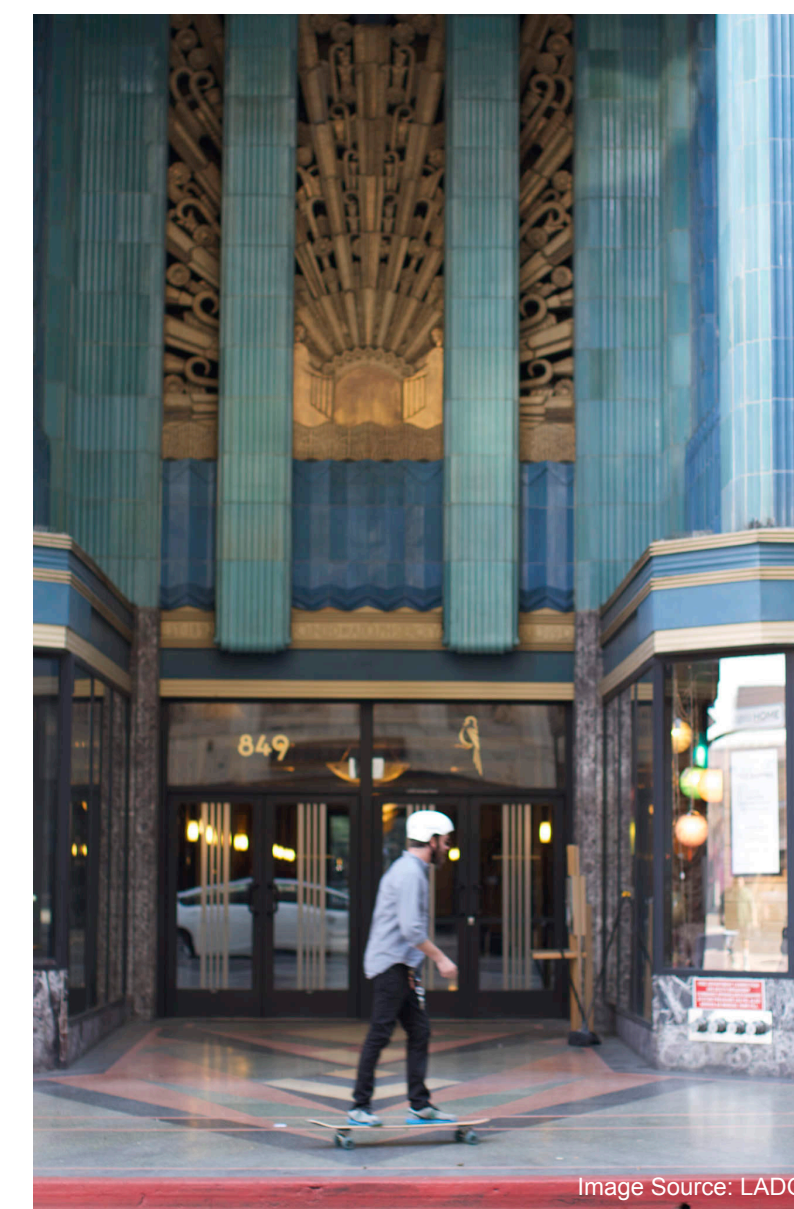
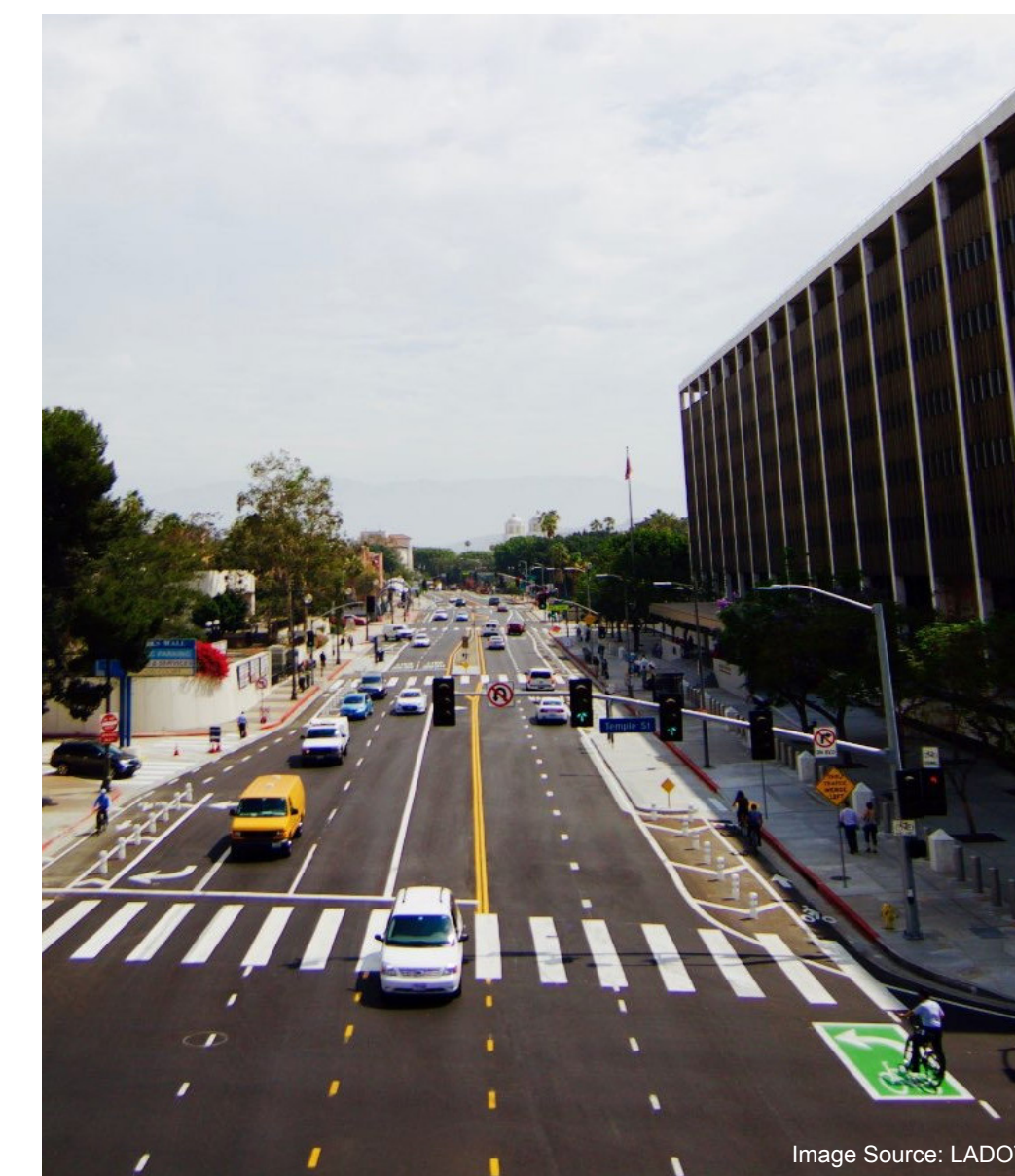


