

3RD STREET STREET IMPROVEMENTS

LADOT

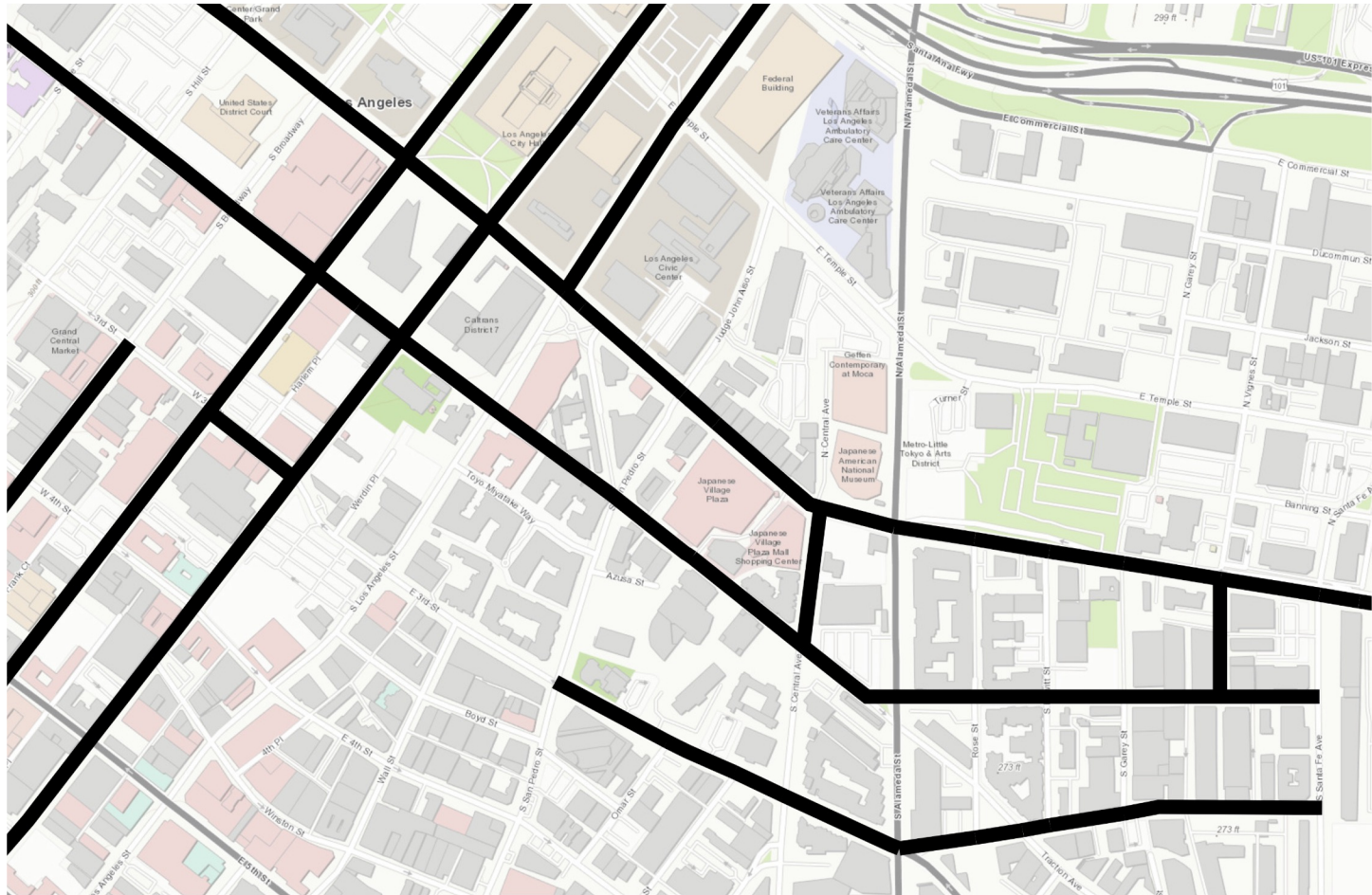


Project Background

- Designated in the City's Mobility Plan 2035 Bicycle Enhanced Network
 - *Priority for highest quality bicycle/mobility enhancements*
- Developed in 2021 as a component to support LTSC Umeya project funding application
- High Injury Network (*Los Angeles- Main*)
- 0.5 Mile Total



Closing the Gap



Existing Bicycle Facilities

Opportunities on 3rd Street



Street resurfacing on 3rd St from Main St to San Pedro St - *StreetsLA (Bureau of Street Services)*



Fresh paint and pavement markings - *LADOT*



Potential to make other design tweaks to improve safety and accessibility on 3rd St, including re-allocating roadway space for mobility needs

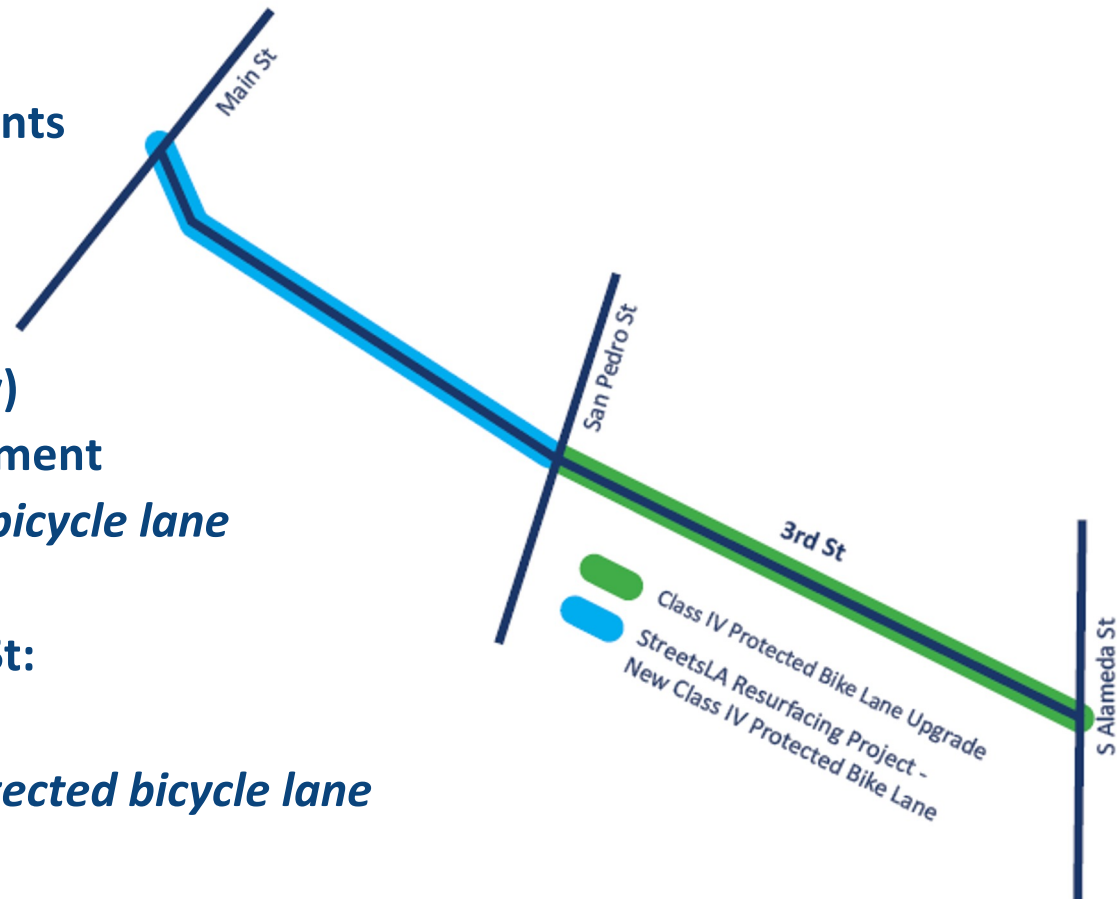


Opportunity to install a new bike lane between Main St and San Pedro St once pavement is improved

