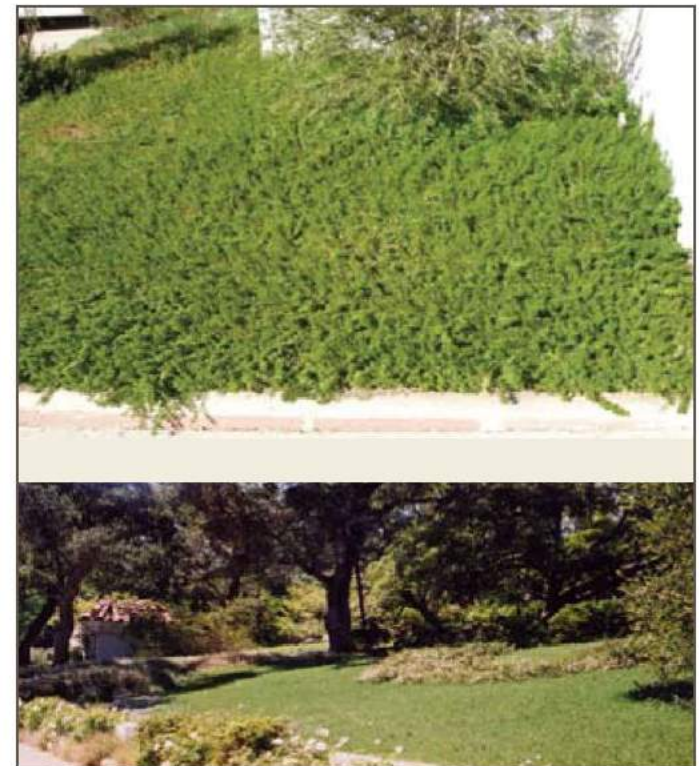
B C

CAREX TUMULICOLA



B C

CISTUS HYBRIDUS
CYSTUS 'SUNSET'



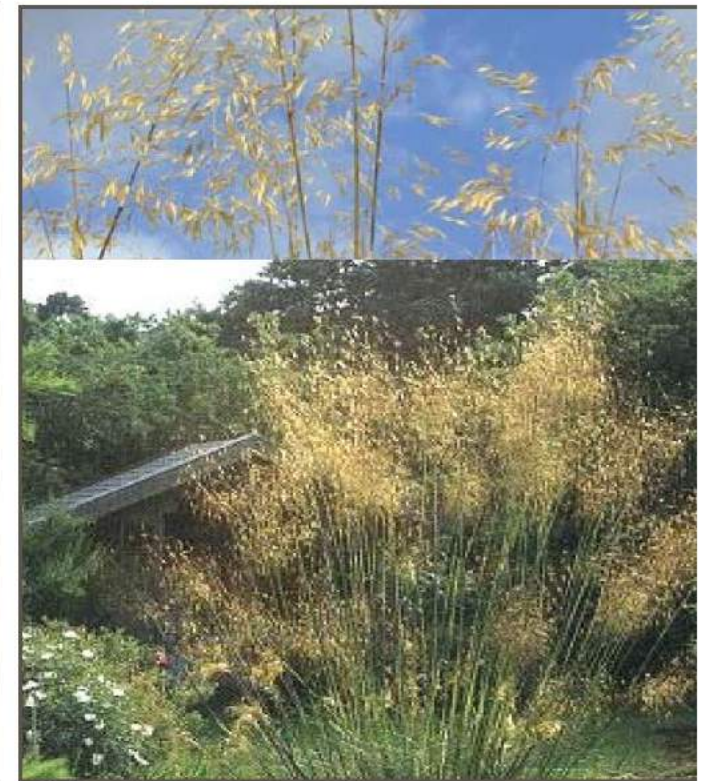
B C

MYOPORUM PARVIFOLIUM
MYOPORUM 'PROSTRATUM'



I M

ERIGERON KARVINSKIANUS
SANTA BARBARA DAISY



B C I M

STIPA GIGANTEA
GIANT FEATHER GRASS



M

DASYLERION WHEELERI
DESERT SPOON



M

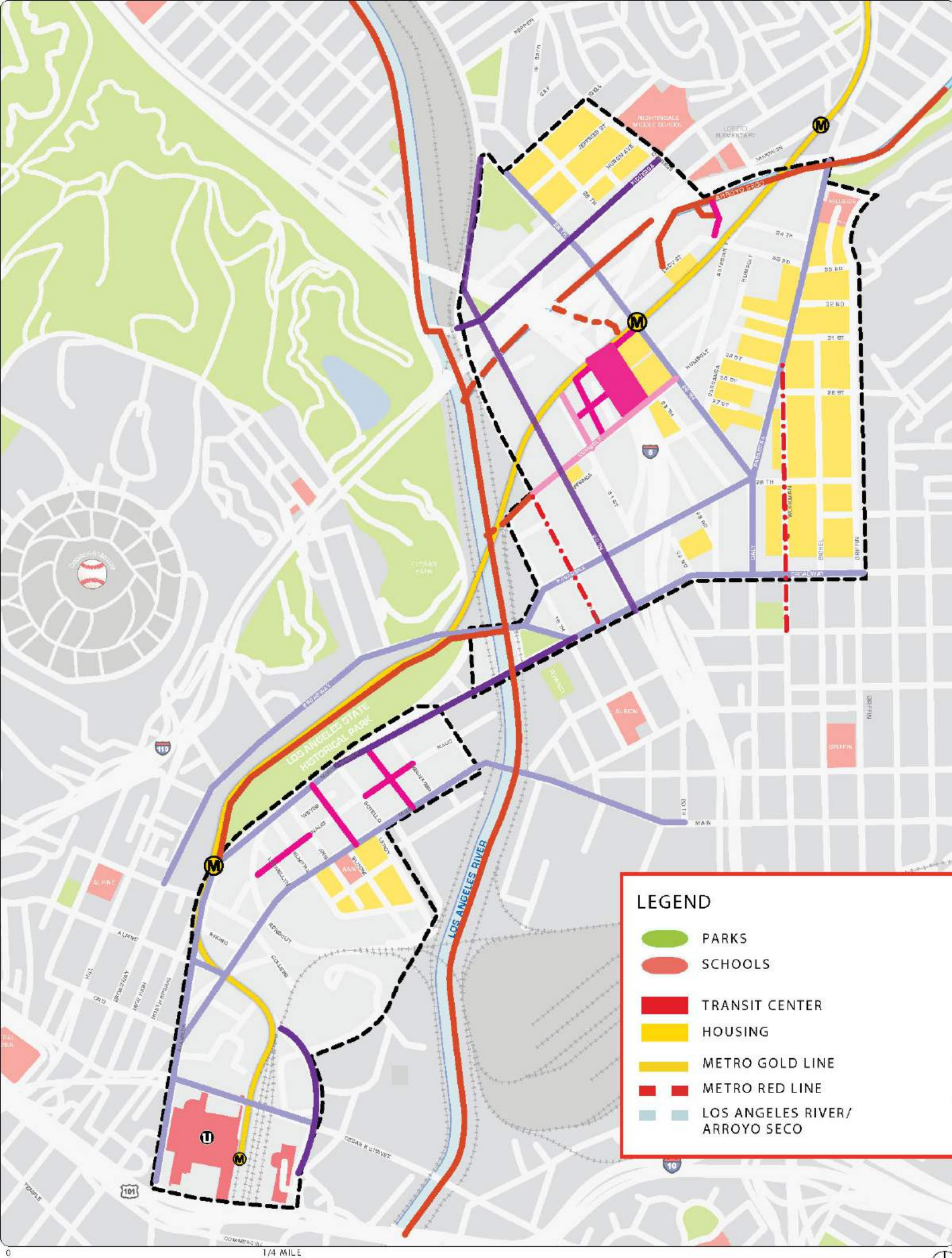
KNIPHOFIA UVARIA
RED HOT POKER



I M

LEYMUS ARNERIUS
'GLAUCUS'

New Street Types



LEGEND

	PARKS		BIKE PATHS
	SCHOOLS		PASEOS
	TRANSIT CENTER		SHARED STREETS
	HOUSING		NEIGHBORHOOD STREETS
	METRO GOLD LINE		BICYCLE BOULEVARDS
	METRO RED LINE		AVENUES
	LOS ANGELES RIVER/ ARROYO SECO		



NEIGHBORHOOD STREETS

1-20 mph

Neighborhood Streets are shared by pedestrians, cyclists, and vehicles.

A typical cross-section of a neighborhood street is 30 to 40 feet wide, with two travel lanes and on-street parking on both sides. The parking and travel lanes are typically not delineated.

Priority Neighborhood Streets

Priority Neighborhood Streets are a subclass of Neighborhood Streets. They favor bicycling and walking by including enhancements, such as traffic calming and crossing treatments. Features may include mini-traffic circles or mini-roundabouts at intersections with other Neighborhood Streets, as well as landscaped chicanes interspersed with on-street parking to calm traffic and add beauty to the neighborhood.

Bicycle Boulevards

Bicycle Boulevards are a specific type of Priority Neighborhood Street. Bicycle Boulevards generally only allow cyclists and pedestrians to use neighborhood streets as through streets, not motor vehicles. A typical Bicycle Boulevard is 40 feet wide, with two travel lanes, and on-street parking on both sides that is not delineated. Bicycle Boulevards have bicycle route and destination signs, sharrows, signal deflectors for motor vehicles to turn right or left at some signalized intersections; mini-traffic circles or mini-roundabouts at intersections with other Neighborhood Streets, and landscaped chicanes interspersed with on-street parking.

SLOW STREETS

1-10 mph

Slow streets are designed to slow the pace of life allowing people time to really savor streets as great public spaces. Livable Places proposes three types of slow streets:

Shared Streets

Though not closed to traffic, Shared Streets strongly favor bicycling and walking and include traffic calming, crossing treatments, and the like. A typical Shared Street is 12' to 18' wide, shared by motor vehicles, bicycles and pedestrians. Shared streets feature traffic calming, for example: chicanes to form an S-shape with a pedestrian protected area delineated with elements such as trees and bollards.

Paseos

Paseos are narrow walkways with an alley feel that are only for pedestrians and cyclists. They are typically 10'-15'. Local examples can be found in Old Town Pasadena and areas around the Third Street Promenade in Santa Monica.

Bike Paths

Bike Paths are completely separate rights-of-way that are exclusively for non-motorized users. They are typically 12'

AVENUES

1-30 mph

Avenues are shared by pedestrians, cyclists, vehicles, and transit. Avenues may include transit amenities such as bus lanes, bus bulbs, and upgraded bus shelters.

A typical Avenue is 64 - 84 feet and has four travel lanes, a center turn lane, on-street parking, and bike lanes in some cases.

Priority Avenues

Priority Avenues are Avenues that give priority to transit, bicyclists and pedestrians. Priority Avenues accommodate automobile traffic, but include features that foster bicycling and walking. Features include bike amenities (lanes and/or routes), transit amenities (bus lanes, bus bulbs, upgraded bus shelters, etc.), and/or pedestrian amenities (bulbouts, high-visibility crosswalks, advance stop bars, etc.)

A typical Priority Avenue is 56-64 feet and has two travel lanes, a center turn lane, bike lanes and on-street parking.

The City of Los Angeles' current street designations call for many of the larger roads throughout the city to be widened beyond current widths. In many cases this widening is excessive and leads to neighborhood streets with a lot of fast moving traffic which makes it unsafe and undesirable for walking and biking. Roadway widening is generally done as parcels are developed; areas sacrificed to roadway shave away at the useful space for other desirable uses, such as housing, parks, and business.

In the Lincoln/Cypress and Ann Street neighborhoods there are streets designated as Local, Collector, Secondary Highway, and Major Highway-Class II.

All of the six key connections focused on for this project include streets that are designated as highways. This means that the street right-of-way is designated to be increased to 70' to 90' as new development comes to these streets. Studies show that many modes of travel can still move together in an efficient and safe manner on streets that are much narrower (Burden, 4-6). To this end, Livable Places proposes the following three major street types for the Making the Connections study areas.

EXISTING BIKE NETWORK

LEGEND

EXISTING

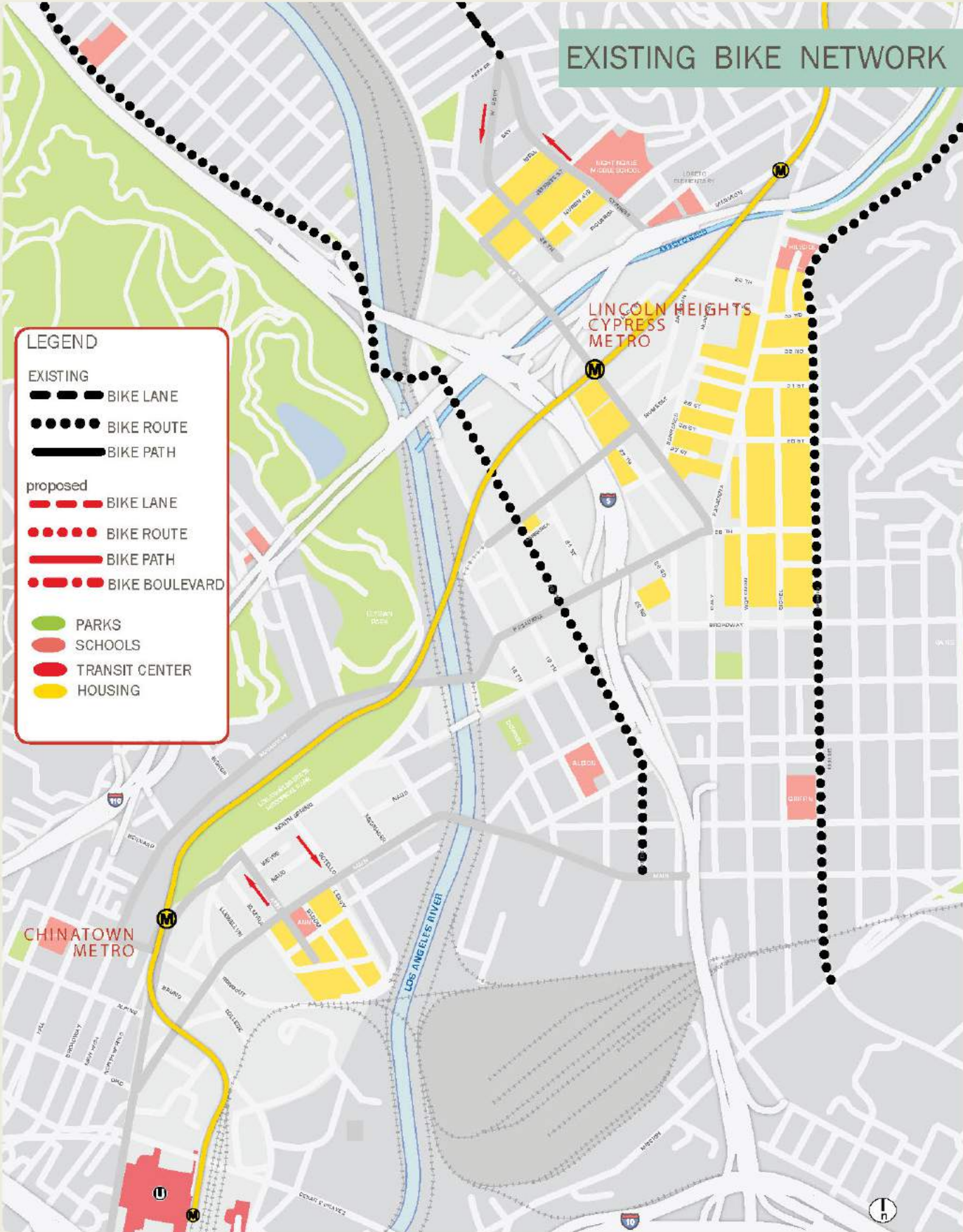
- BIKE LANE (dashed black line)
- BIKE ROUTE (dotted black line)
- BIKE PATH (solid black line)

proposed

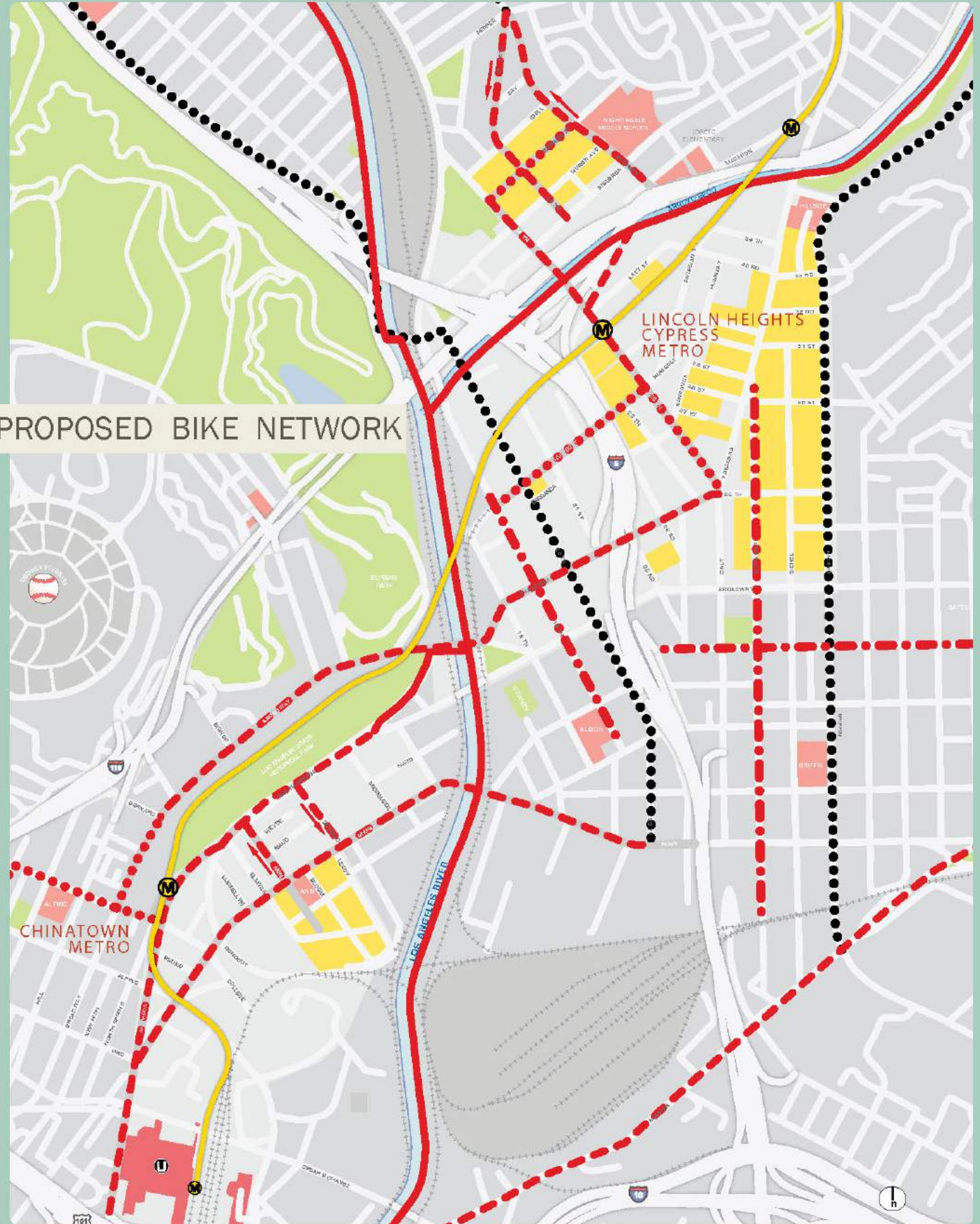
- BIKE LANE (dashed red line)
- BIKE ROUTE (dotted red line)
- BIKE PATH (solid red line)
- BIKE BOULEVARD (thick dashed red line)