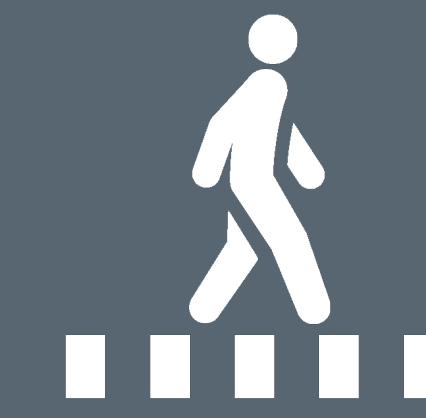
# MOBILITY

## A Vision for Downtown

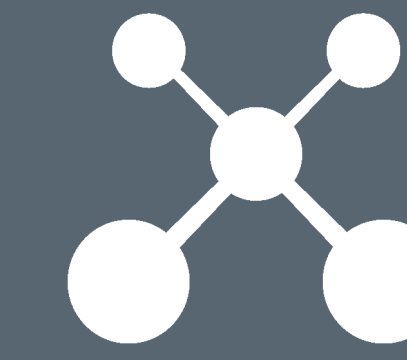
Downtown's mobility network supports a broad range of places and activities Downtown. Safe and convenient access is provided throughout Downtown's districts for all users. Downtown's circulation system supports and reinforces land use policies and connects people to jobs, homes, services, and amenities. Walking, cycling, and transit are the primary ways of getting around Downtown, helping to make Downtown a sustainable community. An efficient goods movement network supports economic activity Downtown.



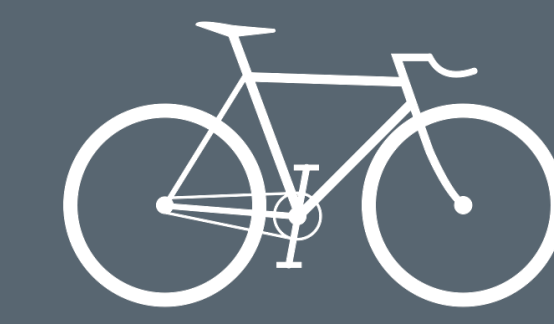
### DOWNTOWN WIDE STRATEGIES



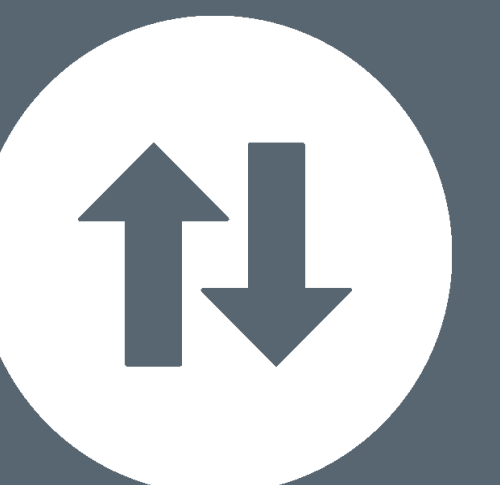
PRIORITIZE AND EXPAND PEDESTRIAN SAFETY TOOLS SUCH AS LEADING PEDESTRIAN INTERVALS, BULB OUTS, SCRAMBLE CROSSWALKS, AND NO RIGHT TURNS ON RED



IMPROVE CONNECTIVITY I.E. PASEOS, 5TH STREET EXTENSION



INCREASE DEDICATED BICYCLE INFRASTRUCTURE



ELIMINATE ONE WAY STREETS AS FEASIBLE AND APPROPRIATE



EXTEND NIGHTTIME AND WEEKEND TRANSIT SERVICE AND EXPAND SERVICE TO SOUTHEASTERN AREAS



DISCOURAGE EXCESSIVE PARKING AND POOR PARKING DESIGN



MANAGE AND PRICE PARKING EFFICIENTLY



SUPPORT AN EFFICIENT GOODS MOVEMENT SYSTEM

Icon Source: The Noun Project - Pierre-Luc Auclair, Raffa Bosch, Simon Child, Useiconic.com, Luis Prado, Pavel N. Curve, and Simon Child