Project Limits

- Project as a whole has 2 segments

- Main St to San Pedro:
Network Gap (No bikeway)
StreetsLA Resurfacing Segment
Proposed: new protected bicycle lane
- San Pedro St to Alameda St:
Existing Striped Bike Lane
Proposed: upgrade to protected bicycle lane



Project Goals

- **Address safety** and support people who are biking, scootering, and walking in the community
- **Connect Downtown and Little Tokyo** and create a more comfortable trip among destinations/commercial hubs as well as closing the network gap
- **Implement the City's Mobility Plan 2035**
- **Consider opportunity to coordinate City agency efforts** to deliver infrastructure efficiently

Grant Funded Projects In Little Tokyo



UMEYA APARTMENTS STREET IMPROVEMENTS

- ① HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK)
- ② CURB RAMP-FUNDED
- ③ TREES
- ④ CROSSWALK
- ⑤ CLASS IV SEPARATED BIKEWAY

UMEYA APARTAMENTOS MEJORAMIENTOS DE CALLE

- ① LOS SEÑALES DE PASO DE PEATONES ACTIVA-DE ALTA INTENSIDAD (HAWK)
- ② RAMPA DE BANQUETA-FUNDADO
- ③ ÁRBOLES
- ④ CRUCE PEATONAL
- ⑤ CLASE IV VÍAS DE BICICLETA SEPARADAS

414 CROCKER STREET 3RD ST & WALL ST

Street Configuration Details

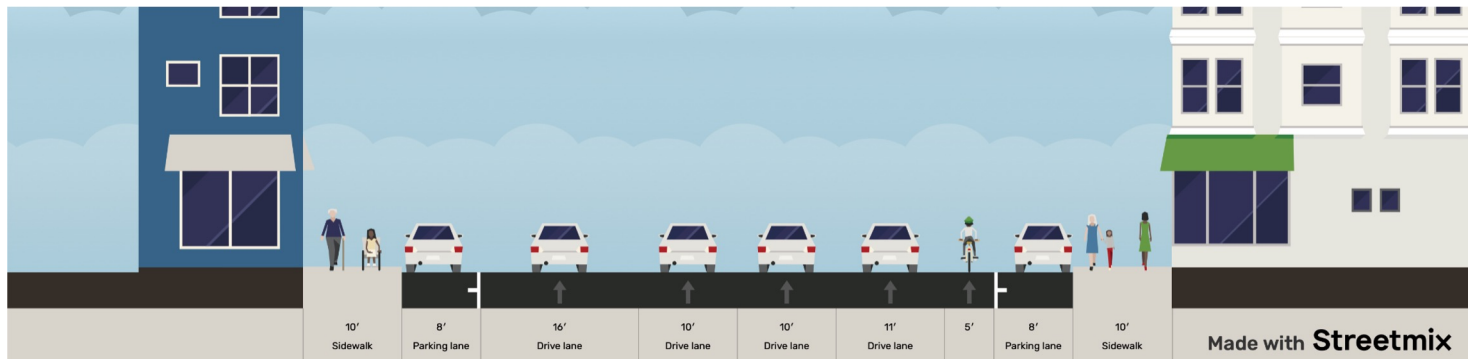


Street Configuration Details

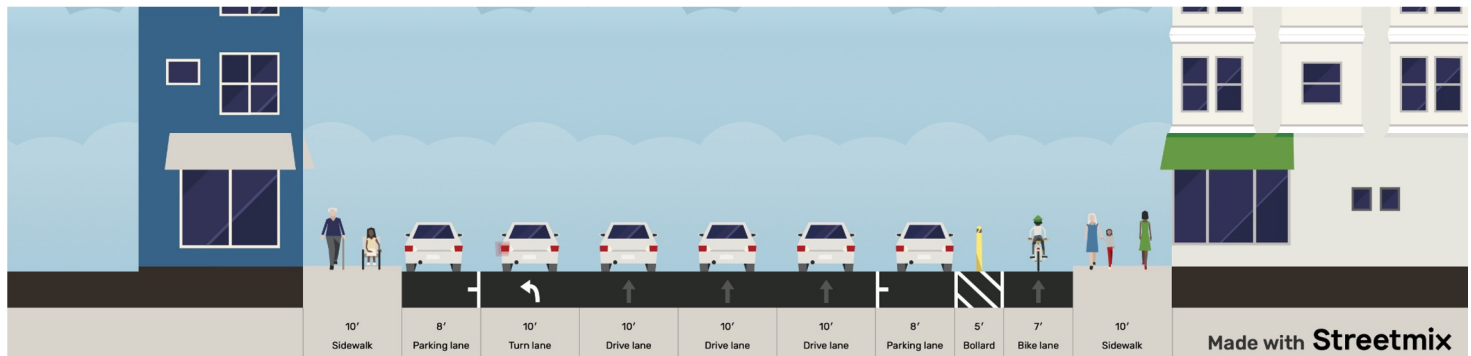
Alameda St to Central Ave

Looking West

Existing Configuration



New Configuration - North Side Bike Lane - Through Lane Converting into Left Turn Lane

