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**SUGGESTED  
DOWN TOWN  
TRAFFIC  
SOLUTION  
PROGRAM**



PRESENTED TO  
**LOS ANGELES RAILWAY CORP.**

COMPLIMENTS OF  
**PLANT ENGINEERING CO.**  
408 SOUTH SPRING STREET  
LOS ANGELES 13, CALIFORNIA

The suggested "Downtown Traffic Solution" program presented here by Plant Engineering Company, represents our definite desire to be of whatever aid possible in finding the best solution for the problem. We know that we are adversely affected by the present conditions and would welcome a solution.

In studying over the solutions suggested to date, we noticed that none of them offer any relief for the very congested area in the center of the business district, but rather are more concerned with the problem of rapid transportation of the public from the suburbs to the business district, and vice versa; that is, either a rapid transit rail system serving the business district via subways, or a rapid transit bus system operating over the freeways and downtown streets.

It appears to us that it is very possible one solution to alleviate this congestion in the business district has been overlooked. That is the one we are advocating for consideration in the following sketches and descriptions; namely, a plan for raising the elevation of the sidewalks to the second story level. We do not claim to be the originators of the elevated sidewalk idea, in fact, one large section of the 1939 Chicago World's Fair was built in this manner, predicting the "City of Tomorrow." The book "Magic Motorways" by Norman Bel Geddes contains pictures of the 1939 World's Fair elevated sidewalks on pages 7, 235, 238, 241, 242, 243, and 244.

We are not attempting to argue against either the need of some means of more rapid transportation to the business district, or the relative merits of a subway rail system as compared with a rapid transit bus system; rather, we wish to point out that

the business district should be conditioned to receive the tremendous flow of traffic now present and the additional flow anticipated. The elevated sidewalk plan offers a means of augmenting and supplementing either transportation plan and should actually precede either of them because it will give almost immediate relief.

As a partial list of advantages, we mention the following:

1. Construction is entirely above ground, and the cost is therefore as economical as any other plan could be.

2. Three to four extra lanes of traffic would be provided for all vehicular traffic, which would double the existing traffic lanes, and increase traffic volume four to five times its present rate, considering the easy flow through the controls.

3. Pedestrians are taken off the street level, so there is absolutely no retardation of vehicular traffic by pedestrian traffic, which at present is the greatest interference, particularly to lanes of turning traffic.

4. Existing public conveyances would be affected very slightly, and would be more apt to favor the project.

5. Downtown stores would gain an extra floor of display windows.

6. All building alterations and restyling necessitated to be part of the cost of the project.

7. Stores could expect a greater flow of traffic on their elevators to the second floor elevations, permitting them to display more merchandise for quick sale.

8. All overhead utility lines could be incorporated into the structure for better appearance.

9. Periodic escalators could be provided for the elderly and crippled.

10. Foot traffic hazards would be practically eliminated as far as moving traffic is concerned.

11. Foot traffic would be speeded up by the elimination of stop and go signals on the upper level.

12. Traffic to and from street cars would not interfere with moving traffic, because it would be handled from the center of the street, with the flow of vehicular traffic around it.

13. This type structure could be put in service block by block as rapidly as it is completed.

14. Old one story buildings adversely affected could be purchased and levelled by the city, or others, to provide for ground level parking. The code could then require that any multi-storied future construction provide the first floor as parking space.

15. This system would tend to knit the downtown business area closer together by providing for rapid personal liaison between the numerous businesses.

The accompanying sketches are intended to be typical only, and do not attempt to cover all the conditions which might arise. It is evident that each building would present a separate, but not necessarily difficult, problem. However, we have shown sufficient to present the general idea of the plan. We are very interested in cooperating on future planning and studies which this idea may engender.