## KEY STRATEGIES FOR MOBILITY IMPROVEMENTS

### EXPAND PEDESTRIAN ORIENTED STREETS



Image Source: NACTO

### EXTEND TRANSIT SERVICE TO UNDER SERVED AREAS

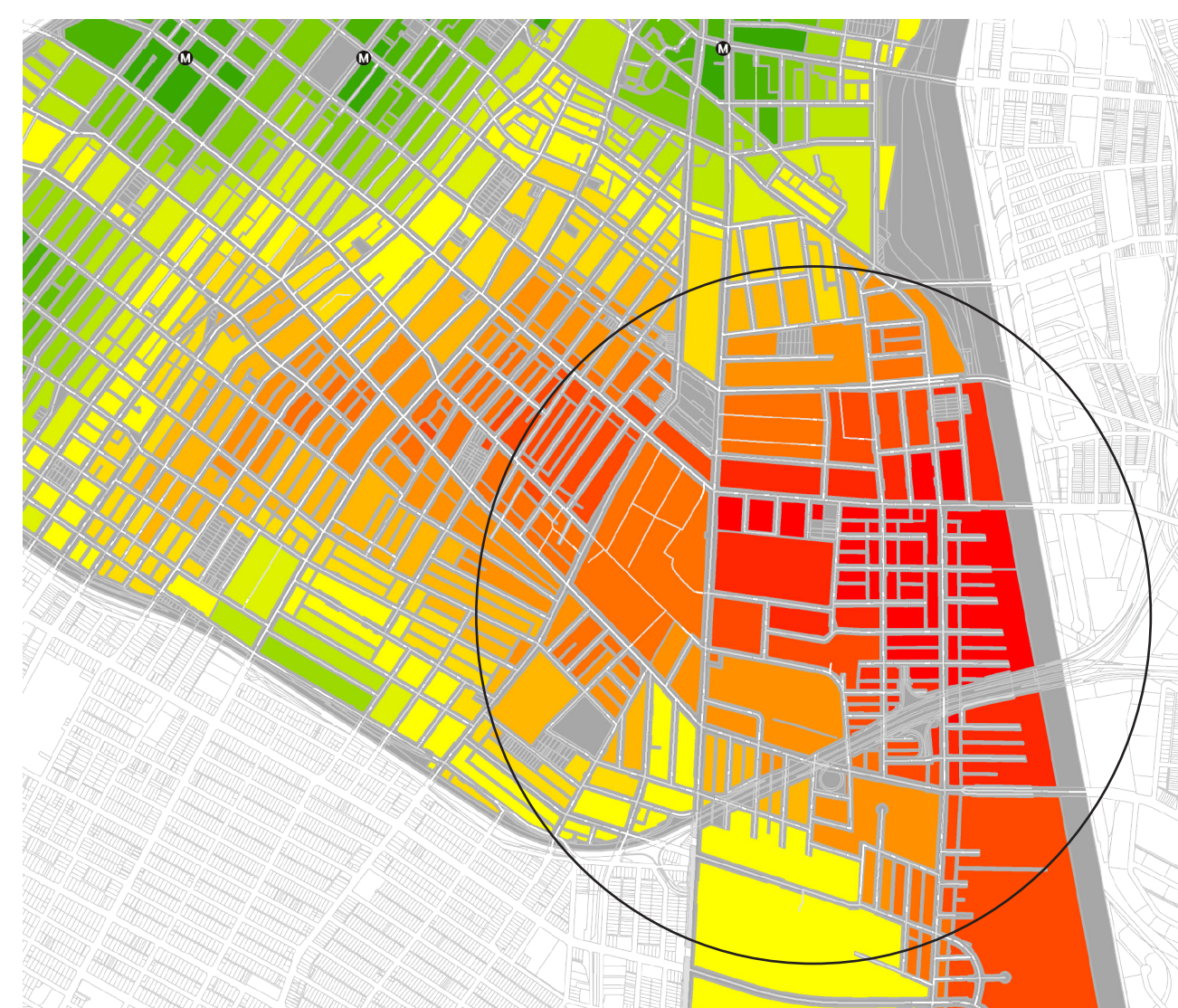


Image Source: Los Angeles Department of City Planning

### BREAK UP LARGE BLOCKS



Image Source: Los Angeles Department of City Planning

### ELIMINATE ONE WAY STREETS AS FEASIBLE AND APPROPRIATE



Image Source: Federal Highway Administration

### PRESERVE THE CHARACTER OF HISTORIC INDUSTRIAL STREETS



Image Source: Tommy Wooh