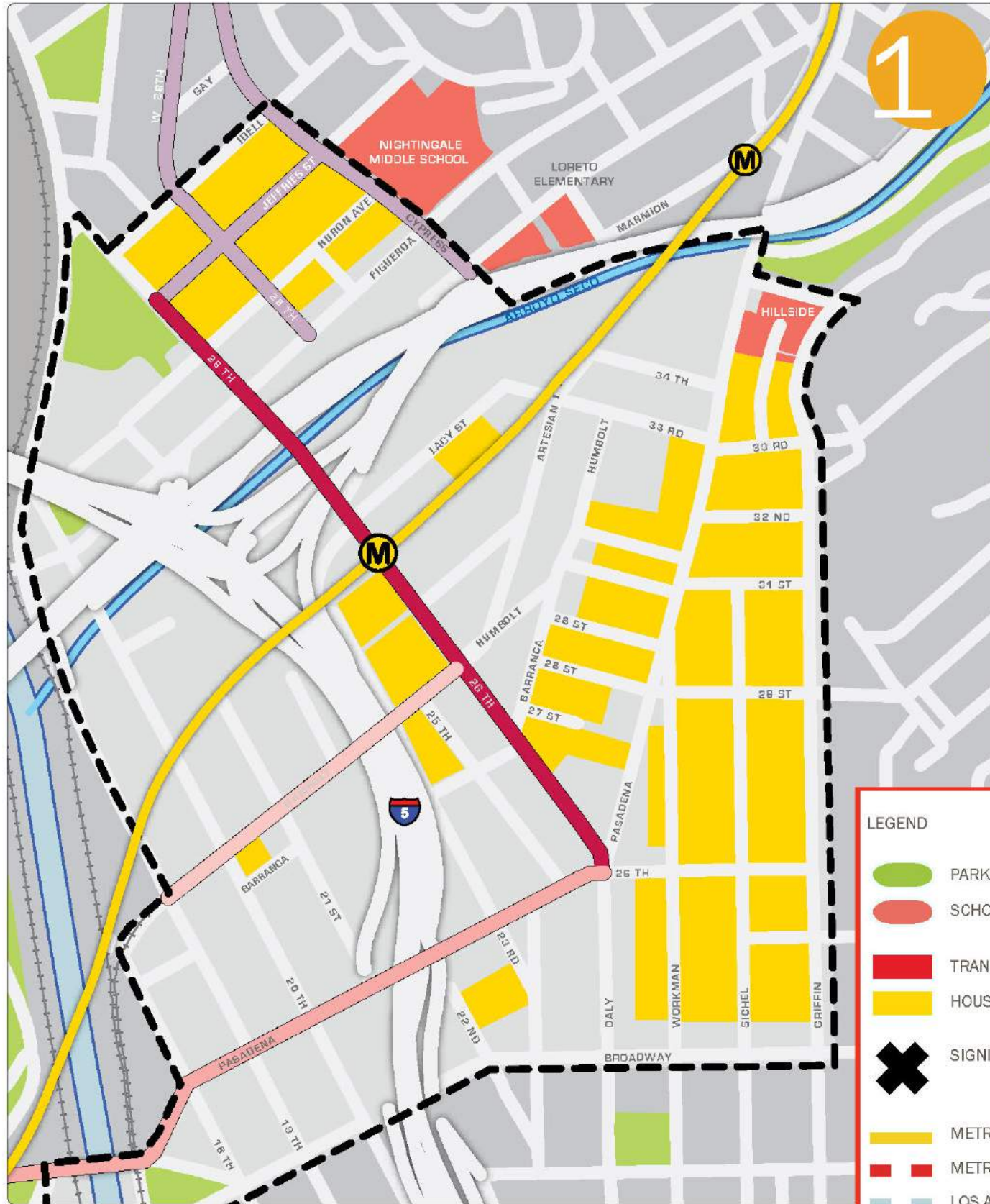
LAND USE

- PARKS (green)
- SCHOOLS (red)
- TRANSIT CENTER (red circle with 'M')
- HOUSING (yellow)



PROPOSED BIKE NETWORK





Six Key Connections

Livable Places' research led the MTC project team to focus on the following six key connections: 1) Ave 26 & Cypress/Ave 28/Jeffries; 2) Humboldt; 3) Pasadena & Broadway; 4) Alameda; 5) Ann & Spring; and 6) Main. Below are the recommendations for each key connection. Many key connections include several options, with a focus on the recommendations that provide feasible, effective, and optimum benefit for pedestrians and cyclists. See the appendices to read about all of the viable options along each key connection.

LEGEND		KEY CONNECTIONS	
	PARKS	1	AVE 26TH/CYPRESS NEIGHBORHOOD PRIORITY
	SCHOOLS	2	HUMBOLDT
	TRANSIT CENTER	3	PASADENA/BROADWAY
	HOUSING	4	ALAMEDA ALPINE NEIGHBORHOOD
	SIGNIFICANT DESTINATION	5	ANN/SPRING
	METRO GOLD LINE	6	MAIN STREET
	METRO RED LINE		
	LOS ANGELES RIVER/ ARROYO SECO		
	LANDSCAPED MEDIAN		LANE FOR TRAVEL
	PEDESTRIAN ISLAND		PARKING LANE
	CHICANE		TWO WAY LEFT TURN LANE
	BULB-OUT		PARKING + TRAVEL LANE
			SHARROW LANE FOR TRAVEL
			BUS + BIKE LANE
			PEAK HOUR RESTRICTED PARKING
			BIKE LANE

1

AVE 26 & CYPRESS/AVE 28/JEFFRIES

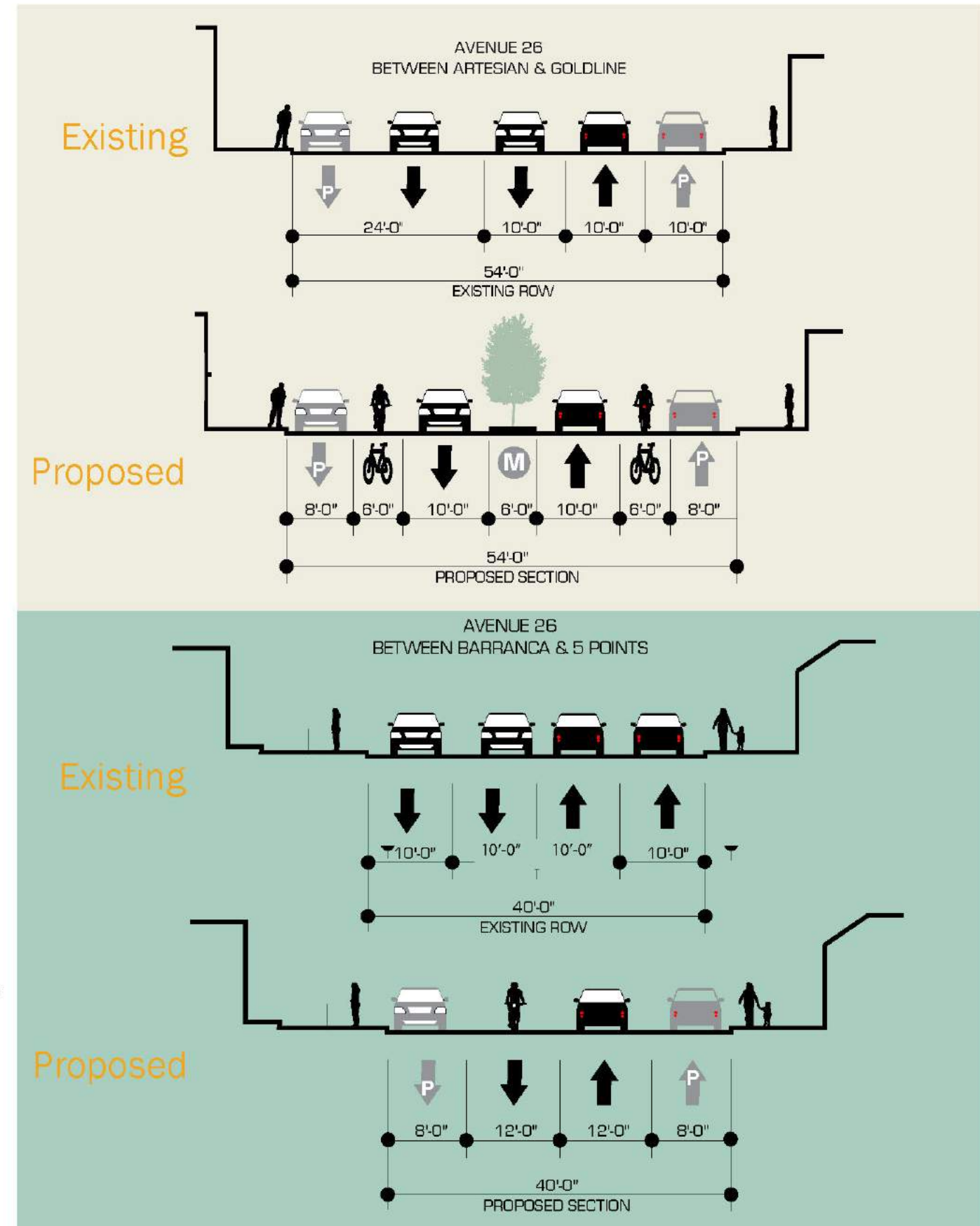
Priority Avenues with Road Diets and Bike Lanes

AVENUE 26

Avenue 26 is an important connection between Lincoln Heights and Cypress Park. It directly connects to important destinations and hubs of activity including Five Points, the Lincoln/Cypress Metro Gold Line Station and the Los Angeles River Center & Gardens. In the last couple of years over 500 new housing units have been built directly adjacent to the Gold Line station. Avenue 26 connects single- and multi-family neighborhoods to retail areas along North Figueroa and at Five Points—the intersection of Avenue 26, Pasadena Avenue, and Daly Street. The connection of these two retail areas makes Avenue 26 an important street for getting around and a top priority street for improving pedestrian and cyclist connections.

The project proposes to improve Avenue 26 with a road diet – converting four traffic lanes to three and adding bike lanes. This will create a street that better serves local residents, instead of pass-through traffic. It will calm traffic and reclaim public space through the use of landscaped medians and islands.

The Avenue 26 connection begins in the north at Idell Street and continues until Five Points. Additionally, via Jeffries Street, Cypress Avenue and Avenue 28, it connects with the existing Cypress Avenue bike lanes. The following are the specific proposals for each segment along Avenue 26.



1

Bicycle Access Existing

The configuration and width of Avenue 26 differs a great deal from Idell Street to Five Points. It varies from 40 to 68 feet. Between Humboldt Street and the Metro Gold Line, in front of the new housing developments, it widens to 68 feet with four lanes and on-street parking. It narrows below the underpass of the rail line and widens north of Lacy Street with four lanes, a turn lane and no on-street parking near the freeway.

Avenue 26 from Humboldt to Five Points is 40 feet wide with two lanes and on-street parking. There is a peak period parking restriction that allows for four travel lanes during peak periods.

Avenue 26 does not have any facilities for bicycles.

Proposed: Road diet with bike lanes and sharrows

Where sufficient width exists, MTC proposes to implement a road diet on Avenue 26, which will create space for bike lanes. In the narrower sections, MTC proposes a bike route with sharrows. Occasional chicanes would be dispersed along on-street parking and occasional median islands would be dispersed within turn lane pockets.

Between Idell and Humboldt the road diet would reduce Avenue 26 to two travel lanes with a left-turn lane and bike lanes. On-street parking would be available for parking throughout the day. The cross section proposed varies but typically has 8 feet for parking, 10-11 feet travel and turn lanes, and 6 feet bike lanes.

Between Humboldt and Five points, Avenue 26 would be reduced to two travel lanes with sharrows. Parking restrictions would be lifted to allow on-street parking for all periods of the day. The parking lanes would be eight feet and the sharrowed travel lanes would be 12 feet.

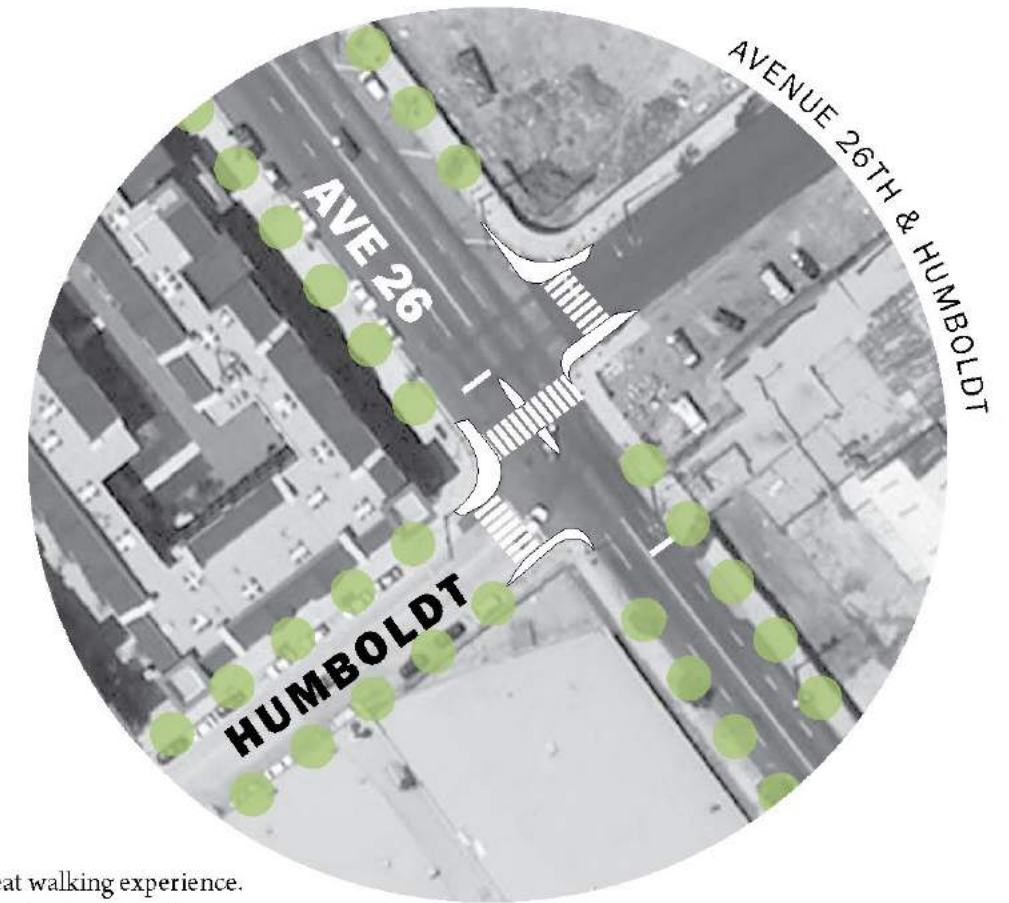
Pedestrian Access Existing

Avenue 26 does not provide a great walking experience. The blocks are very long with few trees for shade and few crosswalks. Cars drive very fast on Avenue 26 posing a danger to those crossing.

Proposed: Basic Enhancements and Landscaping

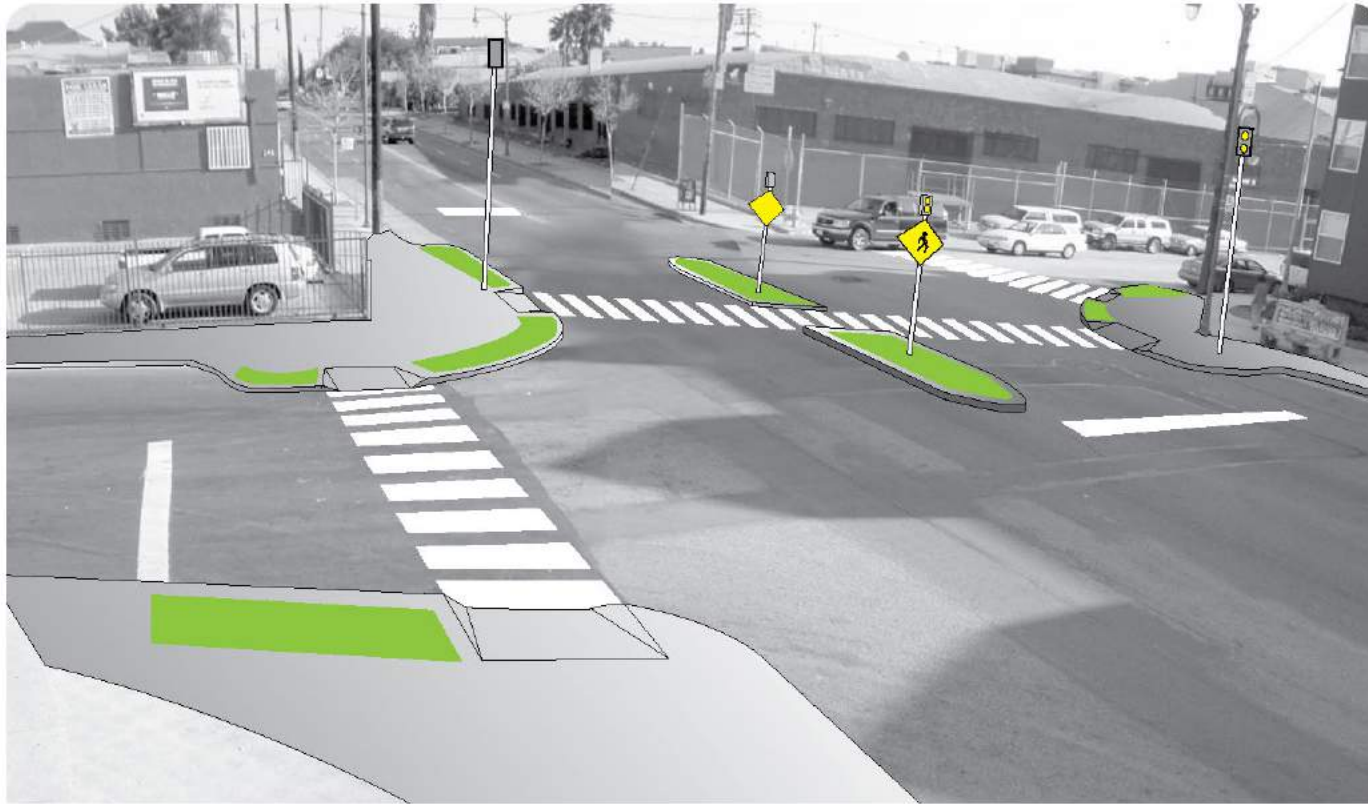
Avenue 26, from Five Points to Idell Street, needs various improvements to enhance the walking experience. Plants, trees, street furniture and other elements should be added throughout and special attention should be paid to intersections and underpasses. Driveways at the north end of Avenue 26 that go over the sidewalk causing it to slope should be corrected.