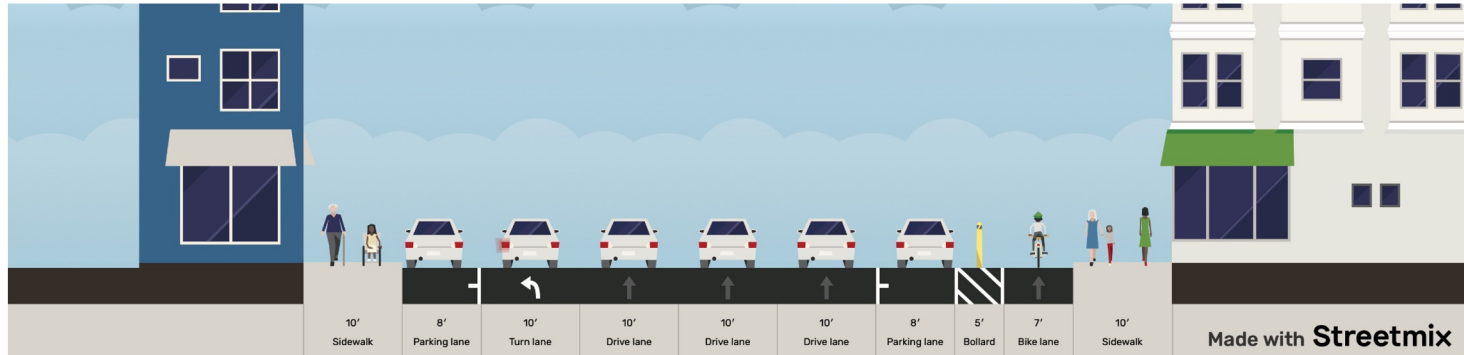


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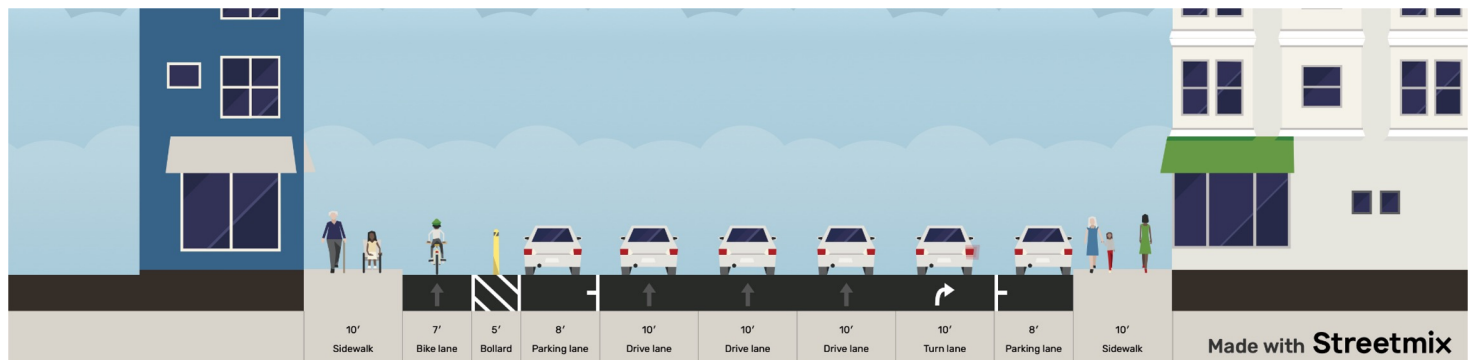
Alameda St to Central Ave

Looking West

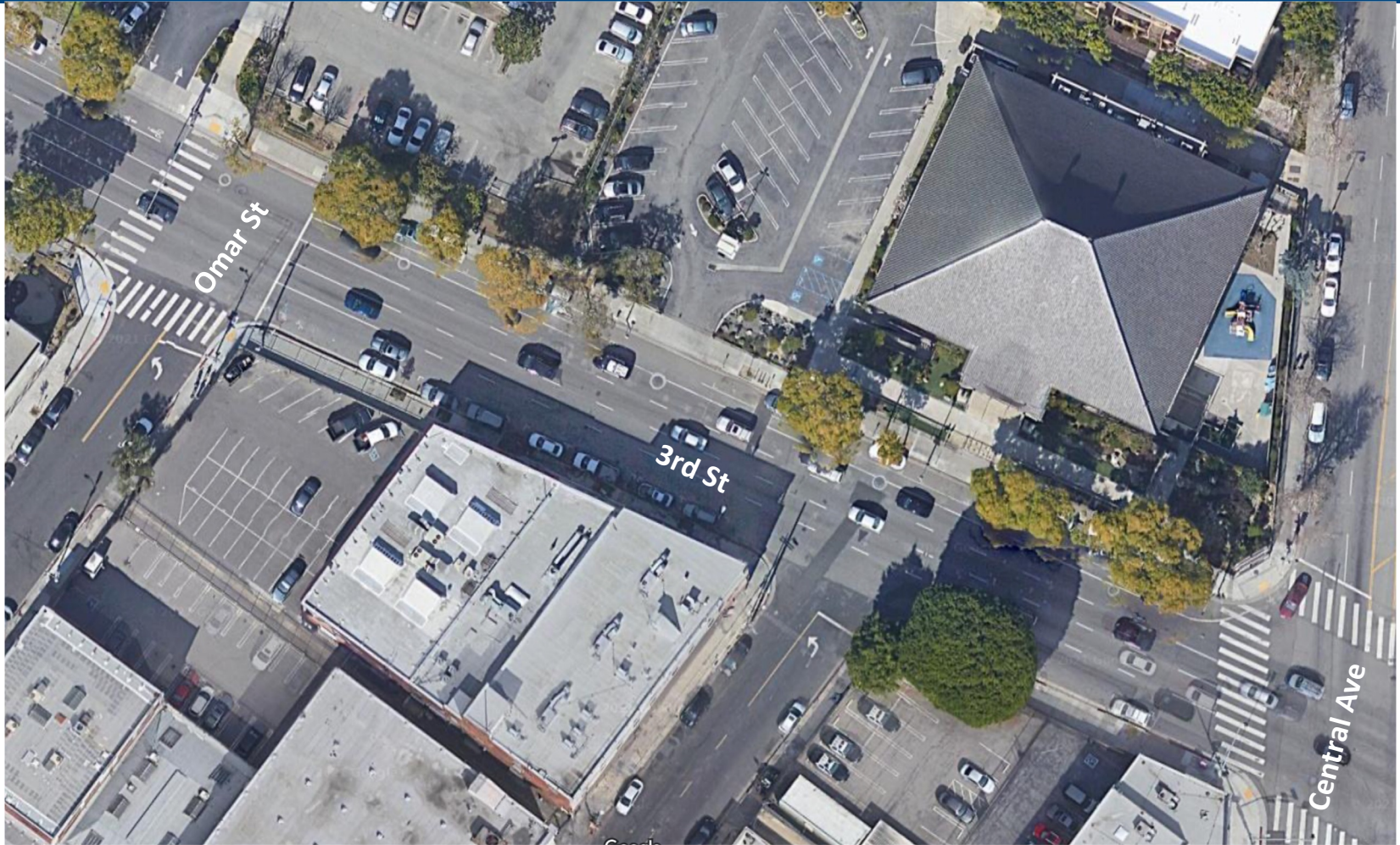
New Configuration - North Side Bike Lane - Through Lane Converting into Left Turn Lane



New Configuration - South Side Bike Lane - Through Lane Converting into Right Turn Lane