### EXPAND THE PUBLIC REALM WITH PEDESTRIAN GREEN ALLEYS



Image Source: DLANC

### MOBILITY STATISTICS

#### AREA AVERAGE BUS BOARDING/ALIGHTINGS



108,438 BOARDINGS



109,225 ALIGHTINGS

#### OVERALL WALKSCORE\*



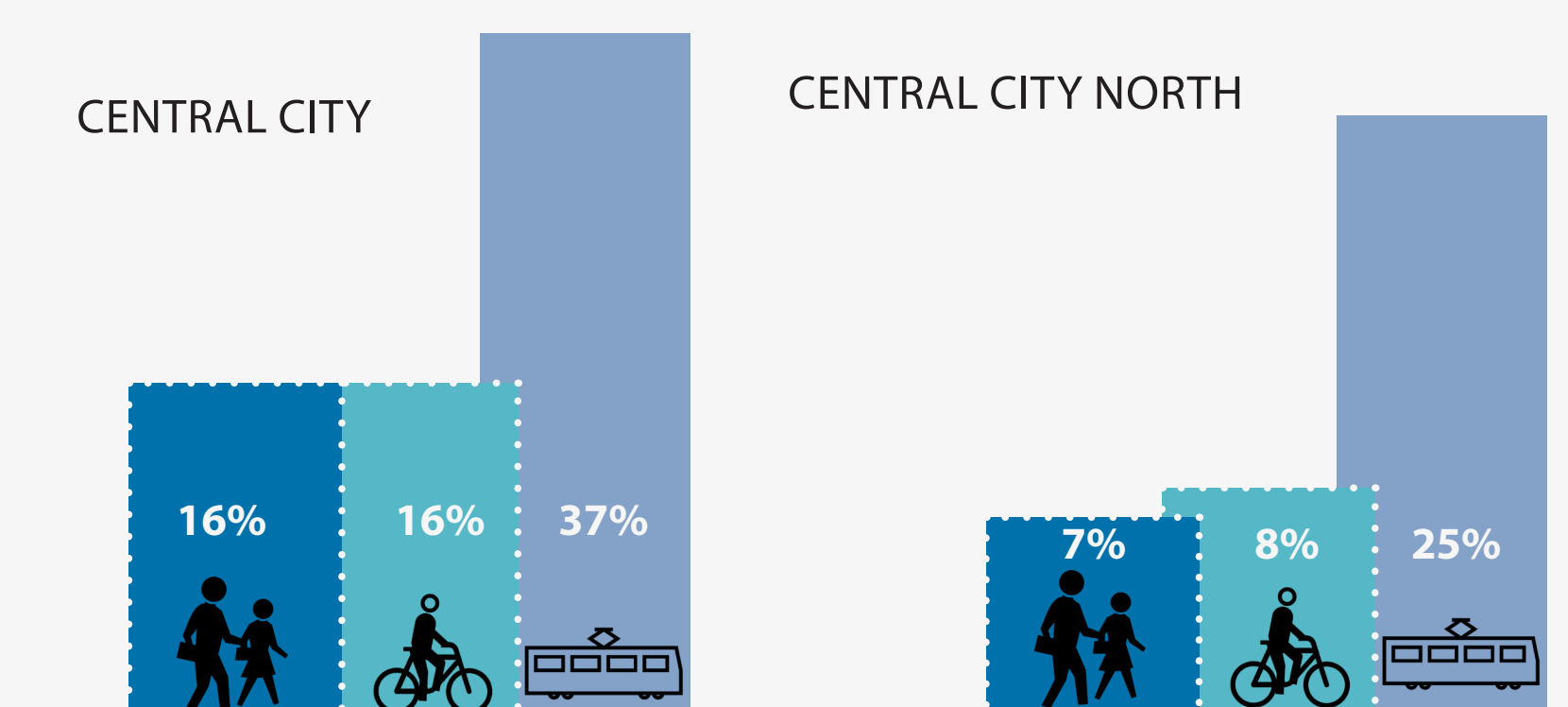
94

Very Walkable

\*Based on results from www.walkscore.com

At least **90%** of residents in Downtown have access to high frequency transit service **every 15 minutes** or less during peak commute hours