Each intersection should be enhanced by squaring off all corners to be perpendicular and include zebra-striped crosswalks; advanced stop bars; countdown, audio, and automatic walk signals; and curb ramps with tactile devices. Each intersection also needs bulb-outs or curb extensions to narrow street width and calm traffic for pedestrians.



The sidewalks under the Gold Line and the 110 Freeway connector are uninviting at night due to inadequate lighting and proximity to auto traffic. Additional lighting should be added to both underpasses. At the freeway on- and off-ramps, MTC recommends enhanced crosswalks and pedestrian warning signs to alert car traffic to pedestrians' presence. The pedestrian experience should be somewhat improved by the addition of bike lanes, which would serve to buffer pedestrians slightly from the nearby traffic.

The Five Points intersection has very distinct characteristics and deserves special attention for calming and place making. Like the other intersections along Avenue 26, MTC recommends that skewed angles creating long pedestrian crossings be reduced with bulb-outs and curb extensions to create perpendicular crossings where possible. The project recommends a triangular island or roundabout that could display public art to further calm traffic.



HUMBOLDT & AVE 26

CYPRESS AVENUE AVENUE 28 JEFFRIES AVENUE

The Cypress Avenue/Avenue 28/Jeffries Avenue portion of this connection adds even further north-south connections by filling gaps in the bike network and connecting cyclists from Eagle Rock, Glassell Park and Cypress Park to the Lincoln/Cypress Gold Line Station. Currently, the existing bike lanes on Cypress Avenue end at Pepper Avenue.

CYPRESS AVENUE Existing

Between Pepper Avenue and Arroyo Seco Avenue, the width of Cypress Avenue varies from 40 to 90 feet. Between Pepper and Idell Street, the street is one-way northwest-bound (coupled with Avenue 28 southeast-bound.) Southeast of Idell, Cypress Avenue becomes much wider than is needed for its traffic volumes, so wide, in fact, that cars double-park there (especially southeast of N. Figueroa Street.) Cypress Avenue has on-street parking on both sides.

Proposed: One-Way Bike Lane

From Arroyo Seco Avenue to Idell Street, add a 6-foot one-way bike lane for northwest-bound travel. The cross section varies, but on-street parking should be 7 to 8 feet leaving space for approximately 10 foot travel and turn lanes.

From Idell Street to Pepper Avenue, a 6-foot one-way bike lane could be added to the right of the two 10-foot travel lanes, retaining the existing 7-foot parking lane. See Appendix

B for exact cross sections of each segment.

Though generally one-way bike lanes would be on the left side of the street (to avoid driver-side dooring), MTC recommends that this one-way lane be on the right side to effect a smooth transition to the right-side bike lane beginning at Pepper Avenue.

AVENUE 28 Existing

Avenue 28 from Pepper Avenue to N. Figueroa Street is a one-way street with southeast-bound travel. It is a 44 foot wide street with two travel lanes and on-street parking on both sides. It is a logical street for south-bound bicycle travel because it intersects with Pepper Avenue where the current Cypress Avenue bike lanes end.

Proposed: One-Way Bike Lane

Re-stripe Avenue 28 to add a 7-foot bike lane on the west side of Avenue 28 from Idell to Figueroa. Add signs to route Gold-line bound cyclists to turn right on Jeffries Avenue.

JEFFRIES AVENUE Existing

Jeffries Avenue from Cypress to Avenue 26 is a 50-foot wide two-lane residential street with on-street parking on both sides. No lanes are striped. It serves as a quiet parallel alternative for cyclists less comfortable with biking on Figueroa.

Proposed: Bike Lanes

Add 6-foot bike lanes, in addition to 11-foot travel lanes and an 8-foot parking lane. Two alternative treatments are possible here. Given that this is a relatively quiet residential street, a sharrowed bike route may be sufficient. With the oversized street width, extensive traffic-calming and landscaping are possible. Also see Chapter 8: Other Potential Projects.





HUMBOLDT

Shared Street

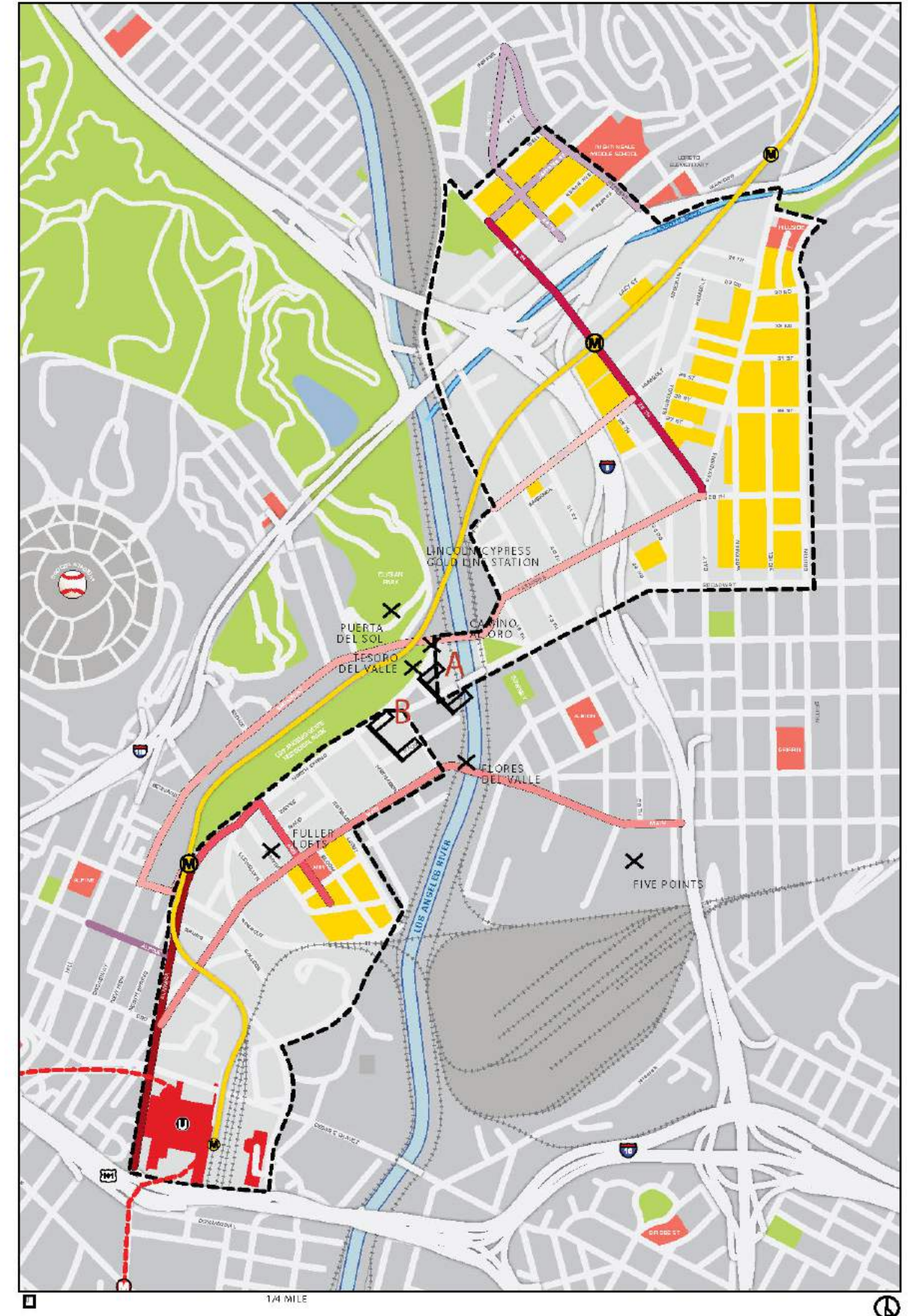
Humboldt Street, between Avenue 26 and Avenue 19, is a quiet street that connects Avenue 26, San Fernando Road, and Avenue 19—three streets heavily used for getting around Lincoln Heights. It is the smallest street that crosses the I-5 Freeway in the area. It suffers from illegal dumping, in part due to its proximity to large vacant formally industrial sites. It is also a street used by people who travel in a variety of ways—walking, biking, skateboarding, driving. This variety gives Humboldt Street great character and suggests improvements that support its calm, neighborhood feel and ensuing development. As it develops it has potential to help further define the character of the neighborhood.

Humboldt Street is also an important connection to the Los Angeles River. Parts of it are included in the Arroyo Seco Confluence and Chinatown-Cornfields Area opportunity sites identified in the Los Angeles River Revitalization Master Plan.

Existing

The width of Humboldt Street changes with every block. It is generally 35 to 40 feet wide. Many sections of Humboldt do not have sidewalks. The northeast end of Humboldt is primarily residential and the southwest end is a mix of industrial, commercial, and residential properties.

Instead of continuing all the way to the Los Angeles River, Humboldt Street currently dead ends at Avenue 19. Between Avenue 19 and the Los Angeles River there is vacant land that is partially owned by the City of Los Angeles and Union Pacific Railroad.



2

Proposed: S-curved shared street

The project proposes Humboldt Street to be a Shared Street from Avenue 26 to the Los Angeles River. The addition of landscaped chicanes will create an S-curved street, which will slow traffic and allow pedestrians, cyclists, and motorists to share the street safely and efficiently. Lush landscaping will cool the street and clean the air and water. Slowing the pace of life and greening Humboldt Street will turn it into an inviting gathering place.

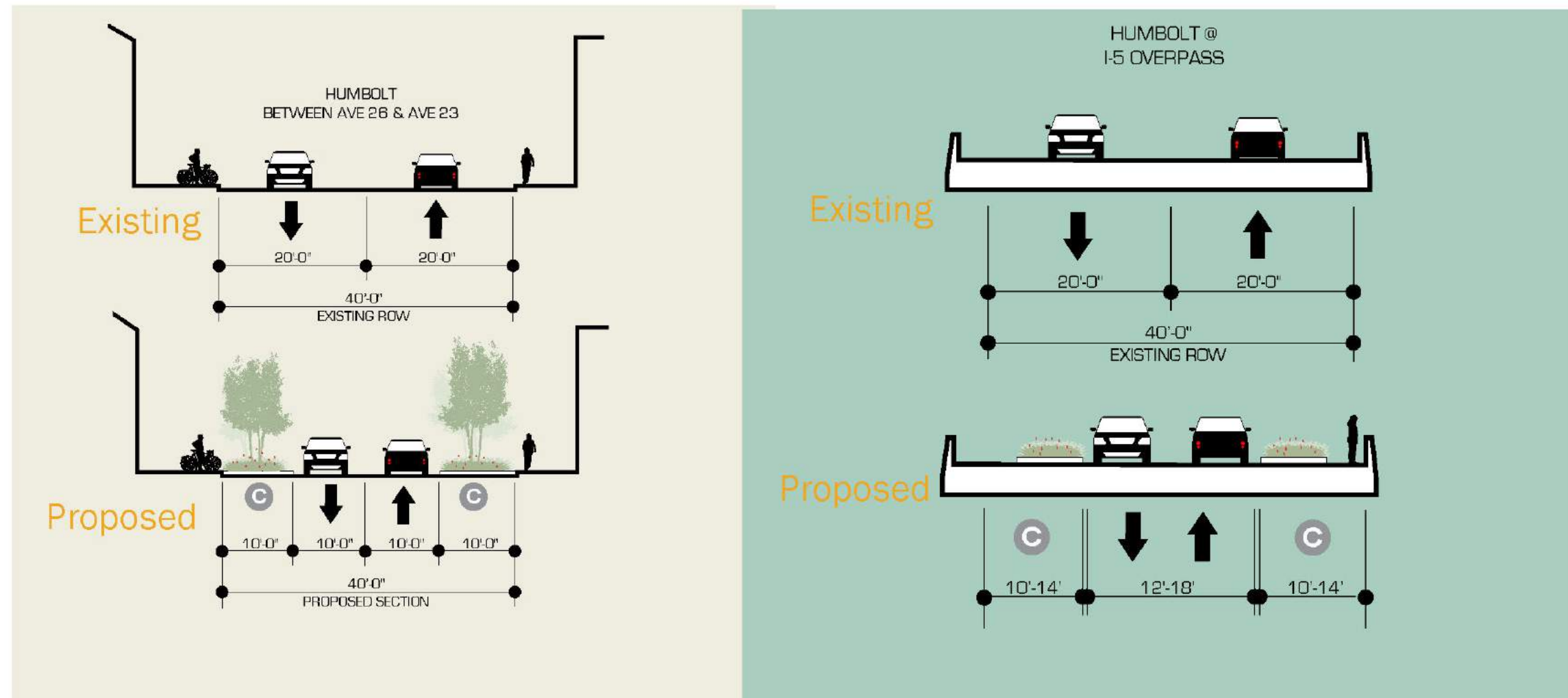
The vehicle travel area should be curb-less with a curvilinear travel pattern. Curbless “woonerf” streets prioritize walking and bicycling. Cars are allowed to share the street, but only as a guest and only at slow speeds. The cross section should be approximately 10-foot chicane/2-foot valley gutter/16-foot two-way travel lane without striping/2-foot valley gutter/10-foot chicane. Chicanes would be intermittent allowing for parking and wide areas for fire truck maneuvering though fire trucks could drive over the valley gutters whenever needed.

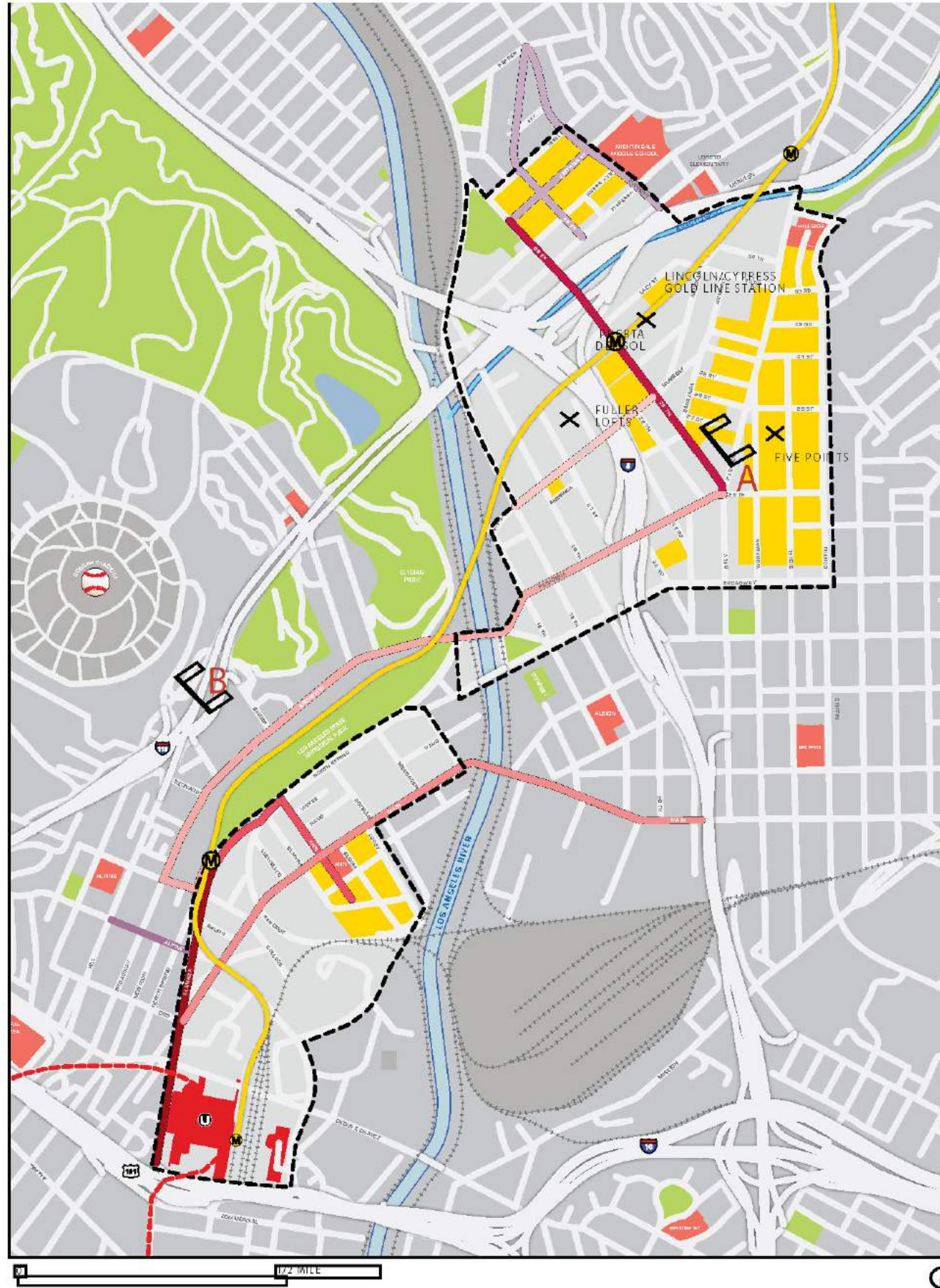
The street should also have colored paving, street furniture, and landscaping. Pedestrians should be allowed to walk in the street or in areas on the side to be protected by elements such as trees, bollards, and public art. Bioswales or other water features for storm water cleansing and management should be added to the chicanes whenever it is possible; the bioswales can be designed for fire trucks to drive over them if necessary.

A streetscape planning effort should be conducted to fully define Humboldt’s design.



HUMBOLDT TO AVENUE 26





3

PASADENA & BROADWAY

Priority Avenues with Road Diets and Bike Lanes

The Pasadena Avenue & North Broadway connection provides an important link for cyclists between both study areas and Northeast LA and Chinatown in general. The connection begins at Five Points, an important hub of activity in Lincoln Heights, and connects to North Broadway along Elysian Park, Solano Canyon, and into Chinatown.