Respectfully submitted,  
PLANT ENGINEERING COMPANY

*W. G. Lowry*  
W. G. Lowry  
Chief Engineer

These recommendations are made after careful study of the excellent pamphlets of the following groups interested in the Los Angeles traffic problem:

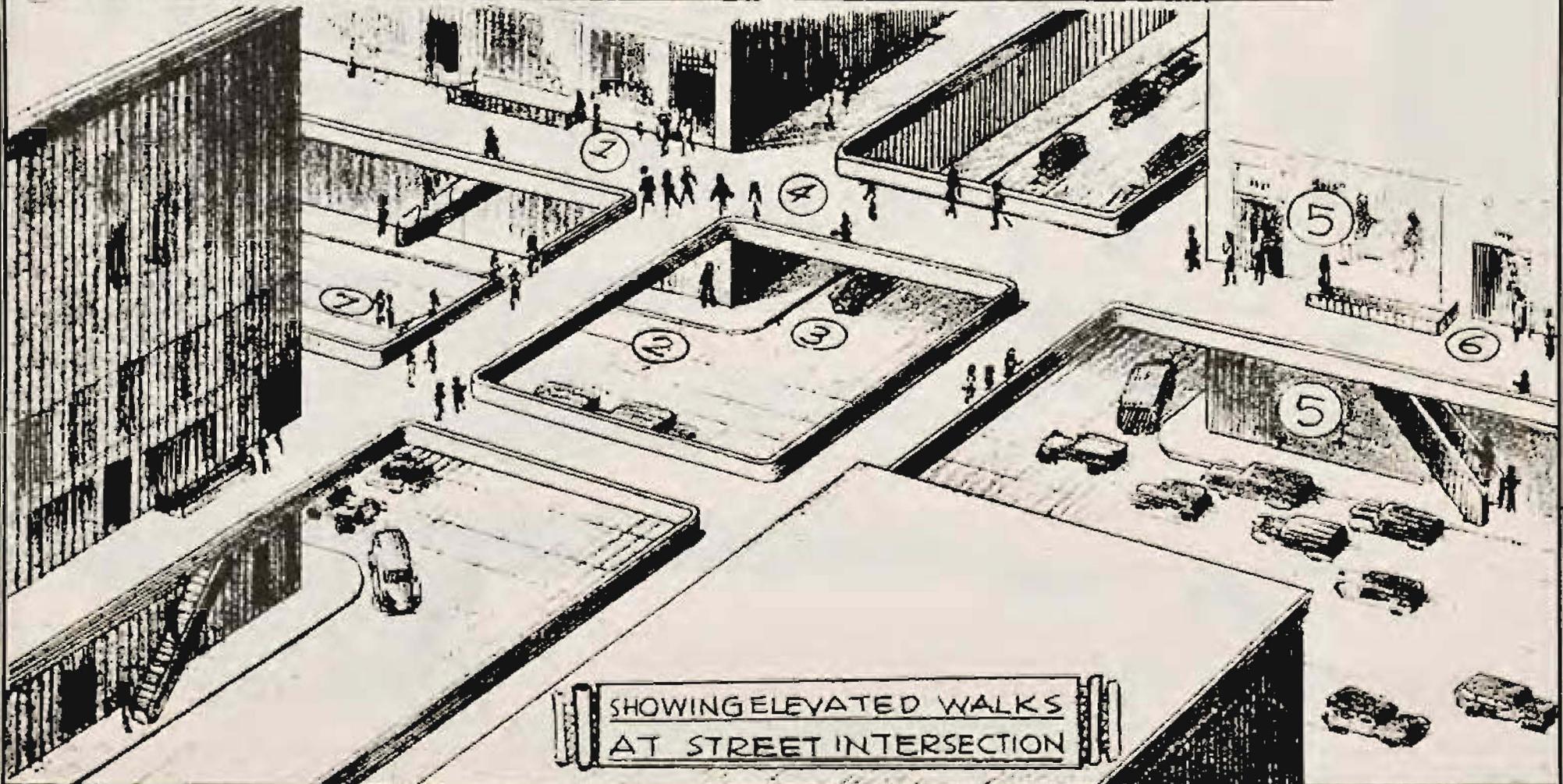
The Los Angeles Chamber of Commerce  
The Los Angeles Traffic Association  
The City Planning Commission  
The Regional Planning Commission of Los Angeles  
The Central Business District Association  
The Downtown Business Men's Association  
The Automobile Club of Southern California

