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
Eastside Access Project Overview
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

- Pico/Aliso Station Area: 20.4 persons/acre, 79.5% residents with 1 or 0 cars
- Mariachi Plaza Station Area: 33.0 persons/acre, 77.9% residents with 1 or 0 cars
- Soto Station Area: 44.0 persons/acre, 75.1% residents with 1 or 0 cars
- Indiana Station Area: 34.1 persons/acre, 61.5% residents with 1 or 0 cars

Source: Los Angeles TEC Orange and Eastside Study Project, 2009
Numbers are for L.A. County

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
Projects to be Implemented
Bicycle Network
Garden Street at Bailey
Arts & Civic Streetscape
1st Street Plazas
Bike Friendly Streetscape on Mott
Healthy Street at Evergreen Cemetery
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

DRAFT

City of Los Angeles Street Standards

2.0 STREET PRIORITIES

2.3 Application of Street Priorities and Specific Cross Sections

The Citywide Standards Committee shall select specific standards for each Arterial Street and for Specific Cross Sections. The Committee shall identify Arterial Streets and cross sections with the following characteristics:

- One-way traffic with a speed limit of 25 mph or less
- Two-way traffic with a speed limit of 35 mph or less
- Four-lane traffic with a speed limit of 40 mph or less
- Four-lane traffic with a speed limit of 25 mph or less
- Five-lane traffic with a speed limit of 35 mph or less

3.0 ROADWAY

3.1 Vehicle and Bicycle Lanes

General Characteristics (Target Speed to be Updated pending consultation with LaDOT)

- Number of vehicle through lanes (includes BRT lanes)
- Number of vehicle through lanes (includes BRT lanes)

3.2 Lane Widths: Typical (range)

- Interior through lane: 10' (8'-12')
- Curb travel lane: 13' (10'-15')
- Left turn lane: 10' (8'-12')
- Interior bike lane: 5' (5'-7')
- Curb bike lane - separated: 5' (5'-7')
- Curb bike lane - not separated: 5' (5'-7')
- Curb parking: 8' (8'-10')

3.3 Angled Parking

- Parking lane width: 9' (9'-12')
- Back-up lane width: 4' on streets with one through lane each way or less than 10,000 ADT. On other streets, 12' - 15' depending on angle of parking.
- Minimum 30-foot sidewalk at 3 feet.
- Minimum 30-foot sidewalk at 3 feet.

3.4 Bus Rapid Transit (BRT) Design Widths

- Bus lane width: 12'
- Sharrow (shower): 2'
- Barrier/curb separation: 3 feet
- Station platform: 14' (10')

Bus or Vehicle Priority Boulevards

Vehicles and buses 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 walks with decomposed granite surface

- Minimum 30-foot sidewalk at an average spacing of 30 feet
- Minimum 30-foot sidewalk at an average spacing of 30 feet
- Minimum 30-foot sidewalk at an average spacing of 30 feet
- Walk zone

Street Priority | 33
Interactive Map Demonstration