In comparison to the North Broadway section from Daly Street to the intersection with Pasadena, the other east-west connection over the Los Angeles River, Pasadena & Broadway is a preferred travel route because of lower volumes of traffic. It has a calmer, neighborhood feel that can be enhanced.

Broadway is an important connection because it leads into the heart of Chinatown and can put cyclists within a block of the Gold Line Station. Making connections to these destinations is a major contribution to the transportation network in the area.

PASADENA AVENUE

Existing

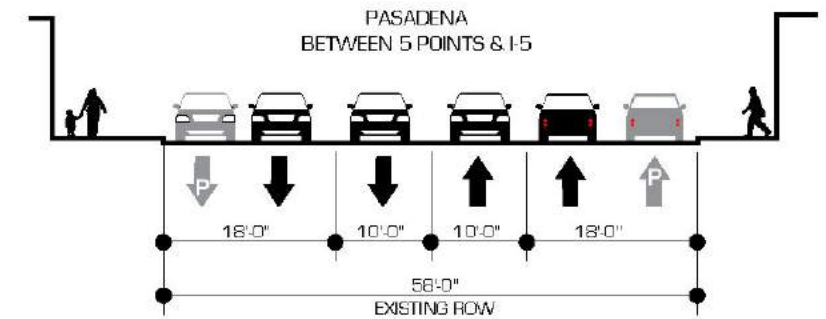
From Five Points to North Broadway, much of Pasadena Avenue is 56 to 63 feet with four travel lanes and a two-way turn lane. Half of the segment has on-street parking.

Proposed:

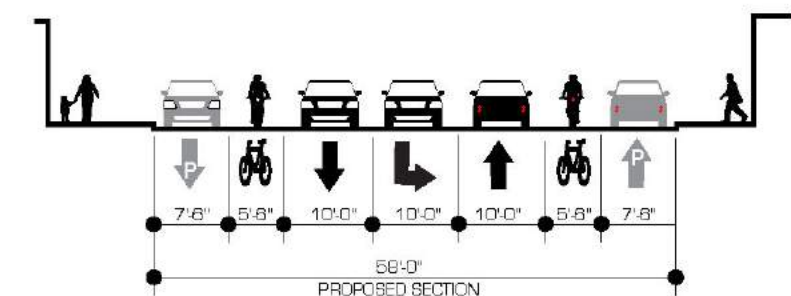
Road diet, bike lanes & sharrows

Reduce Pasadena Avenue to two travel lanes, a left turn lane, and 6-foot bike lanes and on-street parking from Five Points to Avenue 18. Include occasional chicanes and median islands to create space for trees and to calm traffic.

Existing

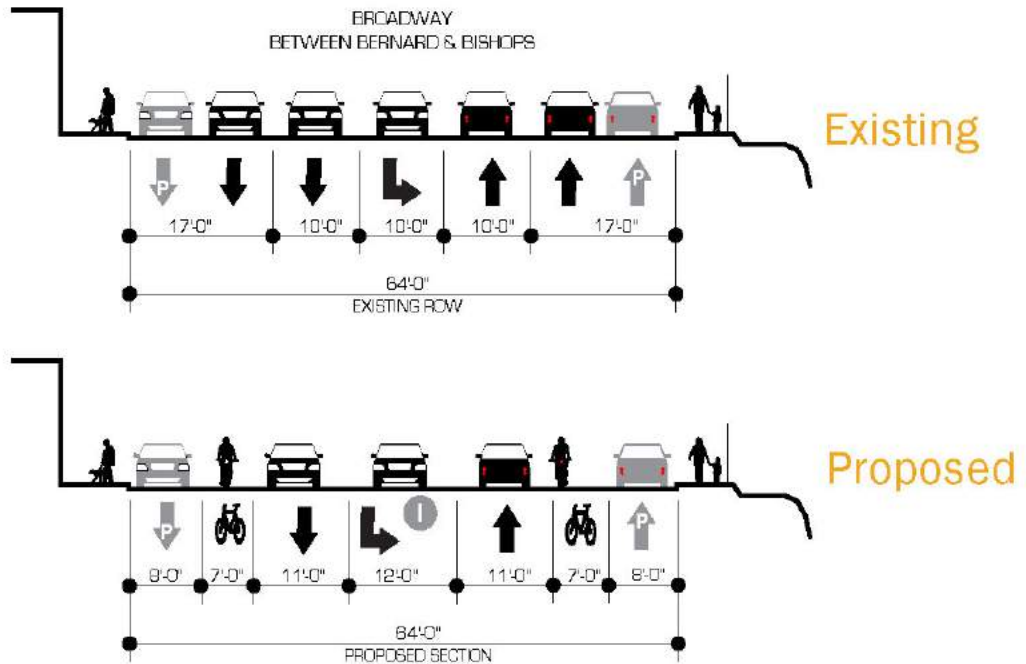


Proposed





PASADENA AVENUE



NORTH BROADWAY

Existing

North Broadway from the Los Angeles River bridge to College Street typically has four lanes with a two-way left turn lane and on-street parking on both sides, with the exception of the portion on the bridge that has no parking. North Broadway's width varies from 64 to 68 feet.

Proposed: Road diet, bike lanes & sharrows

From the Los Angeles River Bridge to Bernard Street, reduce North Broadway to two travel lanes, a two-way left turn lane, and 6 to 7 feet bike lanes. Given that the majority of the east side of North Broadway has no development, it is likely that a turn lane and parking may not be needed in some places. Especially when this is the case, intermittent landscaped medians and chicanes should be used. In Chinatown proper the bike lanes would become a bike route. From Bernard to College Street sharrows should be added to the outer lanes.

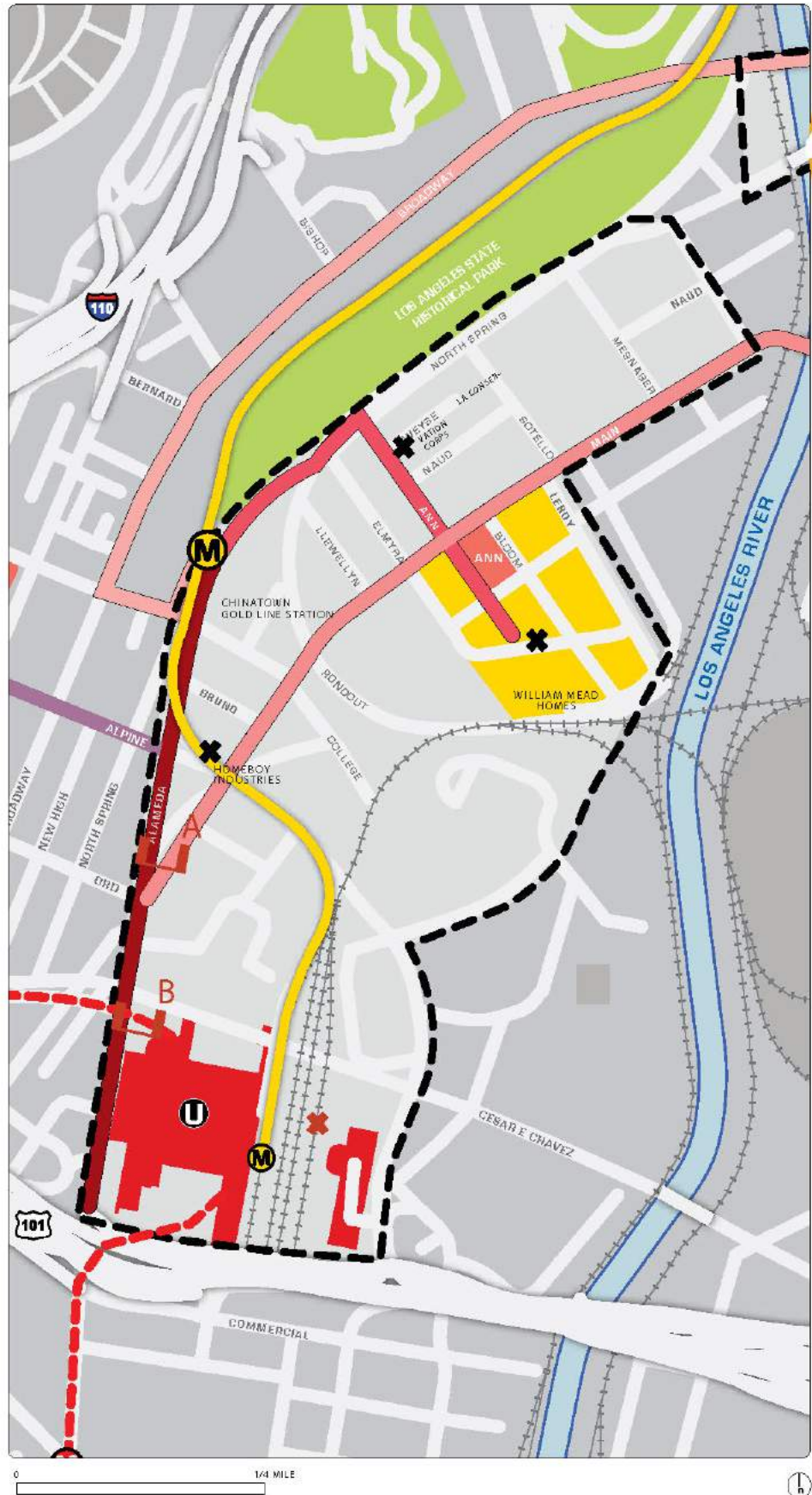
COLLEGE STREET

Existing

From North Broadway to Spring Street, College has two lanes eastbound, one lane westbound, parking on the west-bound side, and a width of 40 feet.

Proposed: Sharrows & alternate bike access to Gold Line Station

Add sharrows to the current travel lanes. Another option for getting cyclists from Broadway to the Gold Line station is to create direct access. A ramp down from North Broadway at Bishops Road or Park Row Drive could be created to link to the Gold Line right-of-way just west of the Gold Line tracks or to a bike path within the park. A bridge to the new state park is already proposed and could be designed to be shared by people walking and biking.



4

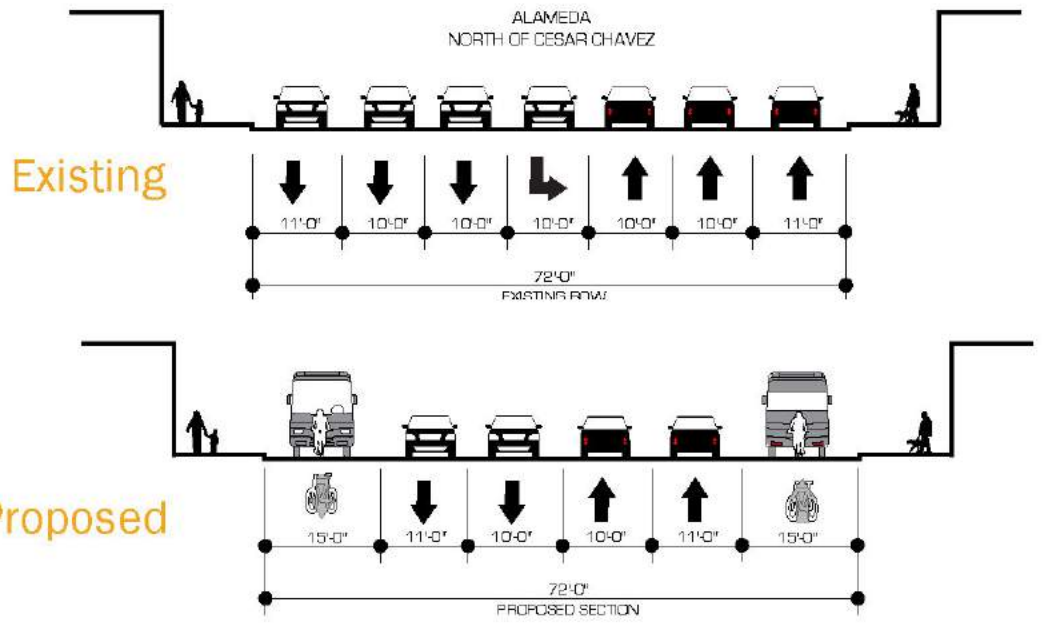
ALAMEDA Priority Avenue with a Road Diet and Bike Lanes

N. ALAMEDA STREET

Alameda Street currently serves a largely industrial area along the east side of downtown Los Angeles. Though it fronts Union Station, the city's busiest passenger rail and bus hub, as well as popular resident and tourist destinations (including El Pueblo and Philippe's restaurant), Alameda Street is not conducive to walking or bicycling. In recent years, many factors have contributed to enhancing Alameda Street as a destination. These include: increased rail service to Union Station (MetroLink, and Metro's Red and Gold Lines), the new Chinatown Gold Line Station, new housing (Mosaic apartments at Alameda Street and Cesar Chavez Avenue), the California Endowment's Center for Healthy Communities, Homeboy Industries (with Homegirl Café), and the opening of Los Angeles State Historic Park.

Alameda Street is a top priority for connecting both pedestrians and bicyclists. MTC proposes to improve Alameda Street with a road diet – converting four traffic lanes to three and adding bike lanes. This will create a street that better serves local traffic, instead of pass-through traffic. It will calm traffic and reclaim public space through the use of landscaped medians and islands.

The Alameda Street connection begins at the Chinatown Metro Station at College Street and continues south to Union Station at Los Angeles Street. The following are the specific proposals for each segment along Alameda Street.



Bicycle Access

Existing

The base width of Alameda Street is 72-feet, though the street varies a great deal from block to block. From Alpine Street/Vignes Street to where Alameda Street becomes North Spring Street and intersects with Elmyra Street, Alameda Street has been widened to 84-feet. It is just over 90 feet wide at the bus pull-out at the station immediately south of College Street.

No bicycle-specific facilities currently exist on Alameda Street. Bicyclists must share the outer lane with other traffic.

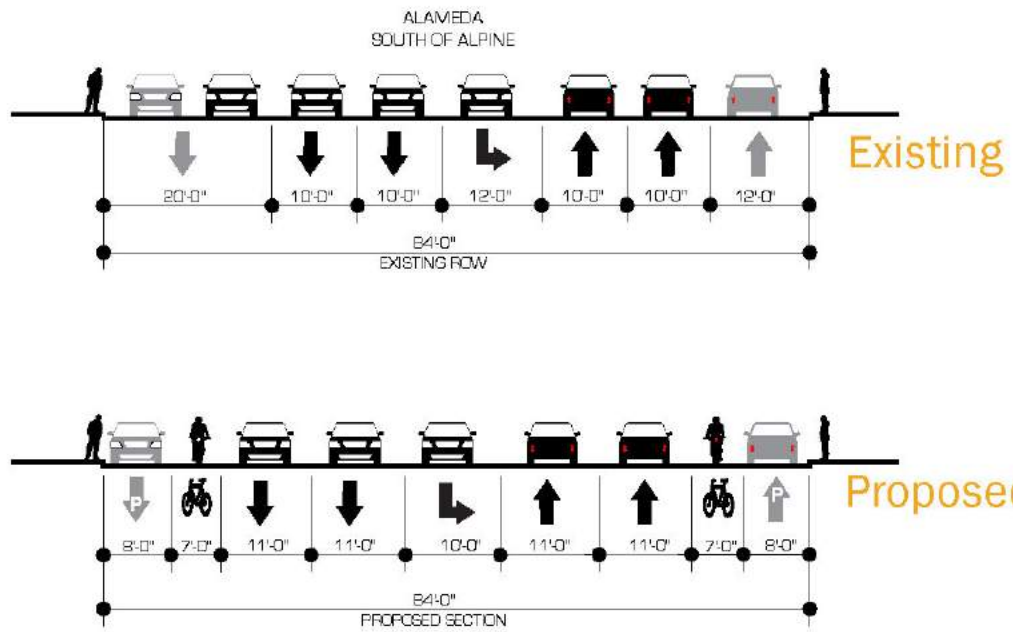
Proposed: Road diet & bike lanes

MTC proposes to implement a road diet on Alameda Street, adding bike lanes and reducing travel lanes.

In the tightest 72-foot wide sections (for example, at Cesar Chavez Avenue between Union Station and El Pueblo) the current configuration features seven lanes: three travel lanes in each direction and a center turn lane (with no on-street parking). MTC proposes two 11- and 12-foot travel lanes in each direction, (with the 12-foot travel lanes on the outside) a 12-foot two-way center turning lane, and 7-foot bike lanes.

Alternatively, this 72-foot section of Alameda Street could be modified to include shared bus-bike lanes. There is basically no Metro bus service on the Alameda Street/Spring Street corridor from the 101 Freeway to where North Spring Street merges onto North Broadway in Lincoln Heights. MTC recommends that service be added or modified to serve this corridor, at which time, bus-bike lanes could be added to Alameda Street as shown in the diagram to the left.

In the 84-foot wide areas (for example, at College Street), the current configuration is the same—it features seven lanes: three travel lanes in each direction, and a center turn lane. The outer lanes serve as travel lanes during peak hours and on-street parking during off-peak times. MTC proposes removing the peak hour parking restrictions, and keeping two travel lanes in each direction at all times. The cross section would be: 8-foot parking / 6-foot bike lane / 11-foot travel lane / 11-foot travel lane / 12-foot turn lane / 11-foot travel lane / 11-foot travel lane / 6-foot bike lane / 8-foot parking. Intermittently, the center turn lane would have landscaped median islands.



ALAMEDA & COLLEGE

Pedestrian Access

N. ALAMEDA AT COLLEGE*

*Alameda becomes North Spring at College

Existing

The Alameda/Spring/College intersection is signalized intersection. The Chinatown Metro Station occupies both the northwest and southwest corners.

Proposed: Basic enhancements, bus bulbs, close spur street

Add zebra-stripe crosswalks in all four directions, advanced stop bars in all four directions, countdown signals in all eight pedestrian signals, audio signals for the sight-impaired and remove pedestrian push buttons and replace with automatic "walk" signals. Add bulbouts narrowing all four crossings. Replace bus pull-outs (on the north side of College west of Alameda, and on the west side of Alameda south of College) with bus bulbs.

There is a 42-foot wide two-lane unnamed street connecting North Spring with Alameda immediately south of the Metro Station. MTC recommends closing this unneeded spur street, directing car traffic onto College. This creates additional space for pedestrians, and possible small-scale station development, activities, and/or greening.





N. ALAMEDA STREET

@ BRUNO STREET

Existing

Bruno Street meets North Alameda Street in an un-signalized T-intersection, directly in front of Homeboy Industries Homegirl Cafe.

Proposed: Basic enhancements

Add zebra-stripe crosswalk, advanced stop bar on Bruno, bulbouts, and perpendicular curb ramps with tactile devices.

N. ALAMEDA STREET

@ ALPINE STREET

Existing

Alpine Street is 58 feet wide on the west side with two lanes westbound, one lane eastbound, parking on the north side and a left-turn lane. On the east side of Alameda, Alpine Street is 80 feet wide with 4 lanes, a right-turn lane, a left-turn lane and hatched out area. The Alameda/Alpine intersection is signalized.

