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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	5 Freeway	58'	19pt / 10 / 10 / 19pt		8p / 6b / 10 / 10 / 10 / 6b / 8p	road diet
Pasadena Avenue	5 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	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)	Group5: 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)	Group5: 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)	Group5: 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 (fairy 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- SFwy
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— implement 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