

A large, stylized pink decorative graphic in the top left corner, resembling a scalloped flower or a series of overlapping loops.

# MOBILE WORKSHOP

## Boyle Heights: Walk + Bike + Tech

Laura Cornejo, Project Manager, Metro

Lisa Padilla, Cityworks Design

Patricia Smith, Planner & Landscape Architect

Michael Kennedy, Fehr+Peers


Chester Britt & Melissa Holguin, Arellano Associates

Eddie Padilla, Community Advisory Committee

Jane Choi, Los Angeles Dept. of City Planning



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A pink decorative graphic at the bottom of the slide, consisting of a series of overlapping loops or scalloped shapes.



# Eastside Access Project Overview



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# Overview

- Strengthen connection between Metro Gold Line Eastside stations and surrounding communities
  - ◆ Improve pedestrian/bicycle access
  - ◆ Enhance wayfinding
  - ◆ Reflect community history and identity
- Measure R funded
- Four station areas in Boyle Heights community
- Coordination with City of Los Angeles

# Project Area



|                                    |   |
|------------------------------------|---|
| <b>Pico/Aliso Station Area</b>     | 20.4 persons/acre<br>79.5% residents with 1 or 0 cars |
| <b>Mariachi Plaza Station Area</b> | 33.0 persons/acre<br>77.9% residents with 1 or 0 cars |
| <b>Soto Station Area</b>           | 44.0 persons/acre<br>75.1% residents with 1 or 0 cars |
| <b>Indiana Station Area</b>        | 34.1 persons/acre<br>61.3% residents with 1 or 0 cars |

(Source: Los Angeles K12 Planning and Data Study Project, 2009. Numbers are for a 1/2 mile radius.)

**Metro Gold Line Eastside Access Project Today/Hoy**

# Project Area



# Citizens Advisory Committee



The 24 members...

- Represented the Boyle Heights community and established groups
- Provided input on projects and design details at key milestone points
- Assisted Metro and the design team in identifying projects to be advanced

# CAC's Design Priorities

- **Bicycles** should be accommodated to the greatest extent possible
- Encourage **arts & culture** to flourish with new **social spaces** that can be programmed or just used for gathering, especially on 1<sup>st</sup> St.
- Improve **safety** for pedestrians with repaired sidewalks, audible signals and new crossings where needed
- Create opportunities for community **gardens** & edible landscapes
- Involve **youth** in process
- Encourage good **health & exercise**
- Improvements to **streetscape**, including medians, pedestrian lighting, curb extensions, bus stops, pocket parks, transit info, wayfinding, and furnishings
- Support **community involvement** and encourage social gathering using **technology** where possible

