

TABLE 3.3: STREET DESIGNATIONS AND STANDARD ROADWAY DIMENSIONS				
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/Roadway widths, feet)
	(Right-of-Way/Roadway widths, feet)			
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
Secondary Highway	(90/70)	(90/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Street – Continuous	(60/36)
		(50/30)	Local Street – Non-Continuous	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10–25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Stormwater Greenway	(Variable/15+)
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28–35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33–41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited	(36/26)	(36/26)	Hillside Limited	(36/26)

TABLE 3.4: NEW STREET DESIGNATION EXAMPLES						
New Designation	Previous Designation(s)	Examples	Right-of-Way Width (feet)	Roadway Width (feet)	Typical No. of Vehicle Travel Lanes /a/	Targeted Operating Speed (miles per hour) /a,b/
Boulevard I	Major Highway Class I	Lincoln Blvd. (south of Venice) Sepulveda Blvd. (I-105 to Culver City limits)	136	100	6–8	40
Boulevard II	Major Highway Class I	Santa Monica Blvd. (I-405 to Beverly Hills city limits)	110	80	4–6	35
	Major Highway Class II	Olympic Blvd. Beverly Blvd. Venice Blvd. Ventura Blvd. Lankershim Blvd.				
Avenue I	Major Highway Class II	Wilshire Blvd. (Alvarado to Beverly Hills city limits) Sunset Blvd. Pico Blvd. (west of Crenshaw Blvd.)	100	70	4	35
	Secondary Highway	Chatsworth St. (east of De Soto Ave.)				
Avenue II	Major Highway Class II	Alvarado St.	86	56	2–4	30
	Secondary Highway	3 rd St. 7 th St. Robertson Blvd. Pico Blvd. (east of Crenshaw Blvd.)				
Avenue III	Secondary Highway	Normandie Ave. (north of Pico Blvd.) Rose Ave. Fountain Ave. Crescent Heights Blvd.	72	46	2	25
Collector Street	Secondary Highway	Monte Mar	66	40	2	25
	Collector Street	All current collector streets	66	40	2	25
Industrial Collector Street	Industrial Collector Street	All current Industrial Collector Streets	68	48	2	25
Local Street–Continuous	Local Street	Some current Local Streets	60	36	2	20
Local Street–Non-Continuous	Local Street	Some current Local Streets	50	30	2	15
Industrial Local	Industrial Local	All current Industrial Local Streets	64	44	2	20
Pedestrian Walkway	Standard Walkway	All current Standard Walkways	10– 25	–	2	N/A
Shared Street	–	None existing	30	10	2	5
Stormwater Greenway	–	Ed T. Reyes River Greenway	Variable	15+	2	5
Access Roadway	Access Roadway	–	20	–	2	–
One-Way Service Road–Adjoining Arterial Streets	Service Road	–	28–35	12 or 18	2	–
Bi-Directional Service Road–Adjoining Arterial Streets	Service Road	–	33–41	20 or 28	2	–
Hillside Collector	Hillside Collector	All current Hillside Collectors	50	40	2	–
Hillside Local	Hillside Local	All current Hillside Locals	44	36	2	–

/a/ Typical No. of Vehicle Travel Lanes and Targeted Operating Speeds reflect conditions both with existing and new designations.
/b/ Targeted Operating Speeds are 25 miles per hour in an area defined as a community, downtown, or regional center, or within a mixed-use Boulevard or neighborhood district (as per new S-470).

New Street Classifications (Text from Draft EIR, Chapter 3)

The Highways and Freeways map included in the 1999 Transportation Element reflects a future vision (right-of-way and roadway widths) that has not, in most places, been built out. In fact, many of the city's existing street dimensions do not reflect the streets' designation as physical changes to the roadway are not made until adjacent parcels are redeveloped. In recognition of this, and since the 1999 Element was last adopted, there has been growing interest in restricting streets from being widened to match their designation. As community and specific plans have been updated and/or introduced over the past 14 years (since 1999), footnotes have been added and street modifications have been made that would restrain a street from future widening. In most instances the street retained its designation in name only, but the footnotes and modifications indicated that the street was not to be widened in the future. Unfortunately, this collection of footnotes and modified references has made it difficult for city engineers, consultants, property owners, developers and community members alike to have a full grasp of the city's long term vision for its streets.