Proposed: Basic enhancements, narrow street

Add zebra-stripe crosswalks in all four directions, advanced stop bars in all four directions, countdown signals in all eight pedestrian signals, and audio signals for the sight-impaired. Replace one eastbound lane on Alpine Street west of North Alameda Street with on-street parking, which allows the addition of bulbouts with perpendicular curb ramps with tactile devices.

Additionally, either narrow Alpine's travel lanes to 10 feet and add tapered curb extensions to both sides of North Alameda Street and to the east side of Alpine Street; or on Alpine Street eastbound, west of North Alameda Street, combine the outer two lanes to allow for a narrower cross section.

TRIANGLE PARK @ N. ALAMEDA STREET & MAIN

See Key Connection 6 – Main Street

N. ALAMEDA STREET

@ ORD STREET

Existing

Ord Street enters North Alameda Street at a T-intersection without a signal in front of Phillippe's Restaurant. Ord Street has two lanes and on-street parking.

Proposed: Basic enhancements

Add zebra-stripe crosswalk, bulbouts, perpendicular curb ramps with tactile devices, and an advanced stop bar on the eastbound travel lane of Ord Street.

N. ALAMEDA STREET

@ MAIN/BAUCHET ST

Existing

North Alameda Street has six lanes, left turn lanes, and no on-street parking. It is 72 feet wide. Main Street is 42-foot wide northbound one-way street with 3 turn lanes. Two lanes turn left onto North Alameda Street, one turns right onto North Alameda Street or straight onto Bauchet. Bauchet Street has no on-street parking and is 50 feet wide with two westbound lanes and one eastbound lane. The Alameda/Main/Bauchet intersection is signalized, though pedestrians presently have a crosswalk across North Alameda Street only on the south side.

Proposed: Basic enhancements, narrow street

Add zebra-stripe crosswalks in all 4 directions, advanced stop bars in all four directions, countdown signals in all eight pedestrian signals, and audio signals for the sight-impaired. Add bulbouts narrowing all four crossings. Move existing bus stop on southwest corner to northwest corner – in order to foster more of a mini-park, and avoid car-pedestrian conflict at the adjacent gas station.

Narrow Main Street and Bauchet Street to approximately 32 feet with tapered curb extensions. Extend the curbs around onto North Alameda Street -- enough to create perpendicular face for curb ramps. Build perpendicular curb ramps with tactile devices into curb extensions

N. ALAMEDA STREET @

CESAR CHAVEZ AVENUE

Existing

North Alameda Street has six lanes, left turn lanes, and no on-street parking. It is 72 feet wide. Cesar Chavez Avenue has three westbound lanes, and two eastbound lanes. West of North Alameda Street there is one right-turn lane, and one left-turn lane eastbound. East of North Alameda Street there is a left-turn lane. It is 78 feet wide on the east side, and 73 feet wide on the west side. The intersection is signalized.

Proposed: Basic enhancements, narrow street, reconfiguration

Add zebra-stripe crosswalks in all four directions, advanced stop bars in all four directions, countdown signals for all eight pedestrian crossings, audio signals for the sight-impaired. Add tapered curb extensions to narrow the width of Cesar Chavez Avenue to approximately 60 feet on both sides. Extend the curbs around onto North Alameda Street—enough to create a perpendicular face for curb ramps. Remove the north-bound left-turn lane west of North Alameda Street to direct all north-bound left-turning traffic to the left-turn lane at Cesar Chavez Avenue and Main Street. Removing this redundancy should allow for more efficient through travel at the intersection of North Alameda Street and Cesar Chavez Avenue.

N. ALAMEDA STREET @ LOS ANGELES STREET

Existing

Alameda Street has six lanes and a hatched out median lane. It is 72 feet wide. It has bus stops on both sides of the street. The crossings at this intersection are important because they link people to Union Station and El Pueblo de Los Angeles.

The City of Los Angeles is currently implementing a street improvement project, with Metro grant funding, for Los Angeles Street. The project has realigned Los Angeles Street between Alameda Street and Arcadia Street. The project's scope of work also includes strengthening the Union Station/El Pueblo pedestrian connection with walkway improvements, including the North Alameda Street crossing. Details of the pedestrian improvements will soon be finalized.

Proposed: Basic enhancements

MTC proposes to support the enhancements of the City, and increase pedestrian safety by adding zebra-stripe crosswalks in all four directions, advanced stop bars in all four directions, and audio and countdown signals for all eight pedestrian crossings



ANN & SPRING

Slow Street and Priority Avenue with a Road diet, Bike Lanes, One-Way Couplet, & Sidewalk Promenade

Ann Street is a relatively quiet industrial street extending three blocks from Spring Street into William Mead Homes. It is the main connection from William Mead Homes to the new Los Angeles State Historic Park, and as such it is used for pedestrian trips from William Mead to the park. The street is also home to the Los Angeles Conservation Corps' new North East Los Angeles Center and Ann Street Elementary School.

North Spring Street is currently a fast moving four-lane industrial street with very few signals. In the stretch of Spring between College Street and North Broadway, there are no signals for nearly a mile. In this area, cars move very fast, making it difficult for pedestrians to access the new park.

Ann and Spring are top priorities for William Mead residents to be able to walk safely to the park and station. MTC reviewed the planned frontage design for the Los Angeles State Historic Park as being proposed by the Hargreaves Associates team. Hargreaves Associates are proposing a four-lane road on Spring with wide sidewalks, on-street parking, bike lanes and 12-foot wide median islands. The Hargreaves proposal maintains the existing roadway capacity -- two travel lanes in each direction. Additionally, the Hargreaves design proposes a one-way couplet for Ann Street and Sotello Street with wide sidewalks. The one-way couplet allows for fewer turns, making car traffic more predictable and allowing for additional opportunities for landscaped medians.

MTC proposes a narrower North Spring Street. Using a road diet, Spring could go from four traffic lanes to three with bike lanes. The current roadway is 44 feet wide; the Hargreaves proposal would widen the roadway to 78 feet. MTC proposes a widening to only 51.5 feet. Keeping the roadway relatively narrow fosters walkability by giving pedestrians shorter distances to cross. Additionally, minimizing the widening allows more land overall to be used for parkland and eliminates the perceived need for costly bridge widening projects.

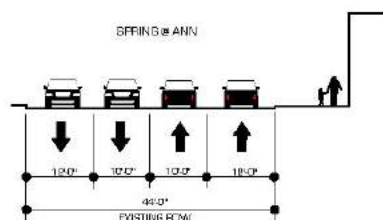
Additionally MTC concurs with the Hargreaves plan for a one-way couplet on Ann and Sotello, though in a slightly different configuration. MTC calls for a couplet of one-way bike lanes to be included on these streets (connecting proposed bike lanes on Spring and Main), in addition to on-street parking, wide sidewalks, and a single 12-foot one-way travel lane.

The Ann & Spring connection begins at the intersection of Ann and Main, continues west to Spring, then south on Spring to the Chinatown Metro Station at College Street. The following are the specific proposals for each segment along Ann Street and North Spring Street.

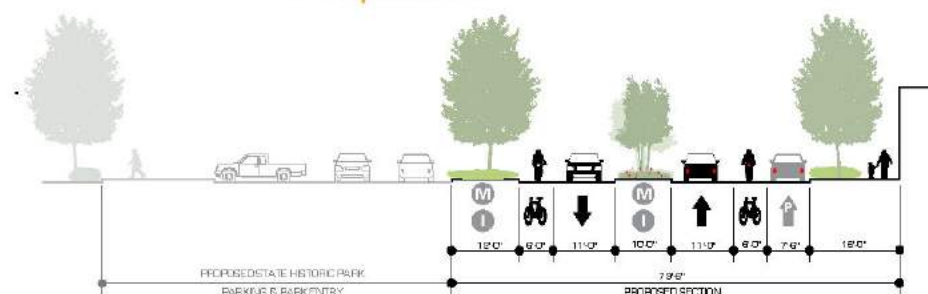


5

Existing



Proposed



Bicycle Access

Existing

Ann Street currently has a 40-foot roadway. The street features no striping, but effectively has two 12-foot travel lanes, with two 8-foot parking lanes. It also has 10-foot wide sidewalks.

North Spring Street has a 44-foot roadway at Ann Street. The street is currently striped for four travel lanes, with 12-foot outer lanes, and 10-foot inner lanes. The east lane is utilized for parking during off-peak hours, though parking use is relatively infrequent as there is little demand for off-street parking to serve the existing adjacent industrial uses. There is no parking in the western outer lane, which fronts Los Angeles State Historic Park. The city currently claims a 50 to 70-foot street dedication along the front of the park, so this large strip remains vacant between Spring and the park.

SPRING STREET

Proposed

MTC proposes to add bike lanes by implementing a road diet on Spring. The existing four travel lanes would be converted to two 11-foot travel lanes and a 10-foot two-way left-turn lane. Additionally, MTC adds 6-foot bike lanes, creates one 7.5-foot wide parking lane, and widens the existing sidewalk from 10 feet to 16 feet. On-street parking would only be on the east of the street, as the west side of the street would front planned state park parking.

Fewer lanes on a relatively narrow street would make it much easier for pedestrians and bicyclists to cross the street and access the park. Intermittent center median islands would replace the turn lane in some areas; medians as extensive as possible would help pedestrian crossings and would create a sense of place alerting road users of the adjacent park.

The MTC proposal takes some cues from the Hargreaves proposal, though, with minimized widening. MTC allows for continuous bike lanes, even in the area immediately north of the park, where road widening is difficult and historic structures are present.

The road diet allows for a great deal of median landscaping extending from College Street along the park to the Los Angeles River, and along Downey Recreation Center on the north side of the river. Street drainage should be configured to focus storm water runoff into landscaped medians to naturally filter and cleanse pollutants.

ANN STREET

Proposed

MTC, again drawing from the Hargreaves proposals, proposes a one-way couplet on Ann and Sotello. Ann street would flow only west (toward the park) and Sotello only east. A couplet of one-way bike lanes would be included on these streets (connecting proposed bike lanes on Spring Street and Main Street), in addition to on-street parking, a widened sidewalk, and a single 12-foot one-way travel lane. The south sidewalk would remain 10-foot wide, while the north sidewalk would be expanded to 16-foot wide, bulbing out to 23.5 feet at intersections.

Coupled one-way bike lanes have not been implemented in Los Angeles before, but are common in New York City; they are located on the left side of the street to minimize potential bicycle collisions with driver-side car doors. These bike lanes would connect proposed bike lanes on North Main Street with those proposed on North Spring Street.

Reducing the number of lanes on Ann would be offset by the additional capacity inherent in a one-way street; one-way streets reduce turning conflicts.



SPRING & ANN

5

ANN STREET
@ N. SPRING STREET

Existing

This is currently an un-signalized intersection that presents a barrier for pedestrians walking from William Mead Homes to the state park.

Proposed

With the road diet narrowing North Spring Street to fewer lanes, and adding a landscaped center median, crossing Spring Street will be much easier. MTC proposes bulbouts for crossing Ann and Spring, three zebra-stripe crosswalks, median islands, advanced stop bars on Ann Street, and tactile devices on perpendicular curb ramps in the bulbouts.

MTC proposes keeping the intersection un-signalized but adding a pedestrian and bicycle push-button activated pedestrian crossing signal. Alternately, the intersection could be fully signalized, though in that case, it is recommended to include separate bicycle and car phases (automatically activated by sensors) in order to avoid conflicts when both bicycles and cars are turning left.

Pedestrian Access

With a road diet where on-street parking is maintained, there are many opportunities for implementing crossing measures to make things safer to get across the street. At all major intersections, MTC proposes bulbouts and median crossing islands.

ANN STREET
@ N. MAIN STREET

Existing

This existing signalized intersection allows William Mead Homes residents to cross Main to bus stops, adjacent retail and toward the park.

Proposed

With a narrower one-way Ann Street and a road diet on Main (see key connection 6), this intersection can be made much safer and easier to cross. Add bulbouts for all four crossings, four zebra-stripe crosswalks, advanced stop bars on Ann Street, and tactile devices on perpendicular curb ramps in the bulbouts.

N. SPRING STREET
SOUTH OF ANN STREET

Existing

Portions of sidewalk are missing on the east side of Spring at Elmyra and Rondout. Rondout merges onto Spring at an oblique angle, creating an approximately 70-foot long pedestrian crossing (of a 50-foot wide street) and allowing for cars to merge from westbound Rondout to northbound Spring without slowing down.

Proposed

Missing sidewalks should be added. The end of Rondout should curve to allow it to intersect with Spring at a right angle, which would keep turns at safer speeds, and minimize pedestrian crossing distances.



MAIN

Priority Avenue with a Road Diet and Bike Lanes

N. MAIN STREET

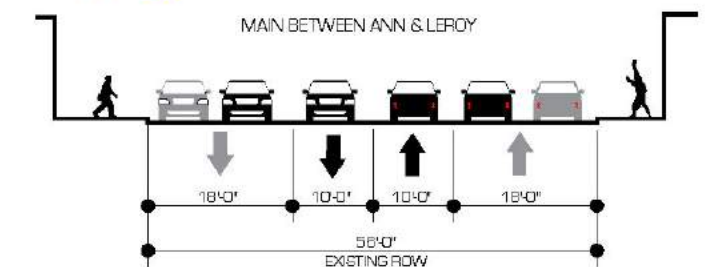
North Main Street currently serves an area mostly characterized by industry and warehouses, with the notable exception of William Mead Homes, which it fronts. Main Street connects Lincoln Heights, the Albion neighborhood, and the Brewery with Chinatown and Downtown Los Angeles. The complexion of this part of Main Street is changing with the newly opened California Endowment's Center for Healthy Communities, a new triangular mini-park (at Alameda), and planned loft housing and river revitalization. Main Street is characterized by slightly less traffic volumes than streets it parallels; in the city of Los Angeles' Central City North community plan, North Broadway and North Spring are currently designated Major Highway Class II while North Main is a lesser Secondary Highway.

Main is an important connection from Boyle Heights, the Albion neighborhood, the Brewery, and William Mead Homes. Metro's 2006 Bicycle Transportation Strategic Plan identifies two possible configurations that would add bicycle lanes to Main Street: either removing parking or reducing the number of travel lanes.

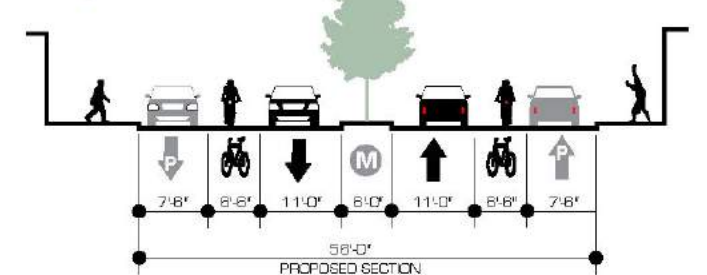
MTC proposes to improve Main with a road diet – converting four traffic lanes to three and adding bike lanes. The road diet will calm traffic and reclaim public space through the use of landscaped medians and islands. Bicycle lanes will connect commuter bicyclists with the Chinatown Metro Station and with downtown Los Angeles.

The Main Street connection begins at Alameda Street in Chinatown and continues northeast to Avenue 20 in the Albion neighborhood. The following are the specific proposals for each segment along North Main Street.

Existing



Proposed





Bicycle Access

Existing

As with many streets in the area, the width of North Main Street varies somewhat. Most of North Main is 56 feet wide, though between Leroy and the Los Angeles River it widens to 61 feet. Current the street is configured to include two 10-foot wide travel lanes in each direction, as well as 8-foot wide on-street parking on each side. No on or off-street bicycle facilities exist.

Proposed

MTC proposes to add bike lanes by implementing a road diet. The existing four 10-foot travel lanes would be converted to two 11-foot travel lanes and a 10-foot two-way left-turn lane. The configuration adds 5.5-foot bike lanes and retains the existing parking (slightly narrowing it to 7.5-feet). Intermittent median islands would replace the turn lane in some areas. This reconfiguration of the street would allow for much easier local turning traffic, and would make it easier for pedestrians and bicyclists to cross the street. Retaining existing on-street parking would be supportive of an active retail street as part of additional mixed-use development as has been proposed for the area.

Alternatives

The following alternative configurations were analyzed, but we not found to be as optimal as the above configuration. These alternatives have been included as they may be useful for some unique areas.

Alternative 1

Utilize road diet to reduce to two 11-foot travel lanes. Include 6.5-foot bike lanes, 7.5-foot parking, and a 6-foot wide median that could be continuously landscaped, or with occasional islands interspersed with painted median.

Alternative 2

Remove parking and add 7-foot wide bike lanes.



MAIN & COLLEGE

Pedestrian Access

General Recommendations

With a road diet where on-street parking is maintained, there are many opportunities for implementing crossing measures to make things safer to get across the street. At all major intersections, MTC proposes bulbouts and median crossing islands. These are especially needed at the currently unsignalized intersection with College Street (one block from the Chinatown Metro Station), where our proposal includes a pedestrian-activated signalized crossing with a refuge island.

TRIANGLE PARK

@ ALAMEDA

The new triangular mini-park at Main and Alameda, under construction at the time of this writing, presents opportunities for enhancing pedestrian safety and convenience. Unfortunately, this appears to be a missed opportunity as the park is nearing completion.

The park acts a large median, splitting Main's north- and south-bound travel lanes. Unfortunately, northbound traffic turns from Alameda Street onto Main Street at a very obtuse angle that will encourage entering motorists to speed. This also creates a very long pedestrian crossing with pedestrians not very visible to fast-moving merging cars. Ideally, this fork of Main Street would be closed to motor vehicles (though allow pedestrian and bicycle travel in both directions). Optimally, all vehicle travel would utilize the travel lanes on the north end of the park. This would maintain right-angle turning motions, keeping turns at safer speeds, and minimizing pedestrian crossing distances.

A photograph showing three cyclists riding on a grassy path. The cyclist on the left is wearing a red top and a blue helmet. The middle cyclist is wearing a green shirt and a yellow helmet. The cyclist on the right is wearing a pink top and a blue helmet. In the background, there is a building with a red-tiled roof and the words 'CASA IT' visible on its facade. The scene is set against a backdrop of a hillside with trees and utility poles under a clear blue sky.

Other Potential Projects

Though *Making the Connections* focuses on six key connections, many more potential projects were identified through the course of the study. These other projects warrant further consideration because they would further enhance the chosen six key connections and other connections in the Lincoln/Cypress and Ann Street neighborhoods. The following pages briefly discuss each of the other potential projects.