# Team of Artists



Linda Arreola – Sculpture, graphics



Paul Botello – Muralist, educator



Nuke Botello – Muralist & youth mentor



LT Mustardseed – Metal sculptures



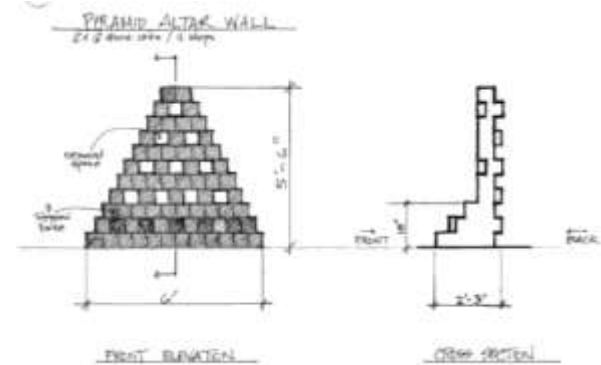


# Bicycle Network

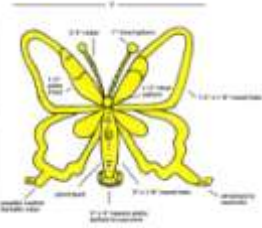
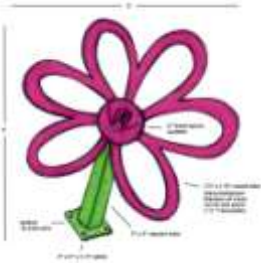
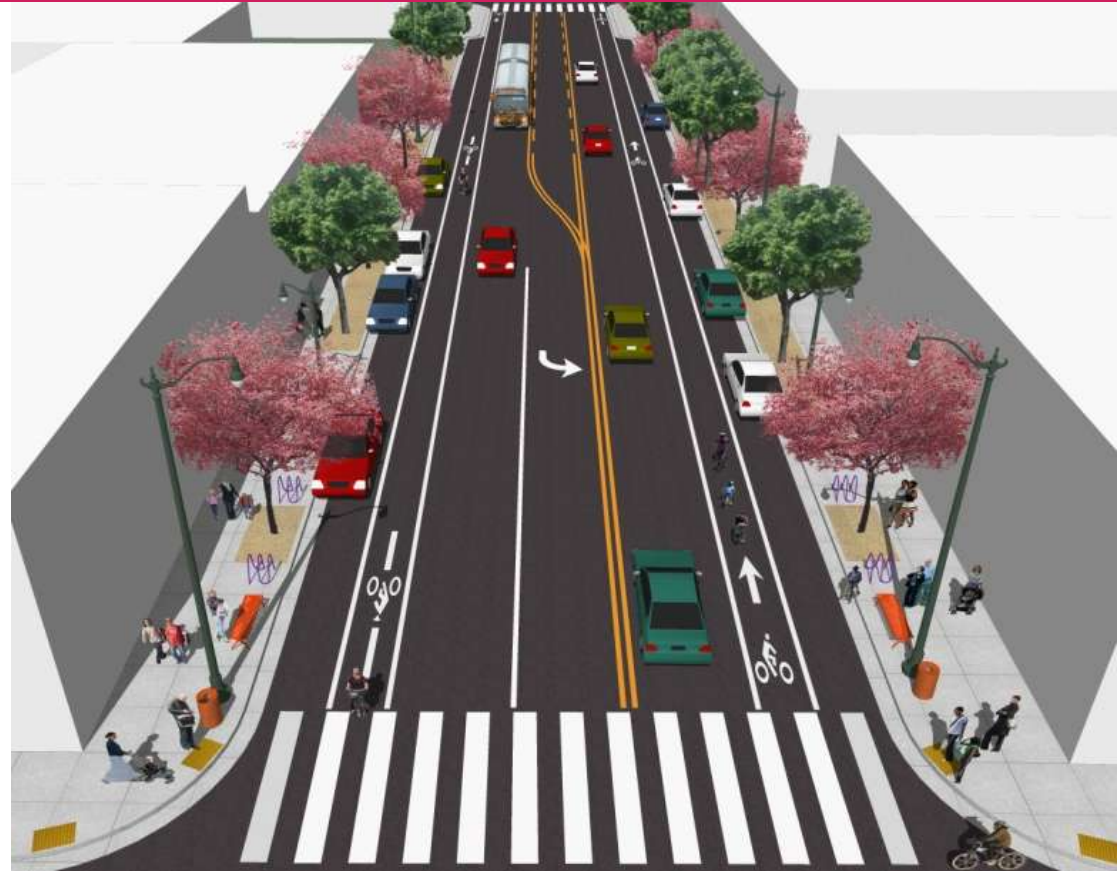


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# Garden Street at Bailey



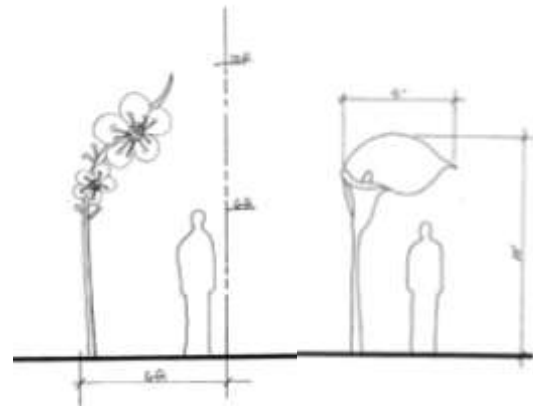
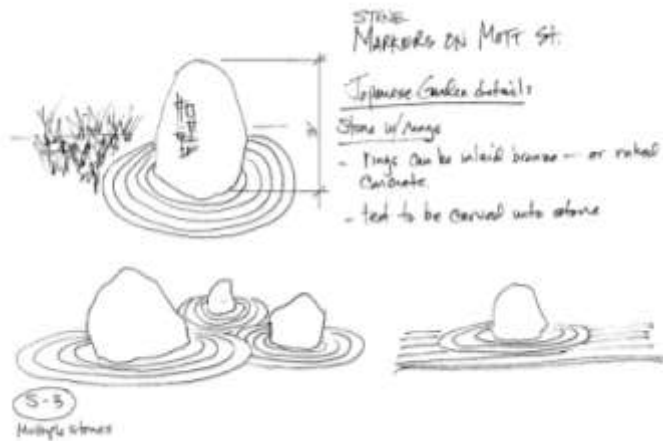
# Arts & Civic Streetscape



# 1<sup>st</sup> Street Plazas



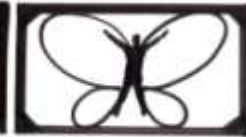
# Bike Friendly Streetscape on Mott



# Healthy Street at Evergreen Cemetery



- THE BODY IS LIKE A CAULON
- A GREAT MACHINE - COINED EATING
- THE BODY IS A COMPLEX MACHINE

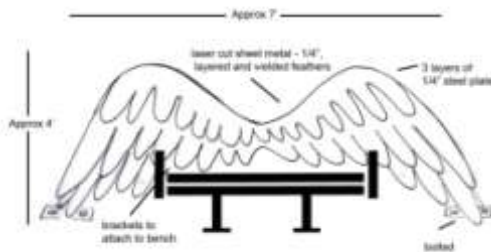


*Caterpillar to Butterfly Concept Panels*

*BLACK ENAMEL WITH GOLD TO THE DESIGN*

"Angel Wings"