#### COMMUTE MODE SHARE



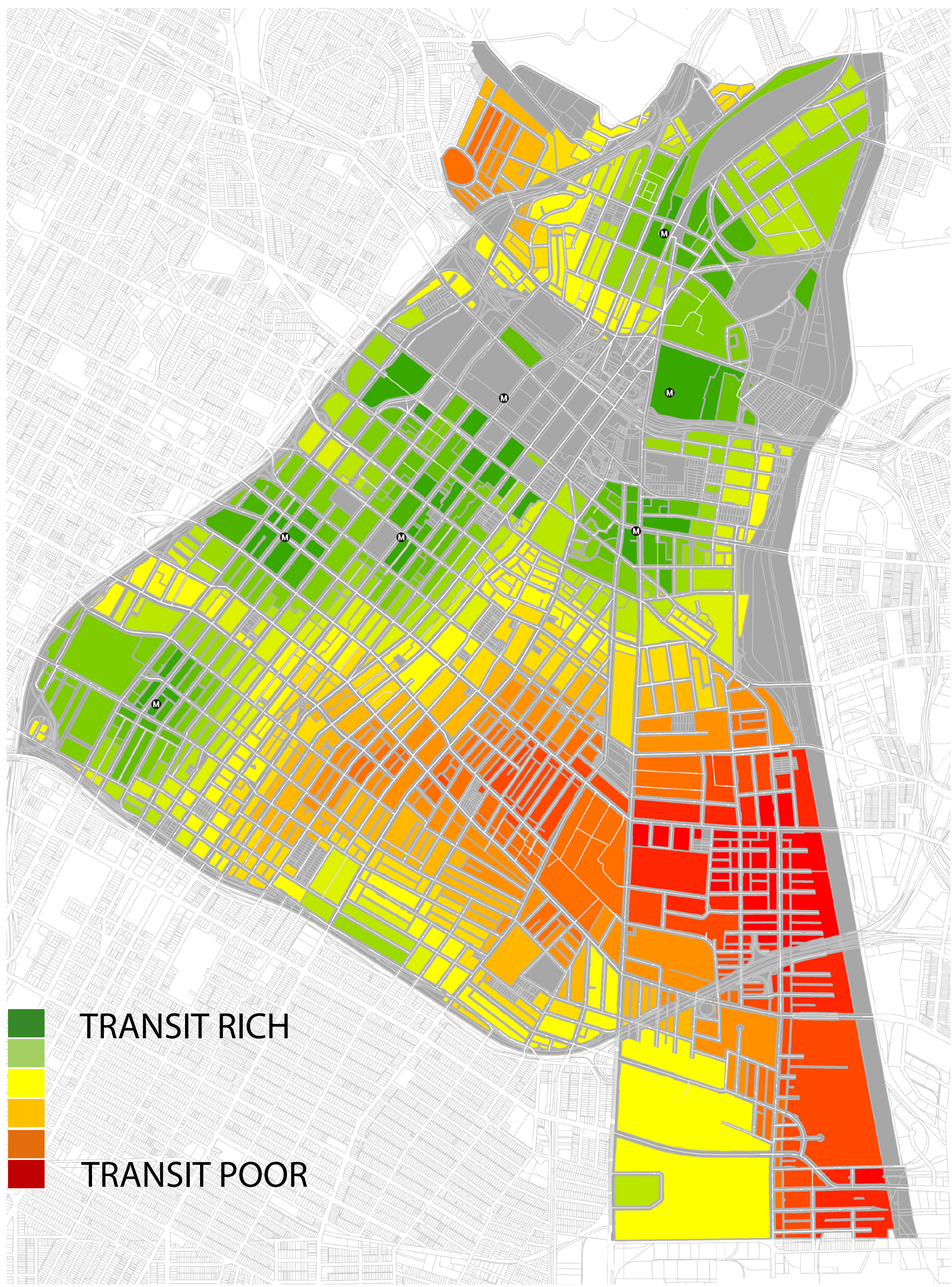


# MOBILITY

## Draft Policy Concepts

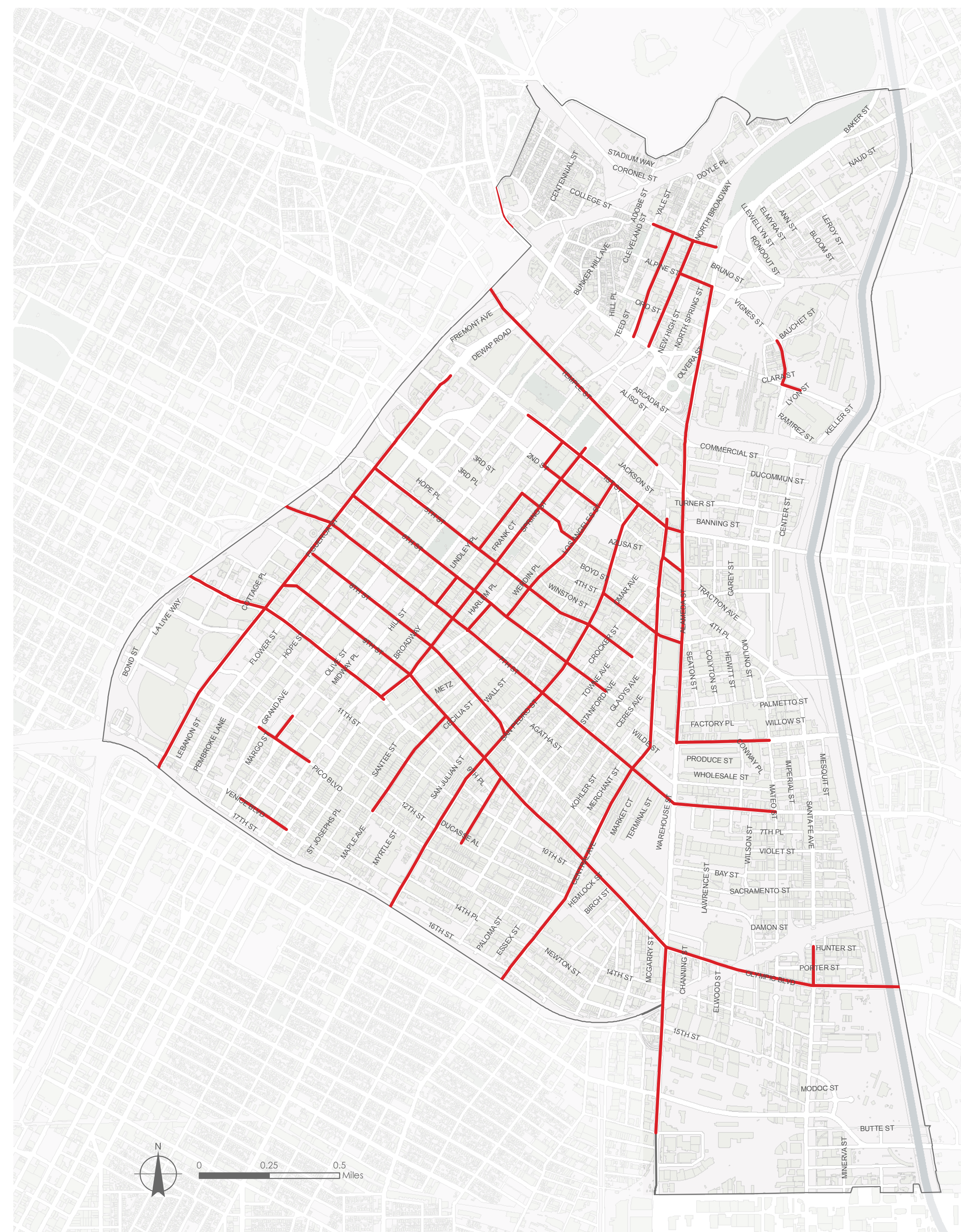
### OPPORTUNITIES FOR IMPROVEMENT

#### TRANSIT ACCESSIBILITY



While much of the Downtown area is well served by frequent transit service provided by several agencies, there are areas of the community that lack access. Some areas that are less served or not served by transit are growing centers of activity. To ensure that Downtown grows in an equitable and sustainable way, all of Downtown's districts should be well connected. The Downtown mobility system is multi-modal. Improving other modes of access such as walking and cycling can better connect users to destinations and transit services. Expanding transit service to under served areas may be appropriate, especially in areas with high concentrations of employment.