**ADVANTAGE DESIRED**

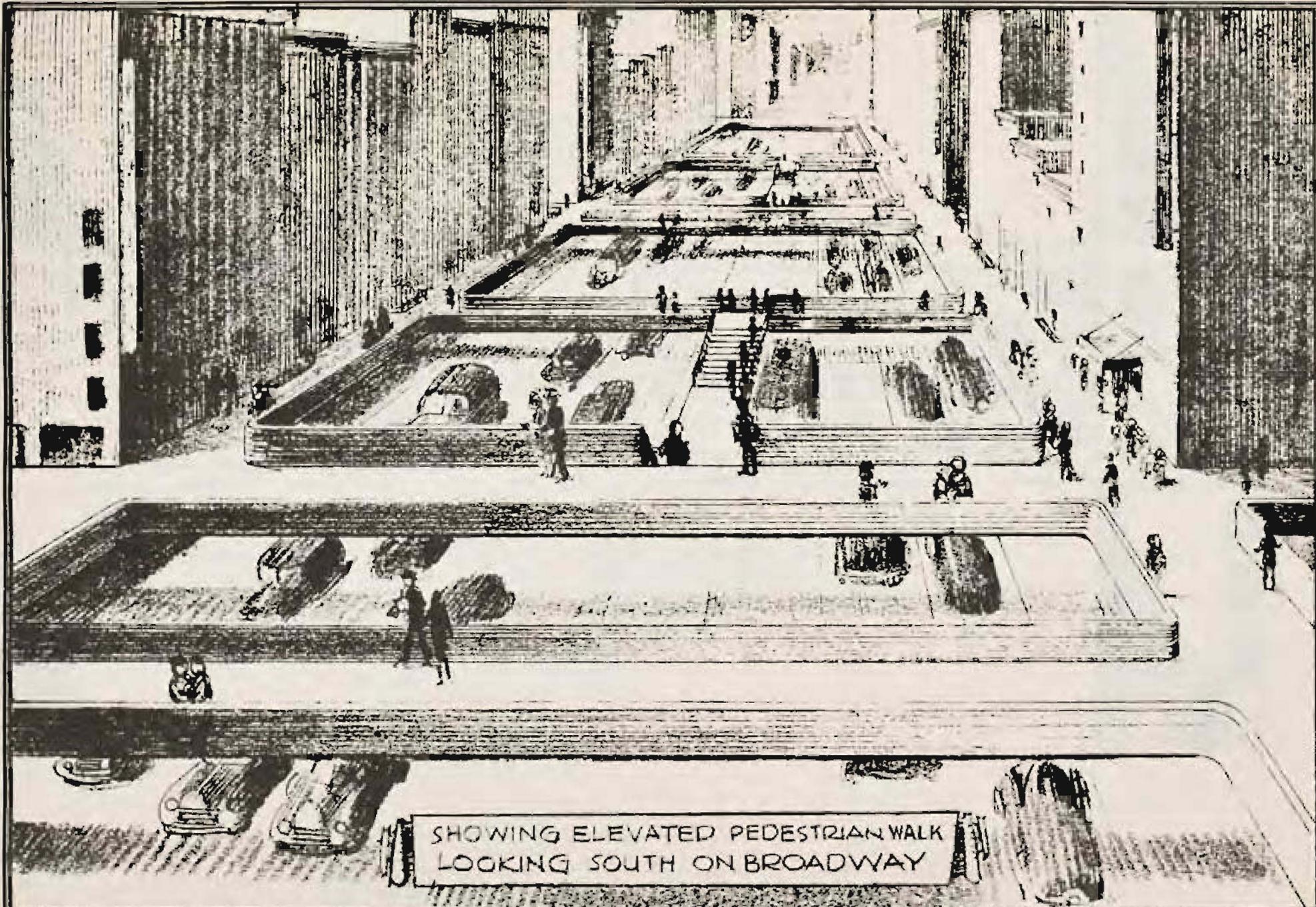
- ① -ELIMINATE FOOT TRAFFIC HAZARDS
- ② -PROVIDE ADDITIONAL LANES FOR WHEEL TRAFFIC
- ③ -SPEED WHEEL TRAFFIC AT INTERSECTIONS
- ④ -FACILITATE BETTER PEDESTRIAN TRAVEL
- ⑤ -INCREASE DISPLAY & MERCHANDISING SPACE
- ⑥ -ADD CONVENIENCES FOR FOOT TRAFFIC
- ⑦ -HANDLE STREET CAR TRAFFIC FROM CENTER ISLAND

**OPERATION PROPOSED**

- RAISE WALKS ABOVE STREET LEVEL
- MAKE STREET LEVEL WALKS NARROWER
- ELIMINATE FOOT TRAFFIC ON STREET
- ELIMINATE STOP & GO SIGNALS ON UPPER LEVEL
- USE WINDOWS & ENTRANCES ON TWO LEVELS.
- INSTALL ESCALATORS AS WELL AS STAIRS.
- PROVIDE LOADING PLATFORMS.



