

Spring St and Alameda St

Safety and Mobility Project

Project Overview

The City of Los Angeles is upgrading Spring St and Alameda St from Wilhardt St to Los Angeles St.

This corridor has experienced a high number of people being killed or severely injured in car crashes.

This project aims to improve safety and comfort for all who travel on Spring and Alameda.



Learn more about this project and share your feedback at:

ladotlivablestreets.org/projects/springalameda



@ladotofficial
ladot.active@lacity.org



Project Area:

Spring St from Wilhardt St to College St; Alameda St from College St to Los Angeles St



Status:

Public Outreach and Planning

Project Update

Spring Street and Alameda Street are vital multimodal corridors connecting people to jobs, homes, shops, and cultural destinations like the LA River, LA State Historic Park, Chinatown, Union Station, and Olvera Street. To close critical gaps in the transportation network, the City of Los Angeles Department of Transportation (LADOT) is planning improvements that will enhance safety for pedestrians, cyclists, and other road users.

Through community engagement activities held in summer 2025, LADOT heard consistent feedback about improving safety and ensuring comfortable access for all users, including the need for protected bikeways and safer crossings. In response, the recommended design includes new and enhanced bikeways, signalized pedestrian crossings, and traffic calming features that reflect community input while advancing the goals of safe streets for everyone.



Design Concept

During the engagement phase this past summer, LADOT heard from more than 2,300 community members about safety concerns and priorities along Spring and Alameda Streets. Implementation of improvements will begin with constructing new ADA curb ramps, and other project elements will follow in 2026-2027.



Spring St looking south, LA State Historic Park is on the right

Existing Conditions

- Wide roadway with limited pedestrian crossing points
- Long, uninterrupted stretches that encourage high vehicle speeds
- Lack of dedicated space for people walking, biking, or using scooters to access nearby parks, businesses, or transit



Rendering is for illustrative purposes only and may not reflect the final design

Proposed Improvements

- Class IV protected bicycle lanes
- New signalized pedestrian crossing at Spring St/Ann St (pictured on the left) and Spring St/Mesnager St.
- Leading pedestrian intervals to improve visibility and safety
- Protected left-turn phasing at Alpine St/Alameda St and College St/Alameda St.
- ADA-compliant curb ramps
- Street resurfacing for a smoother, safer ride
- High visibility crosswalks

What We Heard



Community concerns focused on speeding traffic, difficult pedestrian crossings, and the lack of dedicated space for bicycles.



15% of vehicles travel through the corridor at speeds above 45 MPH, creating significant safety risks for people walking and biking.



80% of survey respondents expressed interest in walking, biking, or using scooters along Spring and Alameda Streets but face barriers that prevent them from doing so.