With the passage of the Complete Streets Act in 2008, and added emphasis on accommodating a variety of travel modes within our City's streets, there has been further interest in rethinking street widths and street nomenclature. The new Boulevard (I and II) and Avenue (I, II, and III) street names are but one step in moving us away from thinking of our streets as simply "highways" to move cars. The broader range of arterial street types (five instead of three), also reflect the variety of dimensions that are currently evident within the city's streets. Non-arterial streets are designated in 14 types, with five new types for unique street conditions, including shared streets, stormwater greenways, access roadways, and service roads. Similar to the existing process, the new roadway and right-of-way dimensions would be implemented as adjacent parcels are redeveloped.

The current S-470 is divided into Arterial, Non-Arterial and Hillside Streets. Standards for a standard flare section, alleys, and cul-de-sacs are also illustrated.

The updated S-470 expands the Arterial and Non-Arterial categories. While the current S-470 includes three arterial street classifications; Major Highway Class I, Major Highway Class II, and Secondary the updated S- 470 is expanded to five arterial streets; Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III. The Boulevard I and II streets align with the Class I and II categories and the Secondary street classification is sub-divided into three Avenue categories. The Non-Arterial category is expanded from eight to 11 street classifications. The Hillside Streets are not modified. Table 3.3 summarizes the existing street classifications, including their designated and approximate built right-of-way and roadway dimensions. The table also presents the corresponding revised street classification on the same row. In some cases an existing classification could correspond to more than one revised classification; in these cases the existing built dimensions indicate which revised street classification applies. Table 3.4 summarizes the new designations.

Figure 3-1 illustrates the locations of the streets designated as Arterials. Narrative descriptions of the revised classifications and exceptions to the correspondence presented in the table follow.

Arterial Streets

The new arterial types were selected to reflect, by and large, the variety of street dimensions that are exhibited in today's actual physical street cross-sections. Streets were then re-classified based upon the new classification that most closely resembled its current physical configuration. The new Highways and Freeways map included in the Mobility Plan's Map Atlas illustrates the new street classification assigned to each arterial street. Due to the multiple references to Major and Secondary Highways throughout the City's documents, Boulevards will continue to be recognized as Major Highways and Avenues will also be recognized as Secondary Highways.

The following information identifies each of the new arterial street classifications and describes how the existing arterial streets were reclassified. The right-of-way describes the distance from property line to property line. The roadway dimension illustrates the distance between the curbs. The sidewalk width is calculated by subtracting the roadway width from the right-of-way dimension and dividing by two.

Boulevard I (Major Highway Class I). In most instances, Major Highway Class I streets are simply relabeled as Boulevard I. The new Boulevard I closely resembles the Major Highway Class I except the standard roadway dimension will be 100 feet instead of 102 feet. The right-of-way will be 136 feet instead of 126 feet to allow for a more generous sidewalk width of 18 feet instead of the existing 12 feet. Class I streets that had not yet been widened to a Class I roadway or right-of-way dimensions, and more closely resembled Boulevard II dimensions, were relabeled as Boulevard II's.

Boulevard II (Major Highway Class II). Here, the 80-foot roadway dimension is retained and the right-of-way is expanded from 104 feet to 110 feet to accommodate a future 15-foot sidewalk in lieu of the current 12 feet. Today, many streets designated as Major Highway Class IIs have been built proximate to the 80/104-foot dimensions. In these instances the streets have been relabeled as Boulevard IIs. However, many Class II streets today more closely resemble a 70/100-foot configuration. In such instances the Class II streets have been relabeled as Avenue I (Secondary Highway). Hollywood, Santa Monica, and Sunset Boulevards are all examples of streets that have been relabeled as Avenue Is.

Avenue I (Secondary Highway). The Avenue I (70/100 feet) closely resembles the existing Secondary Highway (70/90 feet). The wider right-of-way width again allows for a wider sidewalk, in this case 15 feet instead of 10 feet. While the vast majority of Avenue Is are former Major Highway Class IIs, there are some situations where a Secondary Highway had been built out close to a 70-foot roadway dimension. In these situations, the street was identified as an Avenue I. Bundy Drive is an example of this.