LT Muttibow  
Muttibow@yahoo.com



*Victorian "Babes" Day of the Dead*



# Implementation

- Conceptual level plans have been developed
- City of L.A. to finalize designs and construct
  - ◆ Final Designs - 2013
  - ◆ Phased Construction - 2012-2015
- Begin design of stations areas within Unincorporated L.A. - Summer 2012



# New Street Standards

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City of Los Angeles Street Standards

| Current Street Type Name  | ARTERIAL STREETS      |                         |                    | NON-ARTERIAL STREETS |                      |              |
|---------------------------|-----------------------|-------------------------|--------------------|----------------------|----------------------|--------------|
|                           | Major Highway I       | Major Highway II        | Secondary Highway  | Collector Street     | Industrial Collector | Local Street |
| Complete Street Type Name | Boulevard I (Major I) | Boulevard II (Major II) | Avenue (Secondary) | Collector Street     | Industrial Collector | Local        |

## 2.0 STREET PRIORITIES

### 2.1 Application of Street Priorities and Specific Cross Sections

The Street Standards Committee shall design each Arterial Street a Priority and typical cross section(s) at the same time specific roadway and ROW widths are adopted. Collectors are 3, Bicycle Priority unless otherwise designated by the Street Standards Committee or Community Plan.

## 3.0 ROADWAY

### 3.1 Vehicle and Bicycle Lanes

General Characteristics (Target Speed to be updated pending conversation with LADOT)

| Target operating/design speed                        | 33 mph        | 35 mph     | 38 mph         | 45 mph | 55 mph | 70/75 mph |
|--|---------------|------------|----------------|--------|--------|-----------|
| Number of vehicle through lanes (includes BRT lanes) | 6-8           | 4-6        | 2-4            | 2      | 2      | 2/2-2     |
| <b>Lane Widths: Typical (range)</b>                  |               |            |                |        |        |           |
| Interior through lane                                |               |            | 11' (10.5-11') |        |        |           |
| Adjacent to bike lane                                |               |            | 12' (11-13')   |        |        |           |
| High bus/truck volume                                |               |            | 10' (9-11')    |        |        |           |
| Other  |               |            | 10' (9-11')    |        |        |           |
| Curb travel lane with buses                          | 15' (12'-15') |            |                |        |        |           |
| Curb travel lane without buses                       | 13' (10'-13') |            |                |        |        |           |
| Left turn lane                                       |               |            | 10' (9'-12')   |        |        |           |
| 2-way left-turn lane                                 |               |            | 10' (9'-12')   |        |        |           |
| Interior bike lane                                   |               | 5' (5'-7') |                |        |        |           |
| Curbside bike + adj. bus lane                        | 20' (16'-20') |            |                |        |        |           |
| Curb bike lane - not separated                       |               |            | 4' do          |        |        |           |
| Curb bike lane - separated                           |               |            | 5' (5'-7')     |        |        |           |
| Curbside parking                                     |               |            | 8' (7'-8')     |        |        |           |

### 3.2 Angled Parking

|                    |  |
|--------------------|--|
| Parking lane width | Varies with angle of parking - refer to Section 12.21 - for widths.  |
| Back-up lane width | 4' on streets with one through lane each way or less than 10,000 ADT. On other streets, 11' - 19.7' depending on angle of parking: 65°-11'; 50°-32'; 63.6°-13.1'; 60°-15.1'; 67.5°-17.3'; 73°-19.7'. |

### 3.3 Bus Rapid Transit (BRT) Design Widths

|   |  |  |  |  |  |  |
|---|--|--|--|--|--|--|
| Bus Rapid Transit (BRT) two-way median busway lane width, desirable (minimum) |  |  |  |  |  |  |
| Bus lane width  | 12'  |  |  |  |  |  |
| Shoulder distance (shoulder)  | 2'   |  |  |  |  |  |
| Barrier/curb separator  | 2'; in-situ curb or striped separator if < 2 non-BRT vehicle lanes |  |  |  |  |  |
| Station platform  | 34' (10')  |  |  |  |  |  |

Introduction and Overview | 9

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City of Los Angeles Street Standards

### Bus or Vehicle Priority Boulevards

Vehicles and buses will have two travel lanes in each direction separated by a landscaped median and non-continuous left turn lane. On each side 15-foot wide sidewalks and curb side parking will buffer pedestrians from vehicles and buses. Bicyclists will share the curb lane with vehicles and buses.

- Center lane with left-turns and medians
- Two travel lane in each direction
- Curbside parking lane
- Planted parkways or tree wells with decomposed granite surface
- Minimum 30-foot tall street trees at an average spacing of 30 feet
- Walk zone



Street Priority | 33



# Interactive Map Demonstration



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