Street Configuration Details

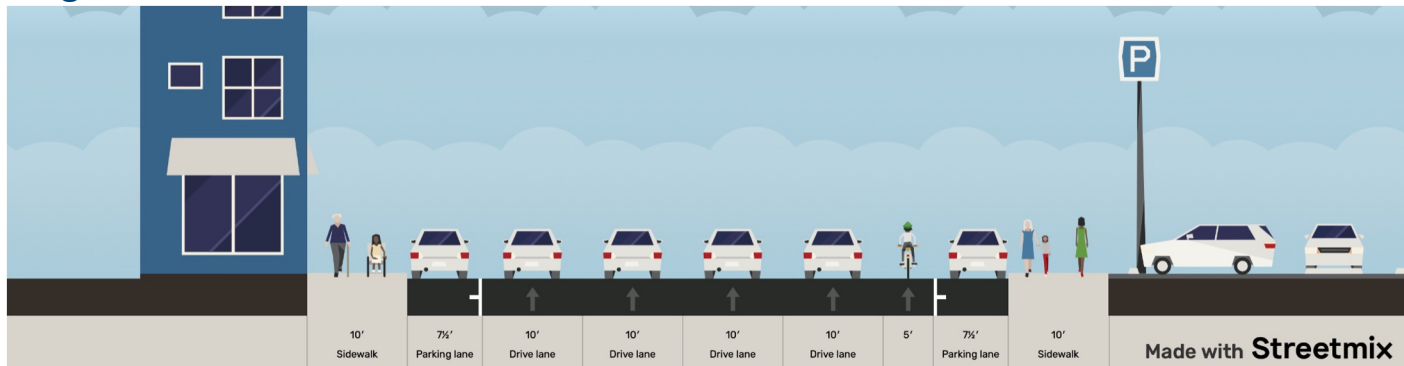


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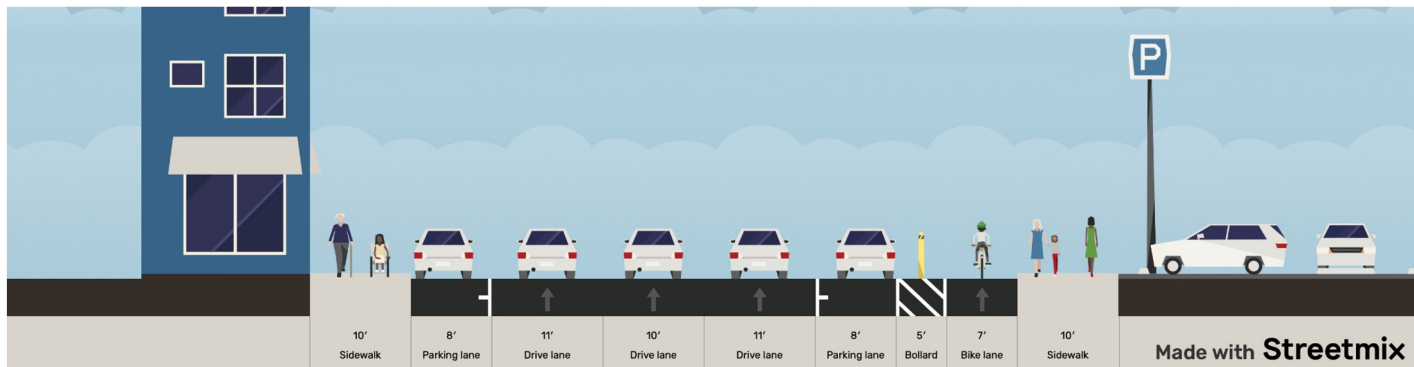
Central Ave to Omar St

Looking West

Existing Configuration



New Configuration - North Side Bike Lane - Through Lane Removal

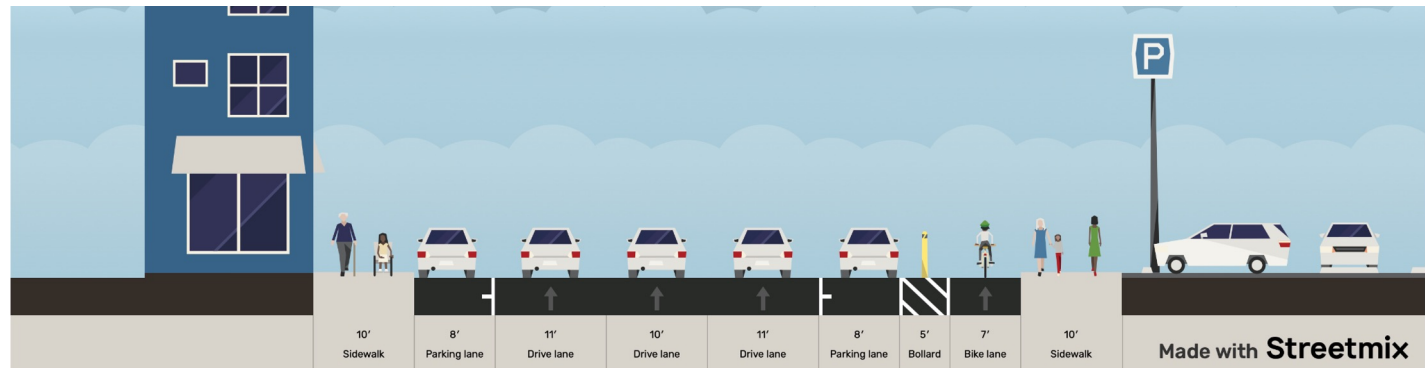


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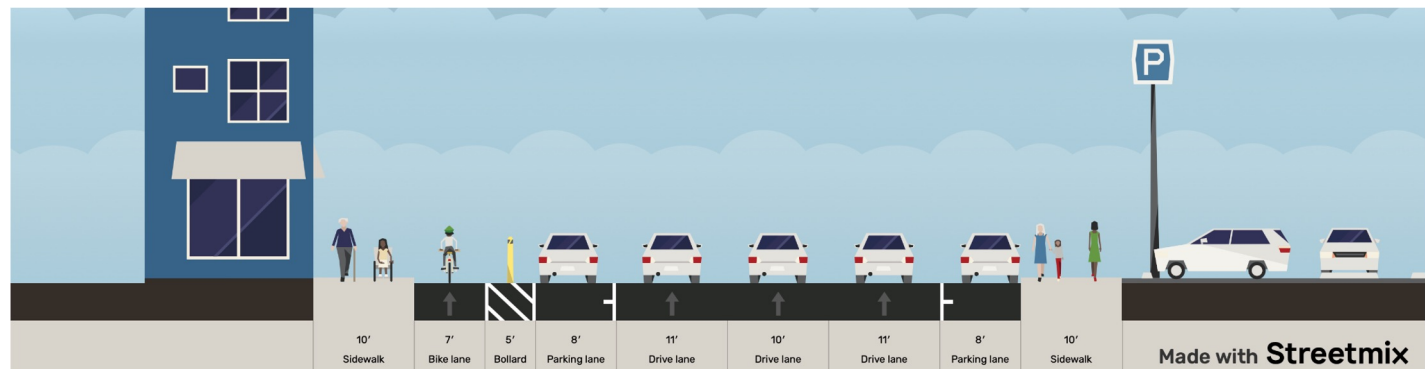
Central Ave to Omar St