Metro Station to Puerta Del Sol Retail

To the extent possible, Metro stations should allow ease of access to nearby destinations. The recently opened Puerta Del Sol development adjacent to the Metro Gold Line Lincoln/Cypress Station includes housing and retail. The current connection between Puerta Del Sol and the station is weak as people must walk to Avenue 26, and then backtrack. Implementing a more direct connection between Puerta Del Sol and the station should facilitate more foot traffic for the retail businesses and, if well-designed, can foster a sense of place. Security concerns and emergency vehicle access must be accounted for in the design of this connection.

Bicycle Boulevards

In recent years, Bicycle Boulevards, a new type of Bicycle Route, have been implemented in many cities. Bicycle Boulevards are generally quieter secondary streets that are comfortably shared by bicycles and cars. Though design and configuration vary, generally Bicycle Boulevards give priority to cyclists as through traffic, while discouraging cut-through motor vehicle traffic. Bicycle Boulevards frequently feature choker or deflector features which allow bikes to continue through, while forcing cars to turn. Bicycle boulevards often include “sharrow” road markings, and special signage.

While some communities have opposed bicycle boulevards, they can be acceptable and even popular with neighborhood streets that have issues with excessive cut-through traffic. Though no officially-designated bicycle boulevards have been implemented in Los Angeles, interest has been expressed for them by local elected officials and the LADOT.

To be successful, Bicycle Boulevards need to be sufficiently long to get bicyclists to destinations. One difficulty in siting them in the MTC project areas is that there are many linear physical features (including freeways, waterways and railroads) that act as barriers breaking up through streets. The following streets have been identified as promising candidates for Bicycle Boulevards. Configurations specified below are draft ideas that need further study:

Workman St. from Pasadena to Alhambra

Currently southbound traffic on Pasadena Avenue merges onto Workman to avoid Five Points. This cut-through traffic makes the street less safe and less comfortable. Creation of a Bicycle Boulevard on Workman could include reconfiguring the triangular area at Workman and Pasadena Avenue. This area could potentially be closed to auto traffic and turned into a mini-park which would allow bikes and pedestrians to continue through, but force auto traffic to access Workman via Avenue 28.

Ideally the north end of the bike boulevard would connect to the future Arroyo Seco Bikeway and/or Heritage Square/Arroyo Metro Station and the southern end would connect to bike lanes planned for Mission Road, though further study would be needed to make these connections.

Manitou from Lincoln Park Ave to I-5 Freeway in Lincoln Heights

Manitou is a much quieter residential alternative to the adjacent North Broadway. A Bicycle Boulevard treatment on Manitou could deflect automobile through-traffic at major intersections (likely at Griffin and/or Daly) while allowing bikes to continue through.

The west end of the bicycle boulevard might turn off Manitou at Avenue 24 and run on Avenue 22 (including the walkway from the end of Avenue 22 to Pasadena Avenue) to connect to MTC-proposed bike lanes on Pasadena Avenue.

Avenue 19 from Humboldt to Mozart in Lincoln Heights

Avenue 19 today is a very quiet alternative to the adjacent San Fernando Road and a convenient route to connect the Arroyo Seco confluence area with the Albion neighborhood.

LADOT has proposed removing parking to add bike lanes on Avenue 19 from San Fernando Road. Given draft plans in the Cornfield Arroyo Seco Specific Plan that call for mixed use development in this area, it may not be feasible to remove half or more of the existing on-street parking. Instead this report proposes that Avenue 19 become a bicycle boulevard. Cars and bikes can share the road, with car through-traffic minimized by diversion at major roads (likely Pasadena Avenue and North Broadway). The north end of the Bicycle Boulevard should connect with the Los Angeles River Bikeway and the Arroyo Seco Bikeway.

New Depot Bicycle Boulevard & College Bicycle Route

The existing conditions on College Street and New Depot Street are relatively comfortable for bicycling with relatively little grade, making these worthwhile feeder streets to connect Chinatown bicyclists with the Metro Gold Line Station.

On New Depot Street from Alpine to College a bicycle boulevard treatment could include: a) way finding signage; b) sharrows; and c) potentially diverting some through traffic away from New Depot at Alpine Street or at Bunker Hill Avenue. A bike route on College Street from New Depot to the Metro Station could include sharrows, signage, and might benefit from allowing peak hour parking.

Los Angeles River Bike Path

In the long run, probably the most significant bicycle project for this area will be the Los Angeles River Bicycle Path. Planned to extend over 50 miles from Canoga Park to Long Beach, with spurs along tributaries, this path can serve as a backbone for the region's bicycle network. Approximately five miles of the LA River Bike Path are completed upstream of the MTC project area, with an additional 3 miles of additional path funded and expected to be constructed by 2009.

The path along the river in the project area is one of the most difficult portions to complete, due to a great deal of rail and automotive infrastructure. Given these difficulties, the LA City Department of Transportation (LADOT) has proposed continuing the bikeway as on-street bike lanes on portions of Avenue 19, Barranca Street, Avenue 18, and North Spring Street. While on-street bicycle connections will be important to create a viable bike network, the river corridor remains an important site for a continuous bicycle path. The river bike path will be a difficult project to build as a stand-alone project, but will most likely be a part of a larger river revitalization project.

Arroyo Seco Bike Path

The Arroyo Seco also presents a significant opportunity for a bicycle path within the study area. Approximately three miles of the Arroyo Seco Bike Path are completed upstream of the MTC project area.

In order to best connect the Arroyo Seco path with the nearby Lincoln/Cypress Metro Station, a spur from the path can run immediately east of the 110 Freeway on ramp and connect to Avenue 26.

Cypress Avenue Pedestrian Bridge

The existing Cypress Avenue pedestrian bridge is used every day by many people, especially by school children attending Nightingale Middle and Loreto Street Elementary schools. It also serves to connect Cypress Park residents to the Lincoln/Cypress Metro station. Currently the walkway that connects Avenue 33 to the bridge features blind turns with very poor sight lines, creating a gauntlet with serious security risks. The pedestrian bridge and walkway should be improved to be a safe and inviting connection. It may be possible to work with the adjacent school district facility at 3225 Lacy Street to improve safety of the walkway. This could be done by adding lighting, windows and, if possible, utilizing a small portion of the school district site to widen the walkway. Safe Routes to School funding may also be a possibility for this project.

Lid Over I-5 Freeway

The stretch of the I-5 Freeway from Humboldt Street to the Metro Gold Line rail bridge is depressed and appears to be a candidate site for creating a lid over the freeway. This would be a very expensive project, though it has the potential to dramatically change the nature of the station vicinity from freeway-oriented to pedestrian oriented. The project would potentially have positive impacts on air quality at adjacent housing. The surface of the lid could be a park, potentially combined with some revenue-producing park-compatible retail - such as small restaurants, kiosks, or a coffee shop that would serve park and Metro users. Successful freeway lids have been implemented in cities across the U.S. including Seattle and Trenton New Jersey (Harnick), and locally in La Crescenta.

A freeway lid would serve to create a bicycle and pedestrian connection extending from the currently dead-end southwest end of the station. This would make walking and biking to existing destinations such as the Goodwill and proposed development in the vicinity easier. A bicycle and pedestrian connection could be made somewhat less expensively by doing a bicycle/pedestrian bridge extending southwest from the station. The bridge or lid could be extended via a rail-with-trail multi-use path connecting with Avenue 21 and San Fernando Road.



Photo by Ryan Snyder

BIKE BOULEVARD IN BERKELEY, CA

Confluence Park Pedestrian Improvements

The state Mountains Recreation and Conservation Authority (MRCA) plans a park to commemorate the historic confluence of the Los Angeles River and the Arroyo Seco. One feature of the park, being designed and constructed in conjunction with the city of Los Angeles' planned replacement of the Riverside Drive (Figueroa Bridge), is the creation of a roundabout at the intersection of San Fernando Road, Riverside Drive and North Figueroa Street.

The MRCA's Confluence Park Area Circulation Plan (draft August 2007) recommends operating the roundabout at a single-lane configuration, instead of the two-lane roundabout currently being pursued by the city. Single-lane roundabouts are much friendlier to bicyclists and pedestrians, more compatible with the park setting, and would open the possibilities for additional landscaped medians and bike lanes. MTC supports the MRCA recommendation for a single-lane roundabout.

Calming Wide Residential Streets

A number of existing streets, especially in Cypress Park, have relatively wide right-of-ways which present opportunities for greening and traffic-calming. For example, Jeffries Avenue is 50 feet wide for only two travel lanes and two lanes of parking; this configuration only requires 36 to 40 feet. The extra 10+ feet in these streets could be used for bike lanes or to create landscaped areas that would cleanse storm water, similar to the Seattle's pilot Street Edge Alternatives Project (SEA Streets). A SEA Street type project could connect thematically with the adjacent Los Angeles River Center and Gardens and could include a small outdoor classroom along the back side of Nightingale Middle School.

This treatment could apply to Jeffries Avenue (from Avenue 26 to Isabel Street), Huron Street (from Avenue 26 to Cypress Avenue), Cypress Avenue (from Idell Street to Arroyo Seco Avenue), and possibly additional wide streets northwest of the study area.



Funding

This plan is a set of ideas based in community input. None of these projects are done deals. To implement these projects, community support and additional approval would need to occur within the city and potentially other jurisdictions (such as the County Flood Control District for river or arroyo bike paths). Once projects in this plan are approved, they will need funding. Some potential funding sources are briefly described in this chapter.



Federal Funding

Though not politically easy, it may be possible to get an earmark for federal transportation funding. These are generally set-asides that are included in federal transportation bills, including Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Outside set-asides, much of SAFETEA-LU funds are allocated at the local level via the Metro Call for Projects (see below). Some facilities could potentially be part of other federal funding - such as bike paths included in larger river revitalization projects funded through Water Resources Development Act (WRDA).

California State Funding

There are a few potential sources of state funding, none of which include a great deal of funding. Examples include the California State Bicycle Transportation Account (BTA), Safe Routes to School, Caltrans planning grants, and potentially some park and/or water bond funding.

Call for Projects

Metro's every-other-year Call for Projects is generally the county's single largest source of pedestrian and bicycle project funding. The Call for Projects disburses the county's portion of SAFETEA-LU funding to municipalities via a competitive grant application process. Cities, county and agencies apply to Metro, and Metro disburses millions of dollar for bike facilities.

Los Angeles City Budget

Though federal transportation dollars (generally through the Call for Projects) are very useful for costly projects, they come with additional requirements for administration, reporting and federal environmental clearance. For less expensive smaller projects, such as striping bike lanes, it is sometimes easier and more desirable to do the project within the existing city budget. Projects that include only modifying the striping (such as bike lanes and basic road diets) may be done by the Los Angeles City Department of transportation (LADOT) within their existing budget, especially during the ongoing process of routine repaving.

Parking Revenue

Parking meter revenue currently goes into the citywide Special Parking Meter Revenue Fund. Retaining parking meter revenue locally (or, as is called for in the CRA's downtown parking report, returning a portion of new parking revenues to the districts where revenue growth occurs) could be a significant source for funding bicycle and pedestrian projects. (See also Chapter 4 recommendation.)

New Development

Under current city procedures, new development often pays for transportation changes including road-widening. A similar extraction could take place to fund bicycle and pedestrian enhancements. Development could provide landscaping and road work in the adjacent public realms.

As the Los Angeles Department of City Planning develops the Cornfield/Arroyo Seco Specific Plan, there has been discussion of including a development linkage fee to pay for public improvements in the specific plan area.

Grant Funding

For very small projects, such as tree-planting, local groups (such as Neighborhood Councils or community service groups) could seek grants from government and/or private sources. This would include the city of Los Angeles Board of Public Works' Community Beautification Grant and others.



Further Study

There are particular issues and ideas that warrant further investigation as the MTC proposals are implemented. This chapter discusses these key issues.

Traffic volumes

MTC worked with available traffic data. Recommendations for road diets appear to be feasible based on existing current average daily traffic (ADT) and peak hour data. Many cities have done road diets with ADTs in excess of 20,000 and many have seen overall increases in capacity. Examples include Kirkland, Washington, Santa Monica, California, and Toronto, Canada (Burden). The city of Los Angeles generally has not approved road diets with traffic volumes greater than 20,000, and the city generally reserves additional capacity for projected future automotive traffic volume growth (resulting in a self-fulfilling prophecy of maintaining excess automotive capacity which serves to encourage automotive travel and discourage alternate modes).

If we are to make safe and convenient space for pedestrians in the project area, MTC asserts that we will need to implement road diets. MTC also asserts that, given today's situation (automotive contributions to greenhouse gases, increasing gas prices, epidemics of obesity), reserving space for future automobile traffic growth in our transit-rich core neighborhoods may be unnecessary and counterproductive. Nonetheless, MTC suggests that traffic volumes are an area that will need additional study and analysis before implementing road diets recommended herein.

If studies show road diet projects as very close to capacity break points, it may be desirable to implement projects as pilots, especially initial phases involving only re-striping.

Bike Path Alignments & Access Points

Though the facilities are planned and assumed and some access points have been identified, MTC has not focused on recommending a final alignment for the Los Angeles River and Arroyo Seco Bike Paths. Additional study is needed to finalize a preferred alignment. Especially for the Los Angeles River, this work is likely to be a key component of studies to design large-scale revitalization projects in the Cornfields and Confluence opportunity areas.



Bicycle Side Paths

There was a fair amount of community interest in and support for separated bicycle side path facilities along city streets. These would appeal especially to bicyclists who are not comfortable riding in traffic, even with bike lanes. While these facilities have been shown to work in European cities, they are often difficult to implement locally due to potential collision conflicts at driveways and intersections.

With promising new side path designs implemented in New York City, it may be possible to implement side paths in some areas where MTC has recommended bicycle lanes. Bicycle side paths would require additional study to see if they are safe and feasible in the MTC project area.

Five Points

MTC is proposing road diets for two of the three widest and busiest spokes of the “Five Points” intersection in Lincoln Heights where Pasadena Avenue, Avenue 26, and Daly Street come together. Community members on foot, bicycle and car stated that they tended to avoid Five Points as it was perceived to be confusing, unpleasant and unsafe. MTC proposes reducing travel lanes on both Avenue 26 and Daly. With fewer lanes entering the Five Points intersection, it may be possible and desirable to greatly green the intersection, including potentially introducing a landscaped traffic circle. Additional study is needed to determine how to reconfigure the intersection.

Other Potential Projects

More study and planning is needed to determine feasibility and connectivity of projects listed in Chapter 8: Other Potential Projects.

Cornfields Arroyo Seco Specific Plan

Additional coordination is needed to incorporate proposed projects into the circulation portion of the Cornfield/Arroyo Seco Specific Plan underway.



Conclusions

In a recent talk hosted by Livable Places and the Los Angeles Community Redevelopment Agency, former Vancouver city councilor Gordon Price recommends that “no single mode of transportation can serve everyone all the time. That would be true of bikes if everyone used them for everything. We know it’s true for cars – so choice is the solution. Give people five practical choices – foot, bike, taxi or car-share, transit, and car – and they’ll solve the congestion problem all on their own.

With the rapid change seen in the neighborhoods studied in *Making the Connections*, the Cornfields Arroyo Seco Specific Plan underway, and great interest in creating a more sustainable more livable community, the time is now to implement policies and projects that set the tone for future transportation options. For much of its history, Los Angeles has pursued automobile-centric policies that widened roads in an attempt to reach congestion relief. Current problems with gridlock, global warming, air quality, and obesity point the city in a new direction.

Making the Connections is a blueprint for creating streets for variety of transportation choices. The next generation of children living in the neighborhoods of Chinatown, William Mead Homes, Lincoln Heights, and Cypress Park are counting on this generation to do the right thing and make these connections.

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Key Connection 1: Avenue 26 & Cypress Avenue/Avenue 28/Jeffries Avenue

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,

*preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
Avenue 26	Idell Street	Huron	58'	19pt / 10 / 10 / 19pt		7.5p / 6b / 10.5 / 10 / 10.5 / 6b / 7.5p	road diet
Avenue 26	Huron Street	110 Freeway	52'	11 / 10 / 10 / 10 / 11		6b / 10 / 10lt / 10 / 6b / 10rt	road diet
Avenue 26	110 Freeway	Arroyo Seco	40'	10 / 10 / 10 / 10		5b / 10 / 10 / 10 / 5b	road diet
Avenue 26	Arroyo Seco	Metro Gold Line	58'	10 / 10 / 10 / 8M / 10 / 10		5b / 10 / 10 / 10 / 5b	road diet
Avenue 26	Metro Gold Line	Metro Gold Line	40'	10 / 10 / 10 / 10		5b / 10 / 10 / 10 / 5b	road diet
Avenue 26	Metro Gold Line	Artesian Street	54'	8p / 11 / 11 / 11 / 13		8p / 6b / 10 / 6m / 10 / 6b / 8p	road diet
Avenue 26	Artesian Street	Humboldt Street	68'	8p / 11 / 11 / 12 / 18 / 8p	1* 2	8p / 6b / 10 / 16m / 10 / 6b / 8p 8p / 7b / 11 / 16m / 11 / 7b / 8p	road diet road diet, use extra space to widen sidewalks
Avenue 26	Humboldt Street	Five Points	40'	10rp / 10 / 10 / 10rp		8p / 12 / 12 / 8p	Sharrows at 14 feet from curb
Cypress Avenue	Pepper Avenue	Idell Street	40'	20pt / 20pt		7.5p / 10 / 10 / 5b / 7.5p	one-way street, one-way bike lane
Cypress Avenue	Idell Street	Jeffries Avenue	66'	18pt / 10 / 10 / 10 / 10 / 18pt		8p / 10 / 10m / 10 / 10 / 6b / 8p o	one-way street, one-way bike lane
Cypress Avenue	Jeffries Avenue	N. Figueroa Street	66'	18pt / 10 / 10 / 10 / 10 / 18pt		8p / 6b / 10 / 4m / 10 / 10 / 6b / 8p	two-way street
Cypress Avenue	N. Figueroa Street	Arroyo Seco Avenue	90'	35pt / 12 / 12 / 12 / 11 / 20pt		8p / 6b / 10 / 32m / 10 / 10 / 6b / 8p	
Avenue 28	Pepper Avenue	Idell Street	44'	22pt / 22pt		8p / 10 / 11 / 7b / 8p	one-way street, one-way bike lane
Avenue 28	Idell Street	N. Figueroa Avenue	42'	17pt / 25pt		8p / 10 / 10 / 6b / 8p	one-way street, one-way bike lane
Jeffries Avenue	Cypress Avenue	Avenue 26	50'	no striping - two-way traffic with parking		8p / 6b / 11 / 11 / 6b / 8p	

Key Connection 2: Humboldt Avenue

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,
 *preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
Humboldt Street	I-5 Freeway	I-5 Freeway	42'	no striping - two-way traffic with parking		10c / 10 / 10 / 10c	
Humboldt Street	I-5 Freeway	San Fernando Road	40'	no striping - two-way traffic with parking		10c / 10 / 10 / 10c	
Humboldt Street	San Fernando	Avenue 19	40'	no striping - two-way traffic with parking		10c / 10 / 10 / 10c	

