

Spring/Alameda

Safety and Mobility Project

Bicycle Advisory Committee



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Agenda

1. Project Overview
2. Engagement Recap
3. Next Steps



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Project Overview

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Project Limits

Spring St - Wilhardt to College
 Alameda St - College to Los Angeles

Connects to the existing Spring Street bridge bike lanes, Los Angeles Street bike lanes, and future Cesar Chavez Avenue Bike lanes

Street resurfacing and pothole fixes

- 1 New protected bicycle lane
- 2 New protected left turn traffic signals
- 3 New pedestrian crossings, 2 with HAWK signal
- 29 Curb Ramp Upgrades

Scope Map

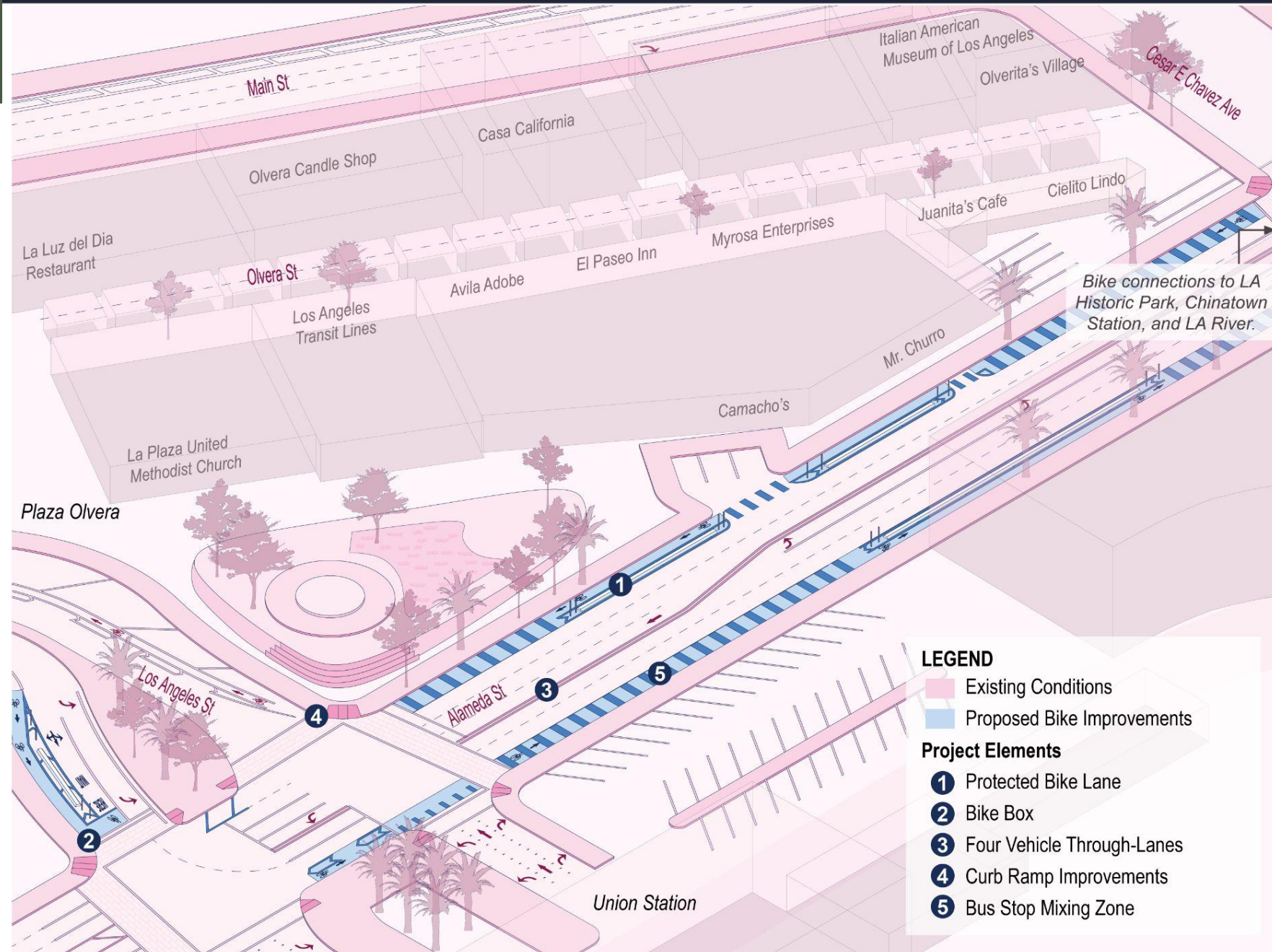
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Project Rendering



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Benefits

- **Signalized crossing** to halt vehicle traffic and **reduce excessive speeds**, therefore limiting risk of severe injury or death for people walking and biking
- **Reduce the number of travel lanes** pedestrians need to cross, therefore reducing exposure to traffic
- New ADA **Curb Ramps**
- Provide a **safe, dedicated space for people on bikes and scooters**
- Refreshed crosswalk markings to **highlight pedestrian space**
- Support **First/Last Mile connections** to Chinatown Metro Station
- **Street resurfacing** on Alameda and Spring Streets



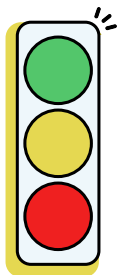
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New Street Design Trade-offs:

Changes to Travel Time for Cars

Spring/Alameda Change in Travel Time Per Mile (total corridor - 1.2 miles)		
	Northbound	Southbound
AM Peak	50 seconds	1 minute
PM Peak	30 seconds	50 seconds



Less than 2 minutes/mile: Proceed

2-5 minutes/mile: Proceed with caution

Greater than 5 minutes/mile: Proceed only with compelling needs

Parking Changes

- Existing Parking Spaces: 209
- Net Change: 30 to 40 Spaces Removed
- 80-85% of all parking is retained

In order to accommodate the need for visibility at driveways and intersections, approximately 1-2 spaces are removed at some locations throughout the corridor

Engagement Recap

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7+
Stakeholder
Briefings



Community
Workshop



1,780 Online Survey
Responses



2,533 Email &
Social Media
Clicks



Mailers/Posters



12 Community
Tabling and
Pop-ups



3,400 Homes and
Businesses
Canvassed



2 CBO
Partnerships

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What we heard



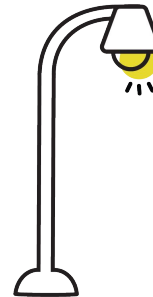
Lack of Bicycle Facilities



Unsafe driving and speeding



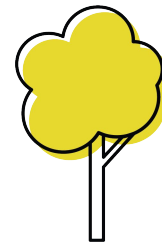
Encampment and sanitation concerns



Inadequate Street Lighting



Difficult Crossing Conditions



Insufficient Shade and Trees

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Engagement Phase II

Goals:

- Share design proposal
- Collect feedback on proposed improvements
- Build trust and community buy in

Strategies:

- Tabling at community hubs or events
- Presentations to neighborhood groups
- E-blasts to interested parties
- Social media campaign
- Flyer posting at prominent locations
- LADOT-hosted events
- Business and resident canvassing
- Community Ambassadors



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**Outreach and Engagement
Phase 2**

**Finish
Roadway
Design**

**Outreach and Engagement
Phase 3**

Curb Ramp Construction

Resurfacing

**Signing/
Striping**

May 2026

July 2026

August 2026

October 2026

January 2027

February 2027

March 2027

April 2027

* Construction timeline subject to change

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Thank You!