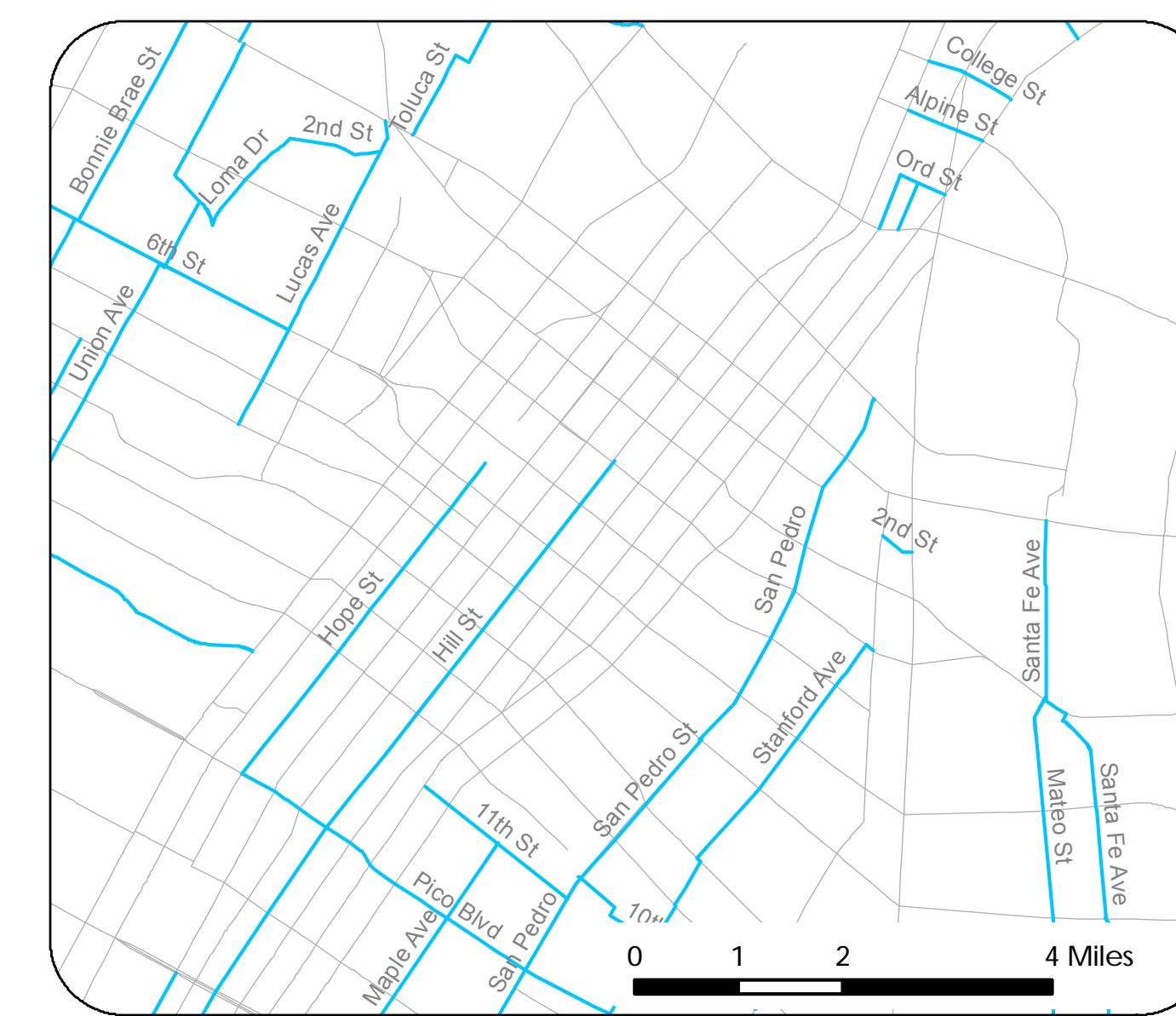
#### HIGH INJURY NETWORK



As a part of the City's Vision Zero initiative, the Department of Transportation has identified a High Injury Network, where a high concentration of traffic fatalities and serious injuries, especially those involving pedestrians and cyclists, occur. Nearly two-thirds of the fatalities and severe injuries that occur on Los Angeles streets take place on the High Injury Network, although they make up just six percent of Los Angeles streets. There are several streets in the Downtown area that are a part of the High Injury Network. Improving safety along these corridors will increase mobility and connectivity Downtown.

### CIRCULATION SYSTEM - MOBILITY PLAN 2035

The following maps are taken from the Citywide Mobility Plan 2035, a policy document that includes goals that define the City's high-level mobility priorities. The document lays the foundation for a network of "complete streets," which take into account the many community needs that streets fulfill, and provide safe and efficient transportation for all users.



Slow-moving, locally serving streets that promote the safety of all roadway users.