Looking West

New Configuration - North Side Bike Lane - Through Lane Removal



New Configuration - South Side Bike Lane - Through Lane Removal



Street Configuration Details

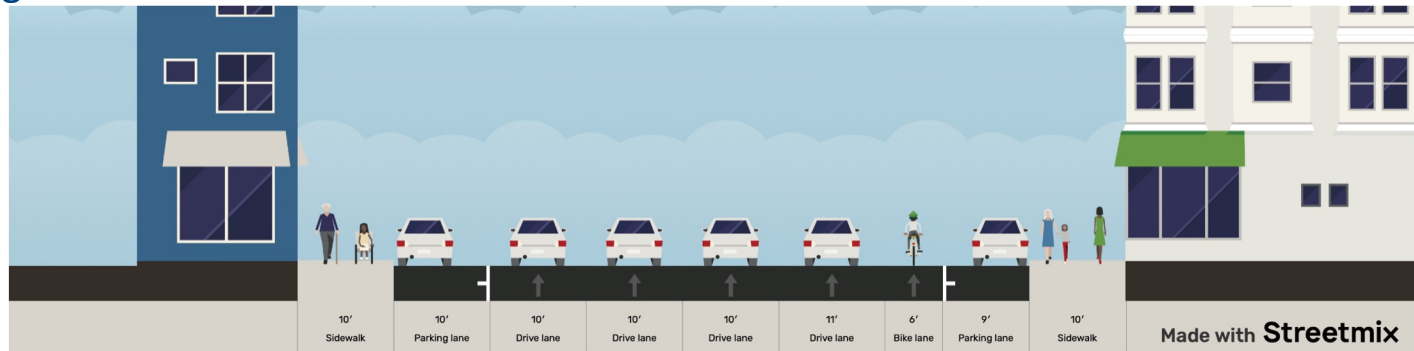


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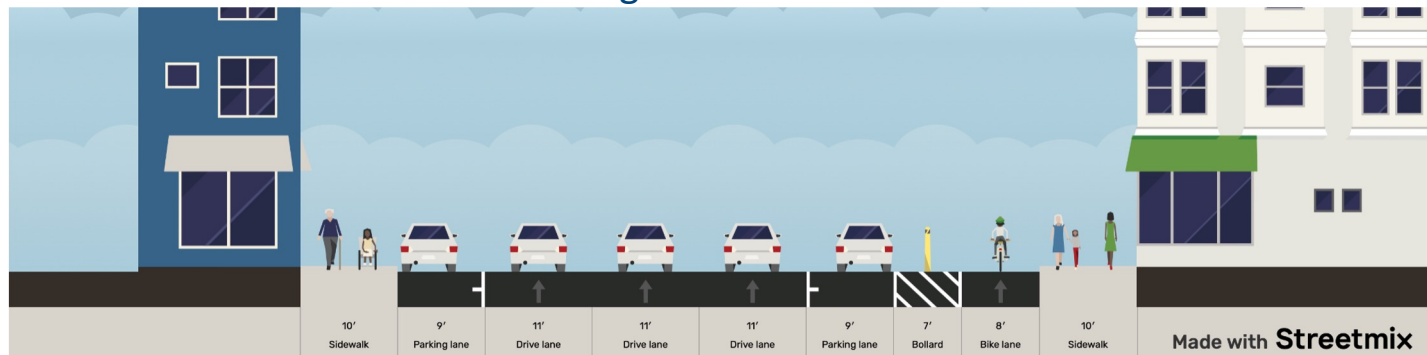
Omar St to San Pedro St

Looking West

Existing Configuration



New Configuration - North Side Bike Lane - Through Lane Removal

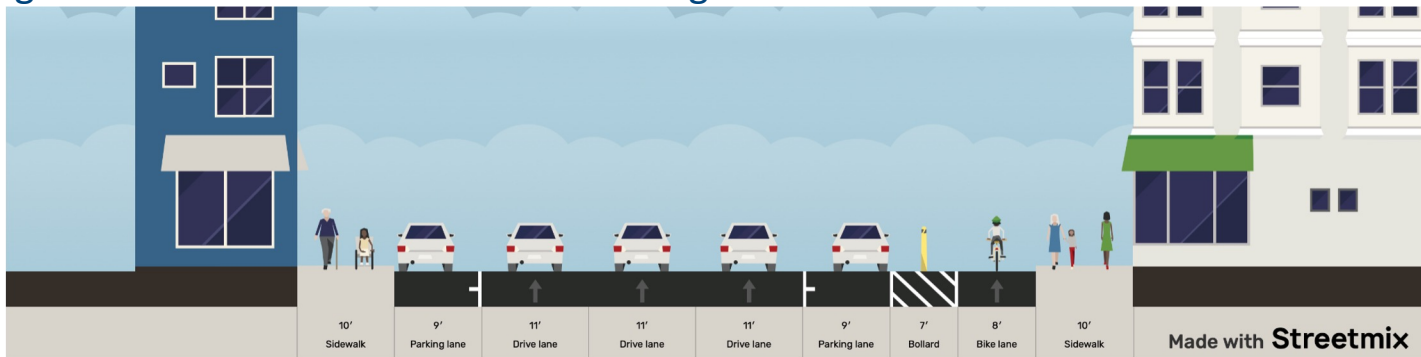


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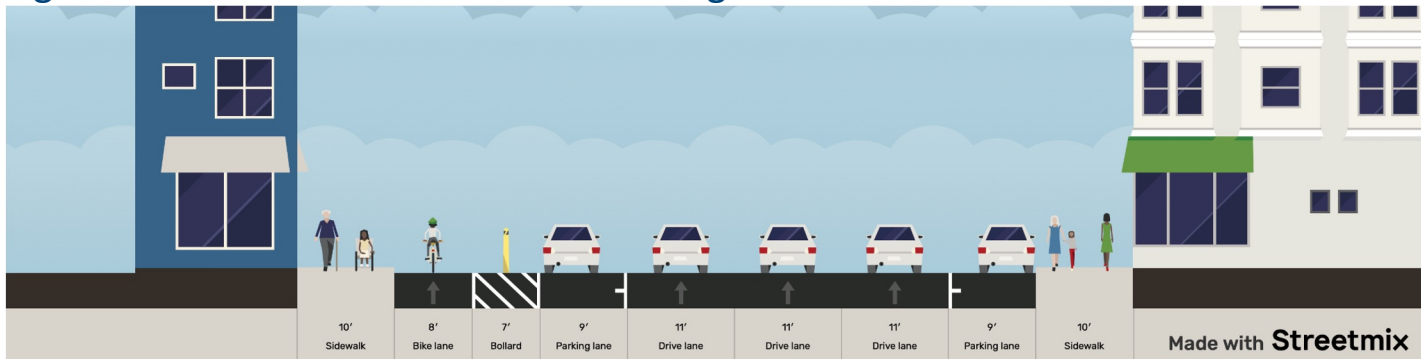
Omar St to San Pedro St