Avenue II (Secondary Highway). The vast majority of streets that are today labeled as Secondary Highways have not been widened to that standard but instead more closely resemble a 56/86-foot cross-section. In these cases, the street has been labeled Avenue II.

Avenue III (Secondary Highway). While not as common as the Avenue II, the new Avenue III was developed in response to the number of arterials currently labeled as Secondary Highways that predominantly function with only one lane in each direction and have dimensions approximating a 46/72-foot cross-section. Crescent Heights Boulevard and Fountain Avenue are examples of this new street classification.

Non-Arterial Streets

Collector. Streets that are currently Collector streets will continue as Collectors. In some limited instances, a designated Secondary street that today functions as a collector will be re-designated to this non-arterial classification. The dimensions for Collectors have been modified slightly to provide for calmer street travel and additional pedestrian sidewalk area.

Industrial Collector. The roadway area of the Industrial Collector remains unchanged but the sidewalk dimensions have been widened from 8 to 10 feet to provide additional pedestrian capacity.

Local Streets. There are three local street types. The Local Street has not been changed. The Non-

Continuous Local Street has been modified to reflect the existing dimensions of many local streets

throughout the city today. This revised Local Street option will protect streets with a right-of-way less than 60 feet from being widened. The roadway dimension of the Industrial Local remains unchanged at 44 feet but the overall right-of-way has been increased to 64 feet to allow for 10-foot sidewalks.

Non-Arterial Unique

A new sub-set of Non-Arterial streets has been added to describe the variety of unique street conditions that exist today as well as to accommodate the opportunity for additional unique configurations in the future. Existing roadway conditions for Access roads and Service roads are included in this category. The Standard Walkway has been redefined as a Pedestrian Walkway and the 10-foot dimension is identified as a minimum distance so that future walkways need not be constrained to the 10-foot dimension. A Shared Street has been added with a minimum of 20 feet in width plus 5-foot protected pedestrian areas. A Shared Street typically is designed without a raised sidewalk to differentiate between the vehicular and pedestrian areas. Instead, a shared street allows all users (pedestrians, bicyclists, and vehicles) to share the same area. In these situations, the vehicles typically operate at 3 to 5 miles per hour. The Stormwater

Greenway is perhaps the most unique new street condition. This street type, similar to the Shared Street concept, is meant to accommodate a wide variety of users (pedestrians, bicyclists, vehicles) in a slow speed situation while also providing area to detain stormwater. An example of the stormwater greenway is Humboldt Street between Avenue 18 and the Los Angeles River in the Northeast area of Los Angeles.

Hillside Streets

The designations for Hillside Streets are not modified.

Exceptional Cases

Divided Highways. Currently, some major or secondary highways are designated as divided highways.

Despite the new Boulevard and Avenue nomenclature, all of the existing divided street segments will continue to be identified as divided highways. While there is no specific right-of-way or roadway dimension identified for a divided highway, as per LAMC 12.37 “the width of the dividing strips (a wide median) shall be considered a part of the highway for the purpose of calculating either the width of the dedication or the width of the improvement.” Therefore, while a street may now be designated as an Avenue II, with a 86-foot right-of-way and a 56-foot roadway, the overall right-of-way width may in fact be wider when accounting for the width of the dividing strip.

Frontage Roads. While not reflected in the street designation, several major or secondary highways currently have frontage roads. There is no plan to eliminate or modify the frontage roads but, as with the methodology currently in place, the new designation and its accompanying dimensions will reflect only the right-of-way and roadway for the primary road.

Scenic Highways. A name change from Secondary to Avenue I or from Major Highway Class II to Boulevard II will have no impact on Scenic Highways. All of the existing Scenic Highways will remain

Scenic Highways and there are no plans to alter the cross-section of any Scenic Highways.

Should the

designation for a Scenic Highway change, for example, from Major Highway II to Avenue I, it will be made so that the street designation accurately reflects existing conditions and will further protect the Scenic Highway from any unintended widening.