#### NEIGHBORHOOD ENHANCED NETWORK

Map C1

- Neighborhood Network
- Arterials

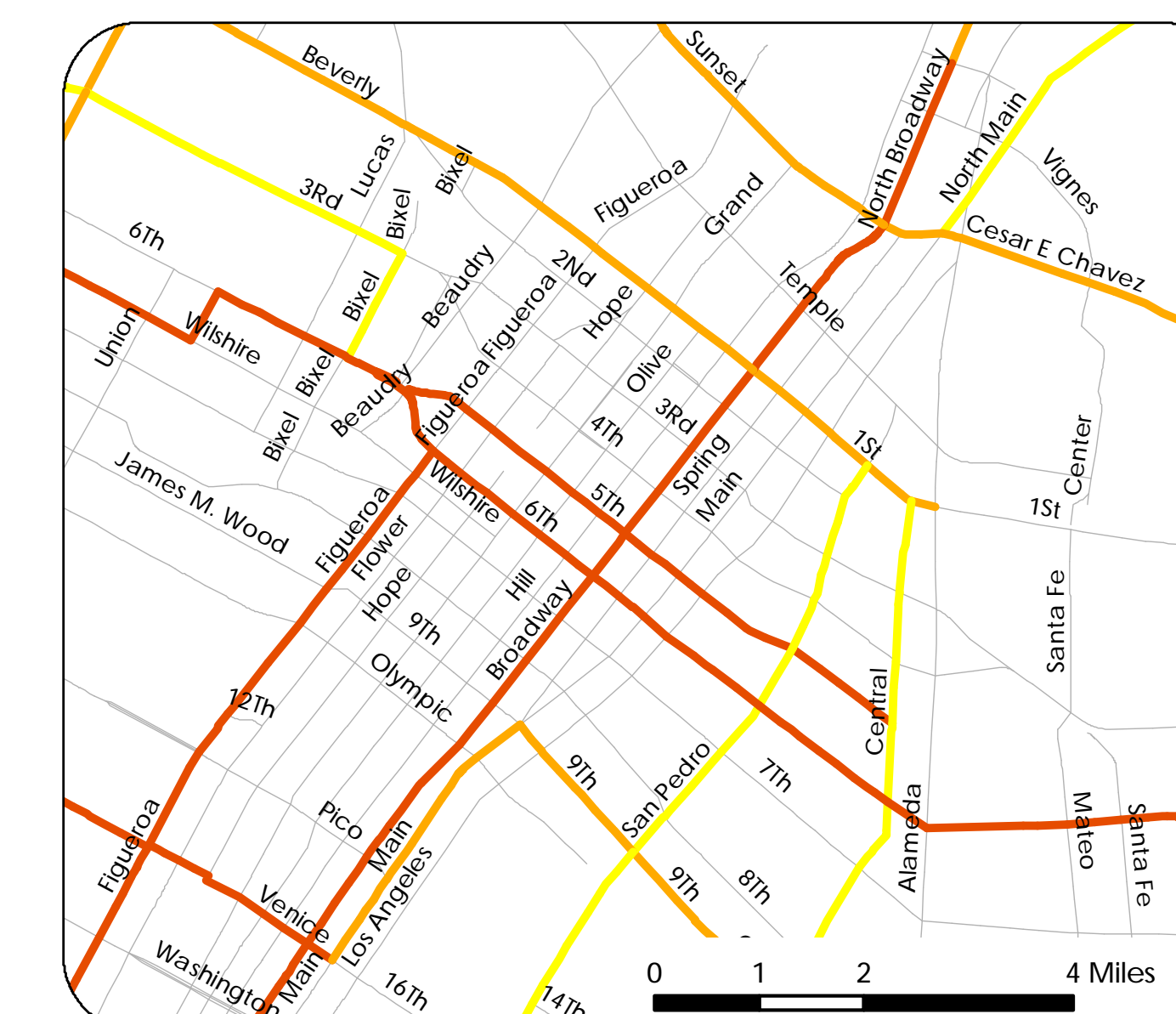


Depicts targeted areas on arterial streets prioritized for pedestrian safety enhancements.