Looking West

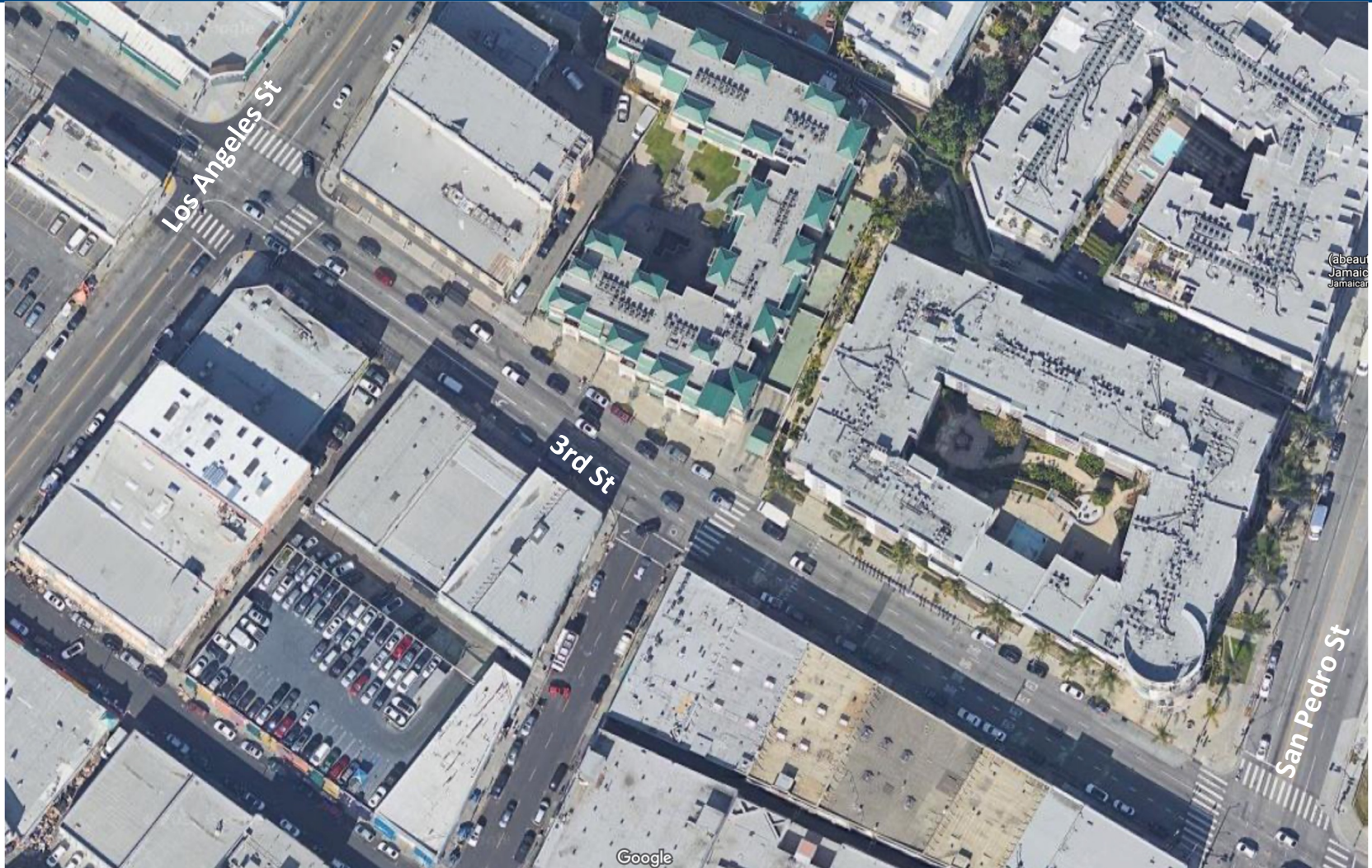
New Configuration - North Side Bike Lane - Through Lane Removal



New Configuration - South Side Bike Lane - Through Lane Removal



Street Configuration Details

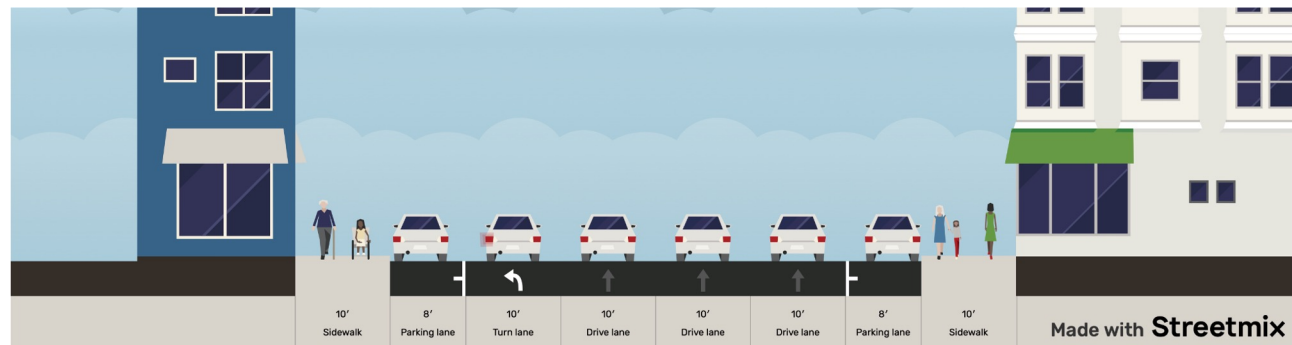


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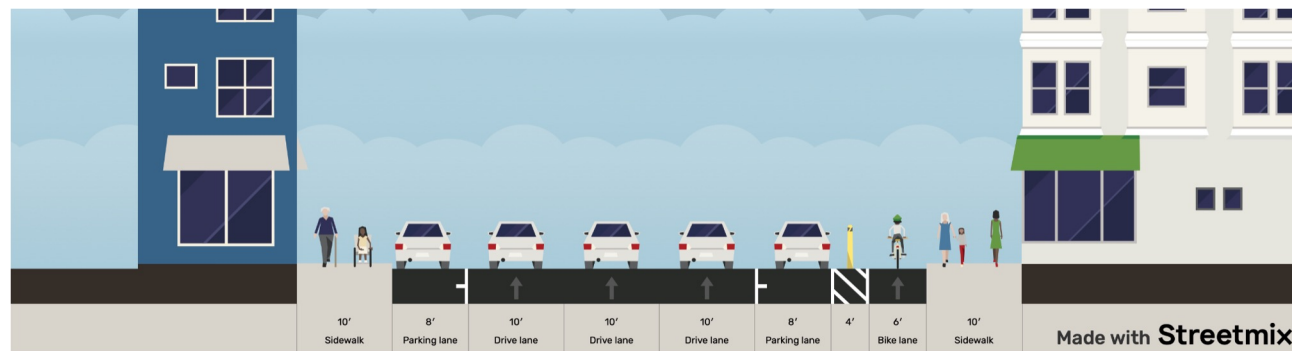
San Pedro St to Los Angeles St