Key Connection 3: Pasadena/North Broadway

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,
*preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
Pasadena Avenue	Five Points	S Freeway	58'	19pt / 10 / 10 / 19pt		8p / 6b / 10 / 10 / 10 / 6b / 8p	road diet
Pasadena Avenue	S Freeway	Avenue 19	56'	11 / 11 / 11 / 11 / 12		7b / 10 / 20 / 10 / 7b	road diet
Pasadena Avenue	Avenue 19	Avenue 18	63'	13 / 11 / 11 / 11 / 17pt		7b / 10 / 20 / 10 / 7b / 8p	road diet, existing parking on east side only
Pasadena Avenue	Avenue 18	North Broadway	63'	14 / 11 / 11 / 11 / 16		6b / 10.5 / 10 / 10 / 10.5 / 6b	road diet
North Broadway	LA River	LA River	56'	13 / 10 / 10 / 10 / 13		7b / 11 / 10 / 10 / 11 / 7b	road diet
North Broadway	LA River	Bishops Road	68'	18pt / 10.5 / 11 / 10.5 / 18pt		8p / 7b / 12 / 14 / 12 / 7b / 8p	road diet
North Broadway	Bishops Road	Bernard Street	64'	17pt / 10 / 10 / 10 / 17pt		8p / 7b / 11 / 12 / 11 / 7b / 8p	road diet
North Broadway	Bernard Street	College Street	64'	17pt / 10 / 10 / 10 / 17pt		17pt / 10 / 10 / 10 / 17pt (no change)	add sharrows

Key Connection 4: Alameda

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,
*preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
Alameda Street	College Street	Alpine Street	84'	20rpt / 10 / 10 / 12 / 10 / 10 / 12rp	1*	8p / 7b / 11 / 11 / 10 / 11 / 11 / 7b / 8p	
Alameda Street	Alpine Street	Los Angeles Street	72'	11 / 10 / 10 / 10 / 10 / 10 / 11	1* 2 3	8p / 7b / 11 / 11 / 10 / 11 / 11 / 7b / 8p 7b / 12 / 11 / 12 / 11 / 12 / 7b 8p / 6b / 11 / 11 / 11 / 11 / 6b / 8p 15bb / 11 / 11 / 11 / 11 / 15bb	at Cesar Chavez Avenue midblock

Key Connection 5: Ann Street/North Spring Street

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,
*preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
North Spring Street	Elmyra Street	Ann Street	44'	12 / 10 / 10 / 12rp		6b / 11 / 10m / 11 / 6b / 7.5p	road diet, expand east sidewalk from 10 to 16 feet
Ann Street	North Spring Street	North Main Street	40'	no striping - two-way traffic with parking		7.5p / 6b / 12 / 7.5p	change to one-way, expand north sidewalk from 10 to 16 feet

Key Connection 6: North Main Street

Street segments are generally listed north to south.

Key: p=parking, pt=parking and travel, rp=peak hour restricted parking, b=bike lane, bb= bus/bike lane, m=median, c=chicane,

*preferred option

Street	From	To	Existing Road Width	Existing Lanes	Options	Proposed Lanes	Notes
North Main Street	Lamar Street	Los Angeles River	56'	18pt / 10 / 10 / 18pt		7p / 6b / 10 / 10 / 10 / 6b / 7p	road diet
North Main Street	Los Angeles River	Leroy Street	61'	22pt / 10 / 10 / 19pt		8p / 6.5b / 11 / 10 / 11 / 6.5b / 8p	road diet
North Main Street	Leroy Street	Alameda	56'	18pt / 10 / 10 / 18pt	1*	7p / 6b / 10 / 10 / 10 / 6b / 7p	road diet
					2	7.5p / 6.5b / 11 / 6m / 11 / 6.5b / 7.5p	
					3	6b / 11 / 11 / 11 / 11 / 6b	no parking

Survey Results

Gender	% Responses	Total Responses
Female	44%	15
Male	56%	19
	TOTAL	34

Age	% Responses	Total Responses
Teenager	15%	5
Young Adult	24%	8
Middle-aged Adult	48%	16
Older Adult	12%	4
	TOTAL	33

Neighborhood of Residence	% Responses	Total Responses
William Mead Homes	12%	4
Chinatown	15%	5
Lincoln Heights	18%	6
Cypress Park	3%	1
Other	52%	17
	TOTAL	33

Getting Around	Daily		Weekly		Rarely		Almost Never		Total Responses
	% Responses	Total Responses	% Responses	Total Responses	% Responses	Total Responses	% Responses	Total Responses	
Walking	65%	20	13%	4	10%	3	13%	4	31
Bus	30%	9	37%	11	17%	5	17%	5	30
Gold Line	25%	7	29%	8	29%	8	18%	5	28
Biking	17%	5	7%	2	3%	1	72%	21	29
Driving	28%	9	16%	5	22%	7	34%	11	32

Community Feedback

Where do you walk to?	% Responses	Total Responses
School	18%	8
Specific Neighborhoods	18%	8
Specific Streets	13%	6
Work	11%	5
Stores/Markets	11%	5
Home	9%	4
Public Institutions	7%	3
Variety of Places	7%	3
Restaurants	2%	1
Services	2%	1
Train Station	2%	1
	TOTAL	45

What streets do you take to get to your walking destinations?	% Responses	Total Responses	Streets Continued	% Responses	Total Responses
Broadway	7%	4	Lincoln	2%	1
Main	7%	4	Ann Street	2%	1
College	7%	4	Figueroa	2%	1
Alameda	5%	3	Eagle Rock Blvd	2%	1
Pasadena	4%	2	Colorado Blvd	2%	1
Cesar Chavez Avenue	4%	2	Avenue 26	2%	1
1st Street	4%	2	San Fernando Road	2%	1
Soto	4%	2	Verdugo Road	2%	1
Griffin Avenue	4%	2	Elm Street	2%	1
Passons	4%	2	Cypress Avenue	2%	1
Hill Street	4%	2	Fountain	2%	1
Spring Street	4%	2	Sunset Blvd	2%	1
Stadium Blvd	4%	2	Echo Park Blvd	2%	1
Whittier	2%	1	Evergreen	2%	1
Bruno Street	2%	1	Alpine	2%	1
Daly	2%	1	State	2%	1
Freeway	2%	1	Mission	2%	1
Cardinal	2%	1		TOTAL	56
Beverly	2%	1			

Community Feedback

Do you generally feel safe walking, both during the day and night?	% Responses	Total Responses
Yes	61%	20
No	39%	13
	TOTAL	33

Why or why don't you feel safe walking?	% Responses	Total Responses
Feels dangerous/lack of security	48%	10
Gangs	14%	3
Not enough lighting	14%	3
Dirty	5%	1
Fast cars	5%	1
Cracked sidewalks	5%	1
Wide Streets	5%	1
I'm not in a demographic that is threatened	5%	1
	TOTAL	21

Problems of particular areas unsafe for walking	% Responses	Total Responses
Crosswalks	13%	2
Gangs	13%	2
Unwelcoming	13%	2
Not enough light	7%	1
Fast Cars	7%	1
Too much graffiti	7%	1
Difficult to navigate	7%	1
Not enough security	7%	1
Places with no sidewalks	7%	1
Heavy traffic	7%	1
Too quiet sometimes	7%	1
	TOTAL	14

Community Feedback

Particular problem areas for walking	% Responses	Total Responses
College Street	10%	2
William Mead	10%	2
North Spring	10%	2
Alameda	5%	1
Compton	5%	1
Broadway	5%	1
Gang neighborhoods	5%	1
Griffin	5%	1
Alhambra	5%	1
South of Spring	5%	1
Main	5%	1
Behind Ann Street school, entrance of Bloom Street	5%	1
Area in Glassell Park "Drew/Estrada/Fletcher Dr" area	5%	1
Pepper/Idell in Cypress Park	5%	1
Area around Home Depot in Cypress Park	5%	1
Corner of Alpine and Grand	5%	1
Corner of New Depot Street and Bunker Hill Avenue	5%	1
	TOTAL	20

Where do you bike to?	% Responses	Total Responses
Stores/Markets	25%	1
Specific Streets	25%	1
Specific Neighborhoods	50%	2
	TOTAL	4

Community Feedback

What streets do you take to get to your biking destinations?	% Responses	Total Responses	Cont.	% Responses	Total Responses
Broadway	9%	6	Bruno	1%	1
College	6%	4	Freeway	1%	1
Main	6%	4	Daly	1%	1
1st Street	4%	3	Cardinal	1%	1
Pasadena	4%	3	Alpine	1%	1
Alameda	4%	3	State	1%	1
Spring	4%	3	Mission	1%	1
Cesar Chavez Avenue	3%	2	Lincoln	1%	1
Colorado	3%	2	Ann Street	1%	1
Eagle Rock Blvd	3%	2	Avenue 26	1%	1
Figueroa	3%	2	San Fernando	1%	1
Griffin	3%	2	Elm	1%	1
Hill	3%	2	Cypress	1%	1
Hyperion	3%	2	Glendale Blvd	1%	1
Passons	3%	2	Santa Monica Blvd	1%	1
Soto	3%	2	Fountain	1%	1
Stadium Blvd	3%	2	Riverside	1%	1
Verdugo	3%	2	Sunset	1%	1
Evergreen	1%	1		TOTAL	69
Beverly	1%	1			
Whittier	1%	1			

Do you generally feel safe biking, both during the day and night?	% Responses	Total Responses
Yes	36%	4
No	64%	7
	TOTAL	11

Why or why don't you feel safe biking?	% Responses	Total Responses
Safety	57%	4
Pavement	14%	1
There isn't sufficient space	14%	1
Visibility	14%	1
	TOTAL	7

Community Feedback

Problems of particular areas unsafe for biking	% Responses	Total Responses
Fast cars	25%	2
No bike lanes	13%	1
Cars too close	13%	1
Turning left over the bridge is hazardous	13%	1
Lack of street maintenance	13%	1
Lack of awareness/consideration of drivers	13%	1
Lighting	13%	1
TOTAL		8

Particular problem areas	% Responses	Total Responses
Boyle Heights	25%	1
Rosecrans	25%	1
North Main	25%	1
North Broadway and Pasadena	25%	1
TOTAL		4

Where do you bike?	% Responses	Total Responses
Streets without bike lanes	41%	7
Sidewalks	35%	6
Streets with bike lanes	24%	4
TOTAL		17

What street improvements would you like to see that would make it easier to walk, bike or use transit?	% Responses	Total Responses
Lighting	25%	16
Bus stop improvements	22%	14
Crosswalks	22%	14
Trees	20%	13
Other	11%	7
TOTAL		64

Community Feedback

Specific areas to focus on for improvements	% Responses	Total Responses
Alameda	12%	3
Chinatown	12%	3
Broadway	8%	2
All over the city	8%	2
Open area stations	4%	1
College	4%	1
1st Street	4%	1
Pacoima	4%	1
Gangs	4%	1
Poor neighborhoods	4%	1
Sidewalks	4%	1
Lincoln Heights	4%	1
Placita Olvera	4%	1
North Figueroa	4%	1
Spring	4%	1
Humboldt	4%	1
Hill	4%	1
Ord	4%	1
Former Happy Land restaurant site ("Chinatownland" sign)	4%	1
	TOTAL	25

Ann Street Walkabout

Streets Surveyed:

Alameda Street
Alpine Street
Ann Street
Bruno Street
College Street
Elmyra Street
Llewellyn Street
North Main Street
Sotello Street
North Spring Street
Vignes Street
Wilhardt Street

Below you will find all of the questions asked of the groups and the corresponding statistical results.

Intersections:

Can you safely cross?

31 responses—26% Yes, 65% No, 6% O.K., 3% N/A

Pedestrian signals long enough?

29 responses—17% Yes, 52% No, 31% N/A

Crosswalks need to be repainted?

32 responses—41% Yes, 31% No, 28% N/A

Other observations

66 Negative Responses:

19% curb cuts, 13% sidewalks, 10% street design, 10% signals, 8% crossing the street, 6% access, 5% land use, 3% crosswalks, 3% safety, 3% landscaping, 3% design, 3% lighting, 3% friendliness of area, 2% parking, 2% speeding toys, 2% bus amenities, 2% traffic, 2% bus amenities, 2% traffic, 2% barrier, 2% homelessness, 2% vacant land/buildings, 2% route, 2% noisy

9 Positive Responses:

22% street design, 22% landscaping, 11% curb cuts, 11% sidewalks, 11% traffic, 11% street furnishings, 11% friendliness of area

Mid-Block:

Are buildings pedestrian friendly?

29 responses—7% Yes, 72% No, 3% o.k., 17% N/A

Condition of sidewalk

47 responses—43% broken, 21% dirty, 9% obstructed, 28% o.k.

Condition of bus stops

31 responses—39% bad, 13% o.k., 48% N/A, 0% good

Quality of landscaping

42 responses—52% bad, 21% o.k., 26% N/A, 0% good

Other observations

89 Negative Responses:

26% landscaping, 11% sidewalks, 8% street furnishings, 7% parking, 7% friendliness, 7% bus amenities, 7% safety, 4% lighting, 3% bike amenities, 3% access, 2% barriers, 2% land use, 2% speeding cars, 2% crosswalks, 2% street design, 1% buildings, 1% vacant land/buildings, 1% noisy, 1% traffic, 1% curb cuts

15 Positive Responses:

33% landscaping, 27% sidewalks, 13% land use, 13% friendliness of area 7% lighting, and 7% parking

Conflicts

Four (4) recorded conflicts. 75% were between pedestrians and cars. 25% between bikes and cars.

Community Feedback

Each group was asked to report the best and worst of their street segment(s) and the three most urgent issues to be dealt with. Their answers are below. Words in parentheses have been added to help explain the comments.

Questions for Team	Group 1: Spring, Wilhardt, Main, Sotello, Ann Street	Group 2: Main, Elmyra, Llewellyn	Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)	Group 4: Vignes, Alpine (optional)	Group 5: Alameda
The worst intersection	Baker at Spring	No answer	Spring & Elmyra	Northwest corner of Main and Vignes & Alameda and Vignes	Ord and Alameda
WHY	No signal, no crosswalk, fast traffic, poor sight-lines	N/A	High traffic, no crosswalk, not much lighting	Main and Vignes: construction, no wheelchair access/closed; Alameda and Vignes: lots of fast cars, no street front	No crosswalks, no curb ramps, uncrossable
Best Intersection	Ann at Main	Alpine and Main	Magdalena & Cardinal	Metro station (College and Spring)	No answer
WHY	Signalized, with crosswalks and curb ramps	It was the only one of our intersections with a light.	Safest, not too much traffic, had crosswalks	Safe and populated	N/A
The worst sidewalk segment	Northeast side of Sotello at Spring	Between College and Llewellyn	College, north of Main	East side of Vignes under tunnel	Near mosaic in front of chevron by Cesar Chavez in front of Union Station
WHY	Narrow sidewalk with signs, etc. in the middle of through zone	Street (sidewalk) was broken, cars parked on it (sidewalk)	Missing and broken	Narrow, sandy, and dirty	Damaged

Community Feedback

Questions for Team	Group 1: Spring, Wilhardt, Main, Sotello, Ann Street	Group 2: Main, Elmyra, Llewellyn	Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)	Group 4: Vignes, Alpine (optional)	Group 5: Alameda
Area to be held up as an example	Main Street in front of William Mead Homes	The landscaping on private property	Spring St., north of College	Metro Station or where stores front sidewalk	Homeboy Industries at Bruno
WHY	Tall trees, green grass	No answer	Sidewalk was good, some landscaping, wide sidewalk zones	No answer	Wide sidewalk with landscaping, a parkway was there; entrance to Homegirl café right on sidewalk
Bad/dangerous location to be changed	Ann at Spring	Between College and Llewellyn	Elmyra and Spring	West side of Vignes before tunnel and in tunnel	Main and Alameda, Alameda and Olvera
WHY	No crosswalk, no signal - difficult to get across to the state park	Street (sidewalk) was broken, cars parked on it (sidewalk)	No sidewalk, wide street, fast cars	Dirty, narrow, dark	Main and Alameda: Cat callers; Alameda and Olvera: parking area in sidewalk
Best bus stop	Main Street at Leroy	They were all the same, with no coverings or benches. They only had posts (for the signs.)	None	By Metro (southwest corner)	In front of Union Station at Los Angeles (may have meant Alameda)
WHY	Trees shade folks waiting for bus	N/A	N/A	Had shelter, map, people, wide sidewalks, benches	Had a shelter

Community Feedback

Questions for Team	Group 1: Spring, Wilhardt, Main, Sotello, Ann Street	Group 2: Main, Elmyra, Llewellyn	Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)	Group 4: Vignes, Alpine (optional)	Group 5: Alameda
Worst bus stop	Main Street at Wilhardt	They were all the same, with no coverings or benches. They only had posts (for the signs.)	Main and College	Vignes and Cesar Chavez NW (corner)	No answer
WHY	No shelter, no trees, minimal sidewalk	N/A	Sign only, no shelter, bench or lighting	Just two benches but nothing else	N/A
Best landscaping	Tall sycamore trees in front of William Mead Homes	Private property on Main	Spring St., north of College	On Vignes north of Cesar Chavez	In front of California Endowment at Ord
WHY	Tall trees offer shade for pedestrians and people waiting for transit	The wholesale shops	Had trees	Trees (fairly tall), landscaping on inside of sidewalk	Native, lush, full, defined physical space, nice palate
Worst landscaping	No landscaping on streets between Spring and Main (Wilhardt, Sotello, Spring)	All other locations	College	Any landscaping is better than none but landscaping under Metro Line, in median, is not visible so it seems to have little purpose (Comment given, though it doesn't answer the question)	Alameda and Main
WHY	Industrial streets with no landscaping	There wasn't any (landscaping)	No landscaping and no furniture	No answer	Decrepit, dirty planters

3 Most Urgent Issues:

23 responses, 13% crossings, 13% sidewalks, 13% landscaping

	Issue	Location
	Group 1	
1	Difficult to Cross Spring	Entire length from Metro Stop to Avenue 18 - especially need improvements at Ann Street
2	Lack of Landscaping	Nearly the entire area - especially streets between Main and Spring - including Ann, Sotello, Wilhardt
3	DASH stop lacks amenities	DASH stop on Main at Ann Street (in front of Ann Street School)
	Group 2	
1	Sidewalks	In all of our walk they needed repair and could have used more greenery "Landscaping"
2	Street lighting, need more of it, but also for pedestrians use, and also street signals to allow for pedestrians crossing again all for our intersections	
3	Change the uses around the neighborhood from primarily industrial to be more commercial uses that the people can utilize	Places to eat ,shop +do other activities that would make the streets sidewalks, building much more inviting and useful.
	Group 3	
1	Personal safety	(No Suggestions)
2	Sidewalk Quality	A lot
3	Landscaping	College, Elmyra
	Group 4	
1	Tunnel, narrow sidewalks, dark, dirty	
2	Chain link fence as street frontage	
3	Shade lack of trees, canopies, etc.	
4	Lack of (pedestrian) activity	
5	No bike lanes anywhere	
	Group 5	
1	Ord and Alameda intersection	
2	No pedestrians on W side inconclusive to bikes- vehicular traffic right next to sidewalk-no parkway/buffer	
3	Length of signal at Alameda Los Angeles (In front of Union station)	

Lincoln Heights/Cypress Park Walkabout

Streets Surveyed:

Avenue 26
Cypress Avenue
Daly Street
North Figueroa
Humboldt Street
Lacy Street
Pasadena Avenue
San Fernando Road

Below you will find all of the questions asked of the groups and the corresponding statistical results.