#### PEDESTRIAN ANALYSIS

Map F

- Pedestrian Segments
- Arterials

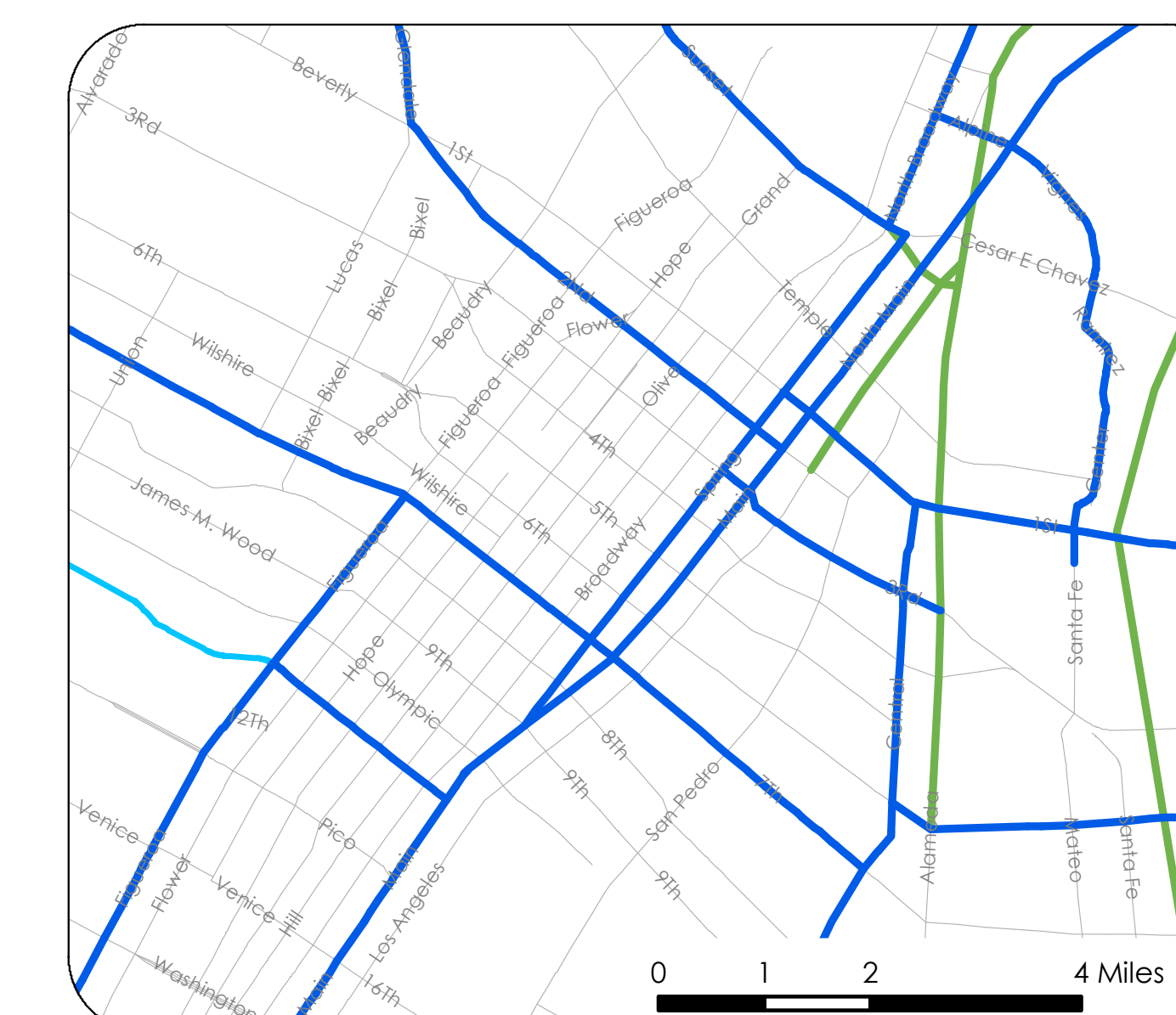


The proposed Transit Enhanced Network will improve existing and future bus service on arterial streets by prioritizing improvements for transit riders.

#### TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials

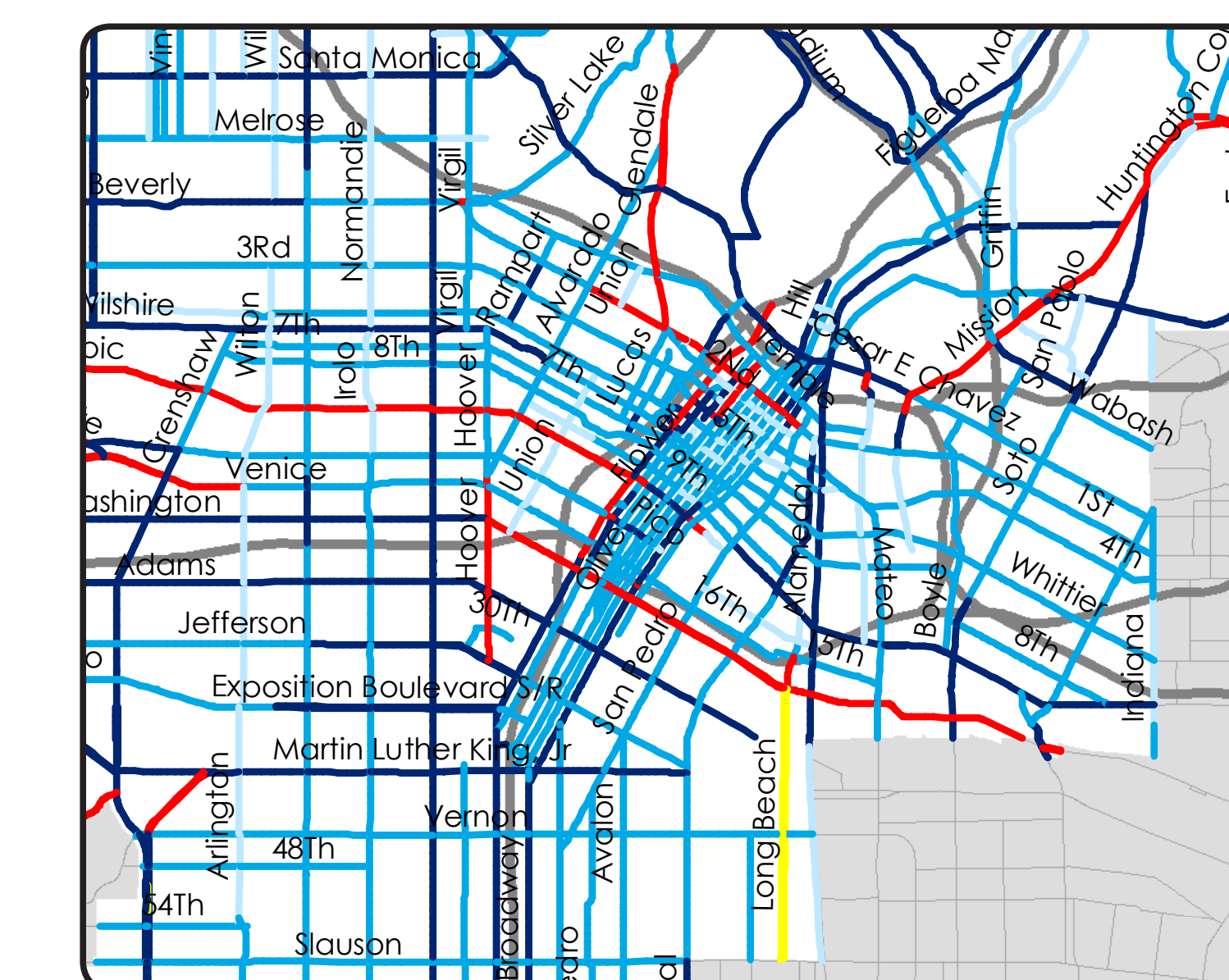


The Bicycle Enhanced Network is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system.

#### BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- BEN Segments from the Neighborhood Enhanced Network
- Arterials



The Citywide General Plan Circulation System maps establish the designated street classifications for arterial streets, scenic highways, divided streets, and depict modified segments as well.

#### CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A1 - Generalized Circulation

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- Arterial Streets Outside City of LA
- Freeways
- City of Los Angeles Boundary