Looking West

Existing Configuration



New Configuration - North Side Bike Lane - Dedicated Left Turn Lane Removal

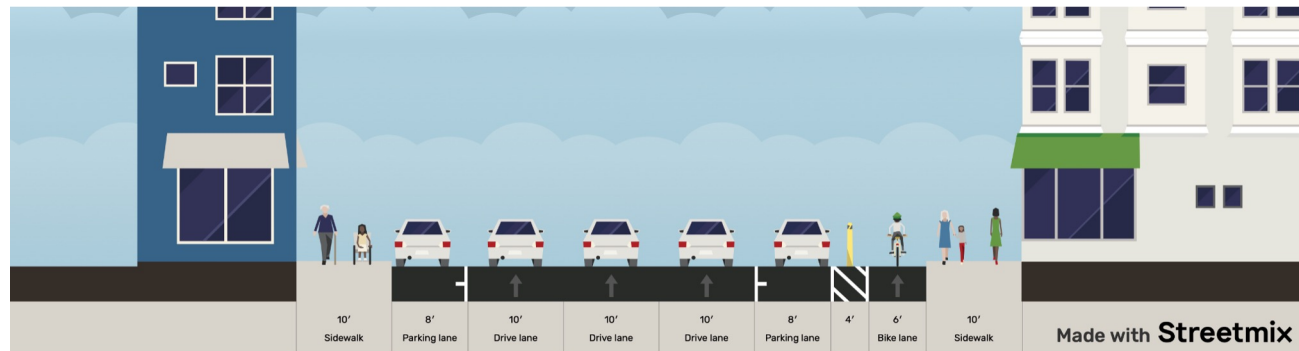


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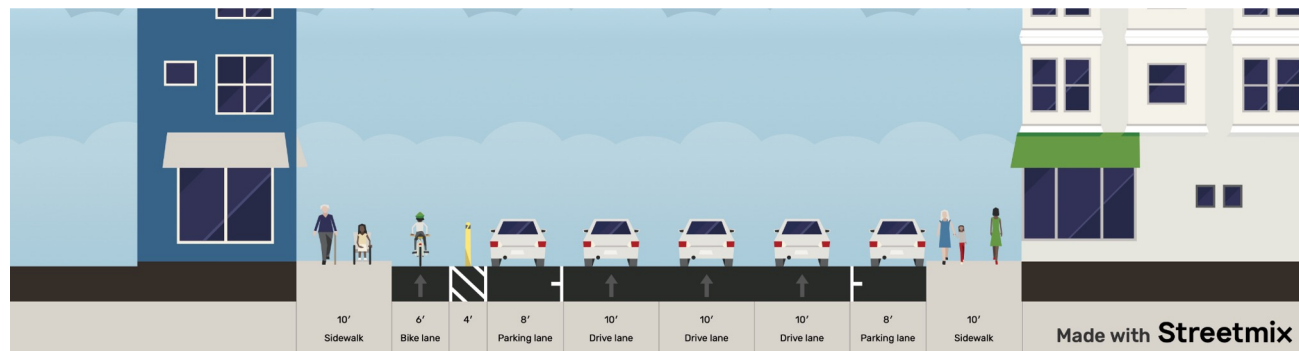
San Pedro St to Los Angeles St

Looking West

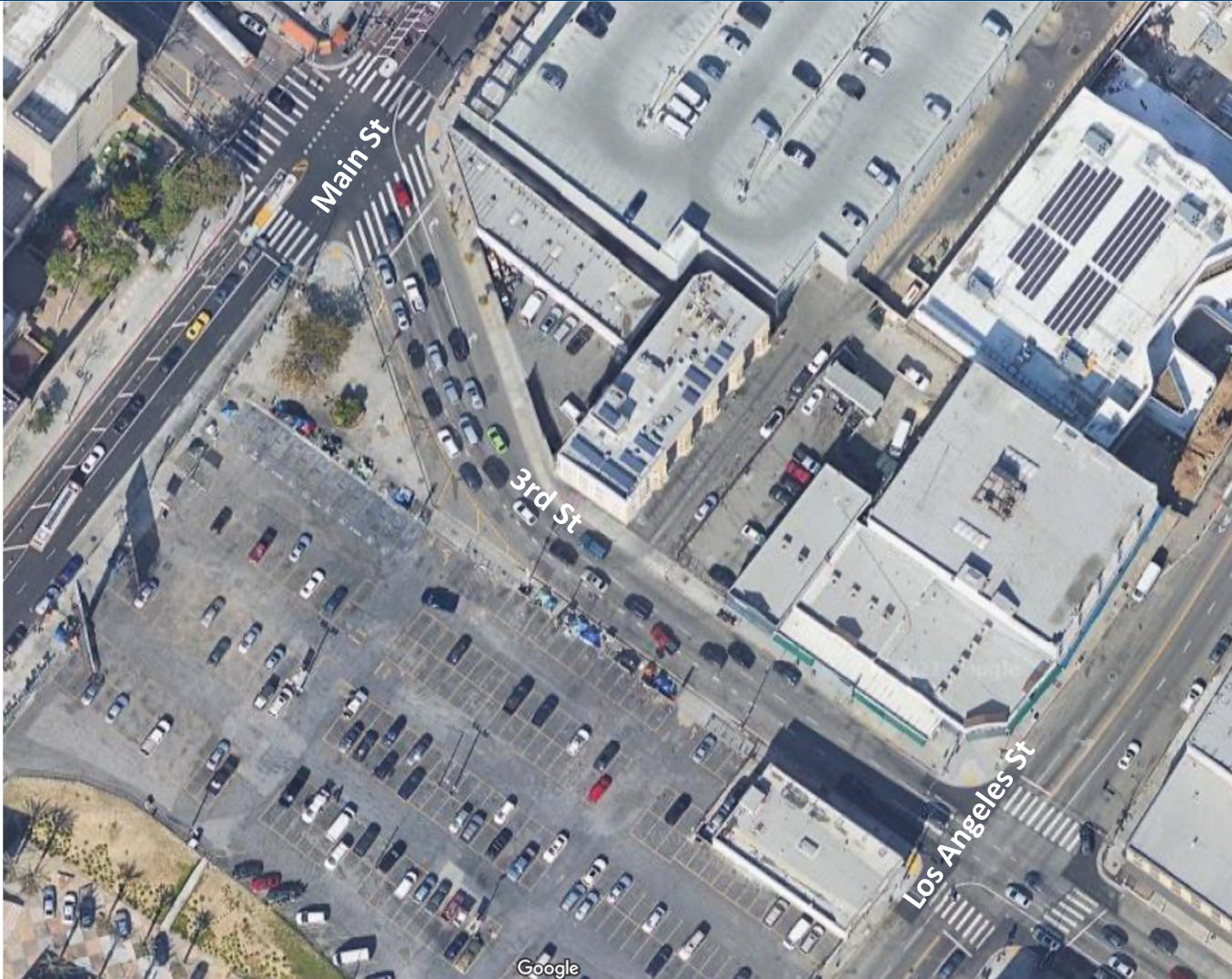
New Configuration - North Side Bike Lane - Dedicated Left Turn Lane Removal