Intersections:

Can you safely cross?

40 responses—58% Yes, 33% No, 5% o.k., 5% N/A

Pedestrian signals long enough?

37 responses—35% Yes, 43% No, 0% o.k., 22% N/A

Crosswalks need to be repainted?

39 responses—49% Yes, 44% No, 0% o.k., 3% N/A

Other observations

36 Negative Responses:

14% street design, 14% crosswalks, 11% curb cuts, 8% barriers, 8% friendliness of the area, 6% crossing the street, 6% sidewalks, 6% landscaping, 6% bus amenities, 6% traffic, 6% street furnishings, 3% noisy, 3% lighting, 3% access, 3% speeding cars

4 Positive Responses:

50% friendliness of the area, 25% traffic, 25% sidewalks

Mid-Block:

Are buildings pedestrian friendly?

32 responses—16% Yes, 59% No, 6% o.k., 19% N/A

Condition of sidewalk

42 responses—36% broken, 29% dirty, 31% o.k., 10% obstructed

Condition of bus stops

25 responses—24% bad, 32% o.k., 0% good, 44% N/A

Quality of landscaping

34 responses—59% bad, 35% o.k., 0% good, 6% N/A

Other observations

29 Negative Responses:

14% barriers, 10% landscaping, 7% safety, 7% curb cuts, 7% access, 7% land use, 7% lighting, 7% bus amenities, 7% vacant land/buildings, 3% signals, 3% friendliness of area, 3% buildings, 3% social issues, 3% street furnishings, 3% crossing the street, 3% street design, 3% crosswalks

6 Positive Responses:

17% land use, 17% sidewalks, 17% landscaping, 17% lighting, 17% bus amenities, and 17% street furnishings

Conflicts

Five (5) recorded conflicts. 60% were between pedestrians and cars. 40% were between pedestrians and cyclists.

Community Feedback

Each group was asked to report the best and worst of their street segment(s) and the three most urgent issues to be dealt with. Their answers are below. Words in parentheses have been added to help explain the comments.

Questions for Team	Group1: Figueroa	Group2: Lacy, Cypress (including Ped Bridge)	Group3:Humboldt, Ave 26	Group4:San Fernando, Pasadena, Ave 26	Group5: Daly, Pasadena
The Worst Intersection	East side of Figueroa @ 110 exit, at Avenue 22	Cypress and Arroyo Seco	Humboldt and Ave26-- honorable mention, Figueroa and Ave 26	Five Points	5 Points & Broadway /Daly (undecided)
WHY	No button to make light change - heavy freeway exit traffic	No painted crosswalks- not open to visual contact with the one residence (nearby). Needs a median and parking restrictions.	Crossing very difficult	Short signal, obstruction blocking view, curb cuts put you in road	Long distance for pedestrians crossing, heavy vehicle traffic, narrow sidewalks, blank walks from Rite Aid Building
The Worst Sidewalk Segment	East side of Figueroa--north of Ave 26 between Ave 26 and Ave 28	Northwest side of Cypress between Idell at Figueroa	Humboldt from San Fernando to the 5 freeway	San Fernando between Barranca & Pasadena	Daly just south of Pasadena and between Broadway
WHY	Broken and uneven sidewalk, holes with trash instead of trees/landscaping	Broken and lifted sidewalks. No curb cuts for the three alleyways.	No sidewalk	Cracked sidewalks, large driveway cuts, no shade or landscaping, blank walls	Narrow sidewalks, abandoned or boarded up buildings, long fences and gates abutting sidewalk

Community Feedback

	Group1: Figueroa	Group2: Lacy, Cypress (including Ped Bridge)	Group3: Humboldt, Ave 26	Group4: San Fernando, Pasadena, Ave 26	Group5: Daly, Pasadena
The safest or nicest location to be held up as an example	Pathetically, the sidewalk space in front of Ihop	Idell and Cypress	Humboldt from Ave 23 to Ave 26	None, but potential locations	Pasadena just north of Five Points intersection
WHY	Nicely landscaped with benches + wide sidewalks	Clean landscape, people gathering for functions	Landscaping, good zone	N/A	Less traffic, wider sidewalks, mixed use, some landscaping, metered parking, bike racks
Example of bad or dangerous location that needs to be changed	Places where cars drive on the sidewalk, building entrance just north of San Fernando on the east side of Figueroa	Public walkway and pedestrians bridge over the freeway	Intersection of Humboldt and Avenue 26	I-5 Freeway entrance / exit	Vons fencing along Daly; narrow heavy use bus stop at Daly, north of Broadway
WHY	Auto shop on south side of Ave 26	Walkway (needs) better lighting. Consider closing walkway and freeway access at night. Potential criminal area.	No answer	Vehicle speed conflicts with pedestrian traffic	Congested, enclosed dead zone from fencing, heavy traffic, no open space near bus stop

Community Feedback

	Group1: Figueroa	Group2: Lacy, Cypress (including Ped Bridge)	Group3: Humboldt, Ave 26	Group4: San Fernando, Pasadena, Ave 26	Group5: Daly, Pasadena
The Best bus stop	No answer	On Figueroa at Cypress	None--least bad was the one at Humboldt and Avenue 26	None	On the southwest corner of Pasadena and Daly in front of Yoshinoya
WHY	Many bus stops without benches or without roofs that are very close to the trafficky avenue	By default--shade provided by business' bench and trash can	No answer	N/A	Large trees, wider sidewalk, grassy area behind bus bench
Example of good landscaping	In front of Ihop, west side of Figueroa just north of Ave 22, Nightingale school, corner of Cypress Avenue and Figueroa	Animal shelter	Park at Lacy Street	None	Big trees around Bus stop on Daly south of Pasadena in front of Yoshinoya
WHY	No answer	Drought tolerant plants, exercise yard for dogs	No answer	N/A	Shady trees
Example of bad landscaping	East side of Figueroa at Ave 22/ 110 south entrance	Nightingale Jr. High school	Palms at Puerta del Sol	Along Pasadena, San Fernando, Avenue 26	The sidewalk right in front of the Vons fencing and gate
WHY	Big empty dirt lot	Questionable plants on school premises / Oleander rock walls, Ficus trees overgrown and (poor) lighting	No answer	Lack of tress & other landscaping	The gate creates a dead zone with no landscaping provided

3 Most Urgent Issues:

20 responses, 20% safety issues, 15% lighting issues, 15% sidewalk quality

	Issue	Location
	Group 1	
1	Pedestrian safety -lights also landscaping	E. side Figueroa @ 110 south entrance +exit @ Ave 22
2	Sidewalk Quality	General -everywhere
3	Lighting in freeway underpass	West/East of Figueroa in front of home depot
	Group 2	
1	Pedestrian walkway over freeway	
2	Safety	On cypress between Arroyo Seco fig.
3	Pedestrian Safety	Intersection of Figueroa and Cypress
	Group 3	
1	Humboldt -needs sidewalks +Landscape +pedestrian -oriented bulbs	Humboldt San Fernando road- 5Fwy
2	Crossing	Humboldt+ Ave 26
3	Speed of traffic on Ave 26	Ave 26 to Fig
	Group 4	
1	Creation of place, conflicts of modes	5 points
2	Lack of Safety /lighting	San Fernando and Pasadena
3	Barren environment	San Fernando and Pasadena
	Group 5	
1	Put a bus bulb at worst bus stop	Bus stop Daly north of Broadway
2	Street sidewalk Improve accessibility @ operation and redevelopment	5 Points intersection
3	Broadway and gated storefronts and buildings	All along corridor

Ann Street & Lincoln Heights/Cypress Park Bikeabout

Streets Surveyed:

Alameda Street
 Avenue 26
 Avenue 28
 Avenue 33
 College Street
 Cypress Avenue
 Griffin Avenue
 Humboldt Street
 Lacy Street
 Manitou Avenue
 North Broadway
 North Figueroa Street
 North Main Street
 North Spring Street
 Pasadena Avenue
 Workman Street
 Vignes Street

Below you will find all of the questions asked of the groups and the corresponding statistical results.

What bike facilities exist?

11 responses—73% None, 27% Bike Route

Traffic needs to be calmed?

18 responses—83% Yes, 17% No

Signals needed for difficult crossings?

12 responses—25% Yes, 67% No, 8% N/A

What dangerous conditions exist?

25 responses—28% car speed, 24% street/path design, 12% street hazards, 8% freeway ramps, 4% landscaping, 4% conflicts, 4% street width, 4% unsafe crossing, 4% pedestrian bridge, 4% big trucks, 4% noise

What positive conditions exist?

16 responses—31% street width, 25% direct route, 13% next to park/school, 6% landscaping, 6% housing, 6% slower car traffic, 6% bridge crossing, 6% opportunity to improve

Potential for . . .

Bike Lanes?

18 responses—78% Yes, 22% No

Bike Paths?

11 responses—18% Yes, 82% No

Road Diets?

17 responses—88% Yes, 12% No

Bicycle Boulevards?

12 responses—25% Yes, 75% No

Other Observations

19 Negative Responses:
 50% street/path design
 33% unsafe crossing
 17% car speed
 17% traffic
 8% opportunity
 8% bike facility
 8% signals
 8% parking
 8% bridge crossing

8 Positive Responses:
 25% street/path design
 25% bike facility
 13% opportunity
 13% ped facility
 13% vacant land
 13% access

Conflicts

9 responses—89% bike/car, 11% ped/bike

Should we strongly consider this street for our plan?

16 responses—94% Yes, 6% No

Community Presentations

What isn't working:

Bus Stops/Gold Line Station

- Bus stops at Ave 26/Humboldt
- No place to sit at bus stop (at Ave 26 and Humboldt)
- Need bench at Lincoln Heights (Gold Line) Station

Crossings

- No crosswalks
- Dangerous and difficult to cross Ave 26 @ Humboldt
- Crossing Ave 26 at Humboldt
- Difficult to walk to Vons—crossing Pasadena Avenue
- Railroad tracks look bad and are dangerous
- Dangerous crossings
- No crosswalk across Avenue 26 at Camino al Oro
- I-5 freeway off ramp/Lacy is a difficult crossing
- Need crosswalk at Figueroa and Avenue 26

Lighting

- Too dark
- Need lighting
- No light on bridge over I-5 freeway
- Dark on Ave 26 bridge over 110/Arroyo Seco

Safety

- Feels unsafe walking alone
- I only feel safe biking around my building (Flores del Valle) and to Vons
- Kids want to bike, but it's not safe enough
- Humboldt has dangerous railroad tracks
- Kids shortcut through Humboldt but the street is dangerous

- Overpass to Nightingale dangerous very narrow and cars go fast
- Homeless people/ people hanging out on Humboldt makes the street feel unsafe
- Towards San Fernando a lot of pot holes
- Cypress pedestrian bridge is dirty, unsafe, and needs lighting
- Traffic is so fast

Sidewalks

- Humboldt is lonesome, trash, difficult to walk to San Fernando
- Sidewalks are too small—not big enough for 2 people with a stroller, especially at Lacy/Ave 26
- Not much help for handicap people (wheelchair).

Street Design

- Railroad tracks on Humboldt look bad
- Street by St. Vincent is only one lane
- Humboldt has no traffic signal
- Humboldt street at Goodwill is in bad condition
- Alameda
- Main all the way through downtown is terrible, especially by the train tracks.

What is working:

- Playground on the property (at Flores del Valle)
- Avenue 24 and Avenue 25 are nice places to walk; in general the area around the AMCAL homes is nice
- Bike lanes!
- Ave 26 is great

What would you like to see:

Bike lanes/Paths

- Residents walk/jog at night—we want a place to jog
- Walk (path) along the valley train tracks.
- Kids need skate park and bike lanes (paths)
- A bike path
- Bike lanes

Bus Stops

- Bus stops at Ave 26/Humboldt—light up the sign, add shelters, benches

Crossings

- Flashing crosswalks like Glendale
- Crosswalks need sidewalk corners made for handicap people!
- Crosswalk improvement at N. Broadway and Sichel Street. There is high pedestrian traffic, and many accidents—I've witnessed many people being hit by cars.
- Crosswalks, larger and brighter. Bright street lights for residential streets; they're too dark!
- Upgrade all crosswalks

Homelessness

- A solution for homeless people in parks

Lighting

- Signal with lights for crossing Ave 26/Humboldt
- Lights at the bus stop at Ave 26
- Better lighting at night, and near the Ave 26 Gold Line station
- Better lighting
- Upgrade all lights!

Parking

- More parking—Ave 23 used to allow parking

Parks/Public Space

- Parks and places to exercise

Safety

- More police to make it safer—foot patrol, bike patrol
- Bicycle safety training

Sidewalks

- Wider sidewalks

Specific connection recommendations

- Please incorporate N. Broadway into your plan. Lincoln Heights shouldn't just connect other communities to downtown but link us to downtown also. Incorporating bike lanes onto N. Broadway would help our residents.
- Shortcut through the buildings to the Gold Line station

Street Design

- Chairs and benches in public areas
- Upgrade all streets

Transit Service

- DASH bus needs to stop in the portion of Lincoln Heights northwest of Five Points including Figueroa and the Super King Market on San Fernando. It should also go to Chinatown.
- Make existing Lincoln Heights DASH (hours) longer

What streets do you use to take your kids to school?

- San Fernando to Main
- Ave 26 to Figueroa
- Ave 26 to Humboldt to Pasadena
- Kids walk to Albion school—they walk Pasadena and Ave 18

Community Workshop

Dot Board:

Landscaping, pedestrian/bicycle/transit priority streets, and bicycle improvements are the elements participants found to be most important to them. The total votes are listed below.

1. Pedestrian/Bicycle/Transit Priority Streets- 7
2. Trees, Plants, and Flowers- 7
3. Bicycle Improvements- 6
4. Slowing Car Traffic- 5
5. Lighting- 4
6. Improved Sidewalks- 3
7. Establishing Neighborhood Character- 3
8. Improved Crosswalks- 2
9. Bus Stop Improvements- 2
10. Public Art- 2
11. Places to Sit- 1
12. Way-finding Elements- 1

Feedback from Stations:

Bicycle Network

The Bicycle Network station displayed the existing bicycle network and bicycle connections Livable Places proposes along with those already proposed—namely the Los Angeles River and Arroyo Seco bike path extensions.

Specific Comments

- Most of the traffic on this corridor (corridors in the south area of the Lincoln/Cypress study area) is commuters directly from the freeways
- Slowing down traffic is a priority
- Using chicanes and bulbouts would be more effective than markings and signage.

Street Landscaping

Livable Places presented two boards with proposals for street trees and ground cover landscaping for each study area.

Specific Comments

- The concept of using trees for traffic calming is great, also the street identity

Street Typologies

The Street Typologies station featured a board with a map of Livable Places' proposed street types for the streets in both study areas. No comments were left on this board.

Key connection 1: Avenue 26 & Cypress/Avenue 28/Jeffries

Specific Comments

- This has to be one of the toughest bike/pedestrian connections from major bus stops at Figueroa/ Ave 26 to the Gold line—very narrow without safe clearance for bikes (with 4 lanes) plus on off freeway exit.
- Improve crossing at Ave 26 and Humboldt. Urgent! It's a basic safety issue.
- Add traffic light at Humboldt and Ave 26
- Really nice (proposed) median for senior home on Ave 26
- Add flashing red lights as well on Ave. 26 (urgent need)
- Get these (crosswalk striping at Ave 26 and Humboldt) stripes down
- Add public art (to discourage) taggers, guerilla markings
- Very quick traffic on Ave 26—no traffic signal
- Make Ave 26 more for pedestrians and bikes

Key connection 2: Humboldt Avenue

Specific Comments

- Humboldt get rid of railroad tracks—hard for bicycling
- Dumping is huge problem on Humboldt
- Great idea (turning Humboldt into a shared street), but I wonder if resources may be used in either places—yes clean up and connect Humboldt; everything else is gravy
- Lack of design for outdoor living at AMCAL projects
- This one (turning Humboldt into an S-shaped shared street) is a low priority for me—just close it and make it a bike boulevard

Key connection 3: Pasadena Avenue & North Broadway

Specific Comments

- Sidewalks too narrow on Broadway
- Take Cathedral High school into account— implementation improvements that would benefit the school
- However you get priority bike/pedestrian connection through from Figueroa/Ave. 26 to over Broadway bridge (i.e. via Humboldt and keeping to Ave 26 and Pasadena) would make a huge support to multi-modal trips
- The Five Points to Chinatown Broadway Plan is Fantastic!! It benefits everyone who commutes by bike from the east side to downtown. Of all the plans here, this is the best!
- This (the Pasadena connection) would make this tough street a paradise for bikes and walkers plus safer for cars too.
- Has the fire station been consulted?
- East bound over the Broadway bridge turning left onto Pasadena is always exciting (not in a good way)
- (Implement) bus connections and traffic improvements at Avenue 26
- Gas station -- remove stalls to provide shade and space for people waiting for the bus
- (Implement) bus stop improvements at Avenue 26 and Figueroa that incorporate local vendors (coffee, food, street, etc.)

- Avenue 26 and Figueroa has four gas stations (improve area)
- Improve crossings at Figueroa and Avenue 26
- South side of Ave 26—improve crossings, lots of bus stops and pedestrians

Key Connection 4: Alameda

Specific Comments

- Love the pedestrian bulbouts
- Little islands for pedestrians would be great (along Alameda)
- Can we look into the proposed spring street widening over the bridge?
- Bike + buses ??? Has anyone talked to the bus drivers ???

Key Connection 5: Ann St. & No. Spring

Specific Comments

- Visual connection to park (is good)
- This seems like a much safer section for all modes of travel than ones proposed by the city “necessitated” by desire to retain four lanes of traffic and a much friendlier connection to the park/less removal of territory along the park that may then be used for other purposes

Key Connection 6: No. Main

Specific Comments

- Great plan! Median is great! Bike lanes slow traffic.
- Good connection to downtown LA