New Configuration - South Side Bike Lane - Dedicated Left Turn Lane Removal



Street Configuration Details

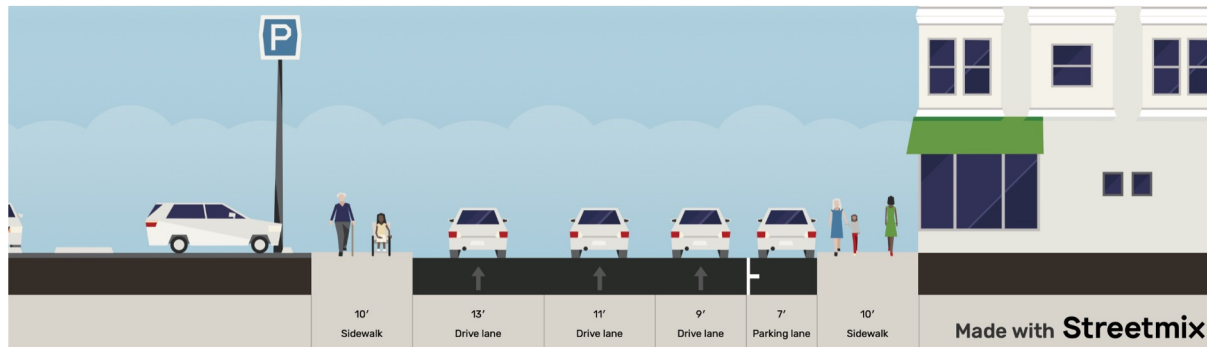


Street Configuration Details

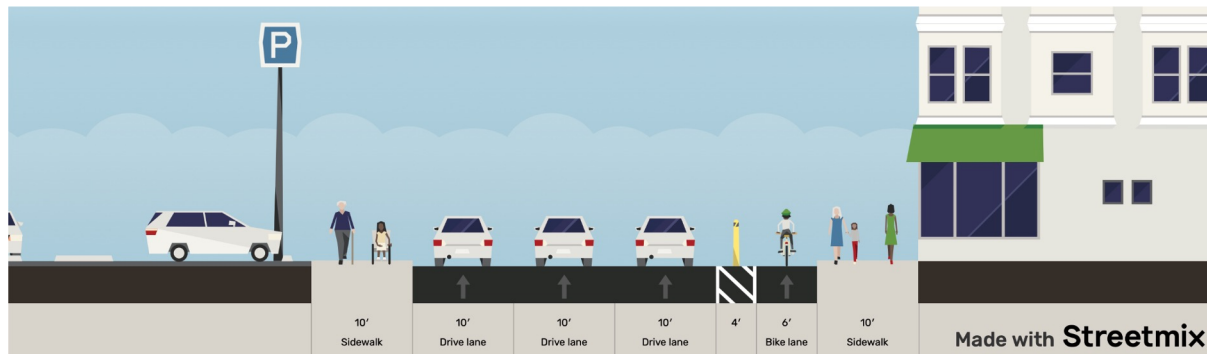
Los Angeles St to Main St

Looking West

Existing Configuration



New Configuration - North Side Bike Lane - Parking Removal

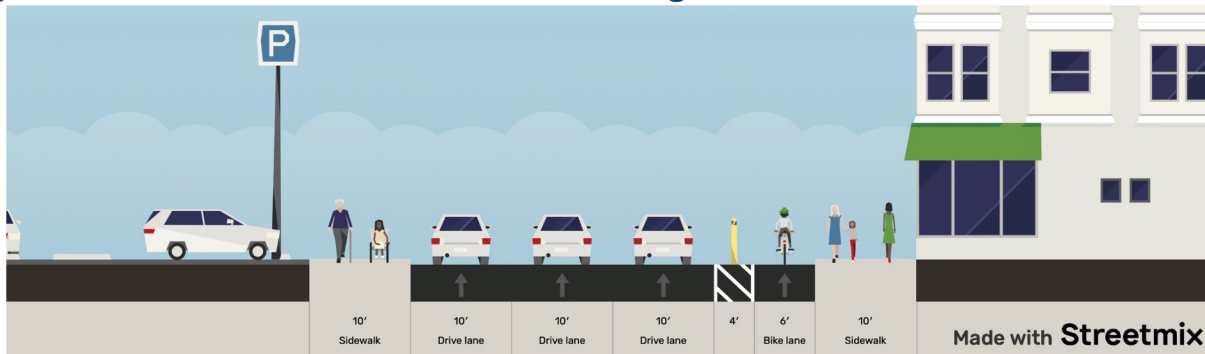


Street Configuration Details

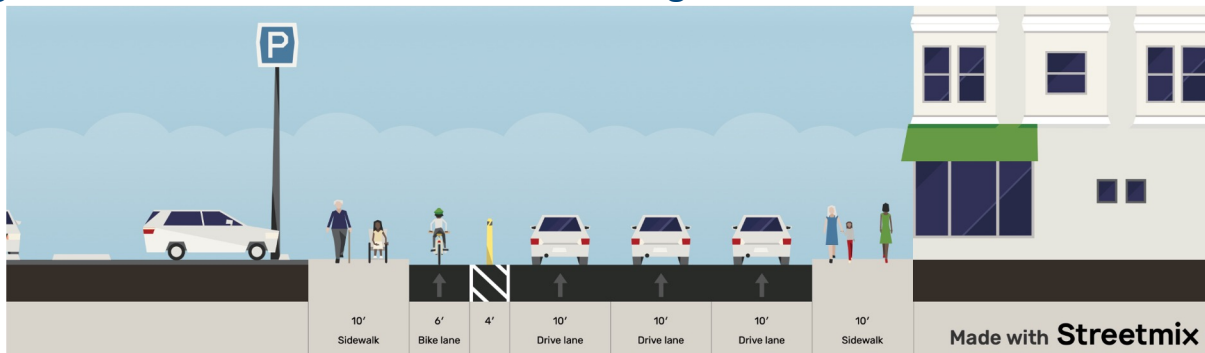
Los Angeles St to Main St

Looking West

New Configuration - North Side Bike Lane - Parking Removal



New Configuration - South Side Bike Lane - Parking Removal



North Side Vs South Side Bike Lane

- **South side (left side) bike lane alignment**
 - Avoids potential conflicts with designated right turn lanes, existing bus stops, and driveways
 - May be less convenient to users traveling into Little Tokyo; more convenient to users traveling south or through
- **North side (right side) bike lane alignment**
 - Provides more direct access to destinations north of 3rd St
 - Consistent with alignment of other segments past Main St and Alameda St

Project Benefits & Trade Offs

- **Improved Safety** for all road users
- **Decluttering sidewalks** for pedestrians
- **Improved options for sustainable transportation** in Little Tokyo/DTLA
- **Additional buffer space around parking and loading**
- **Some changes to parking**, including blue curb (ADA) zones for people with disabilities
- **Reallocation of one vehicle lane** to encourage safer speeds on 3rd St and create space for a protected bicycle/scooter lane

Discussion/ Questions

- Questions or Concerns?
- Next Steps
 - Engagement and outreach to Little Tokyo, Arts District and Downtown communities
 - tam.m.nguyen@lacity.org or ladot.active@lacity.org



Thank you!

Contact us at ladot.active@lacity.org
ladotlivablestreets.org



LADOT