SHOWING ELEVATED WALKS AT STREET INTERSECTION



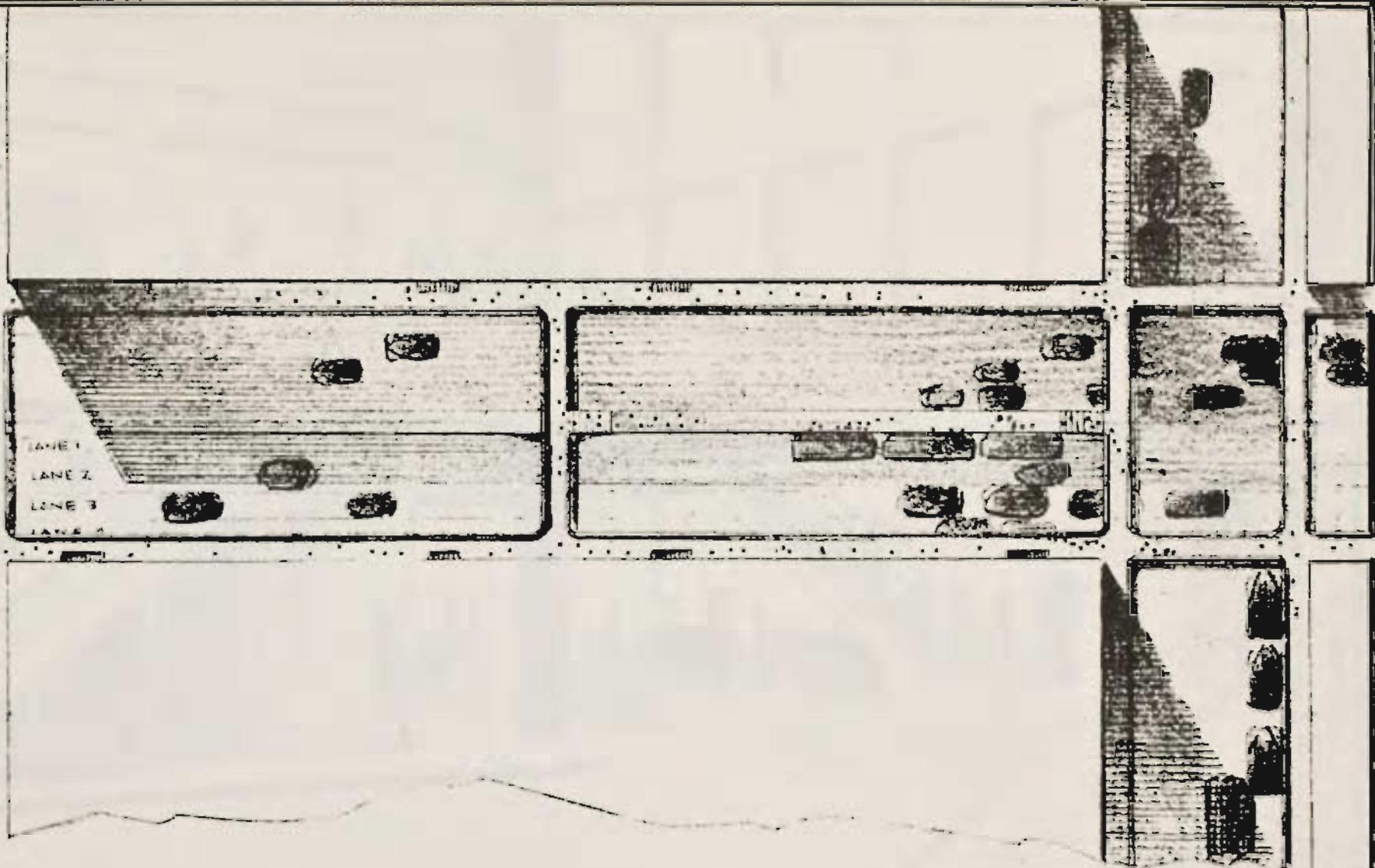
SHOWING ELEVATED PEDESTRIAN WALK  
LOOKING SOUTH ON BROADWAY

*W.D. Lacey*  
SHEET 2

SUGGESTED DOWNTOWN TRAFFIC SOLUTION  
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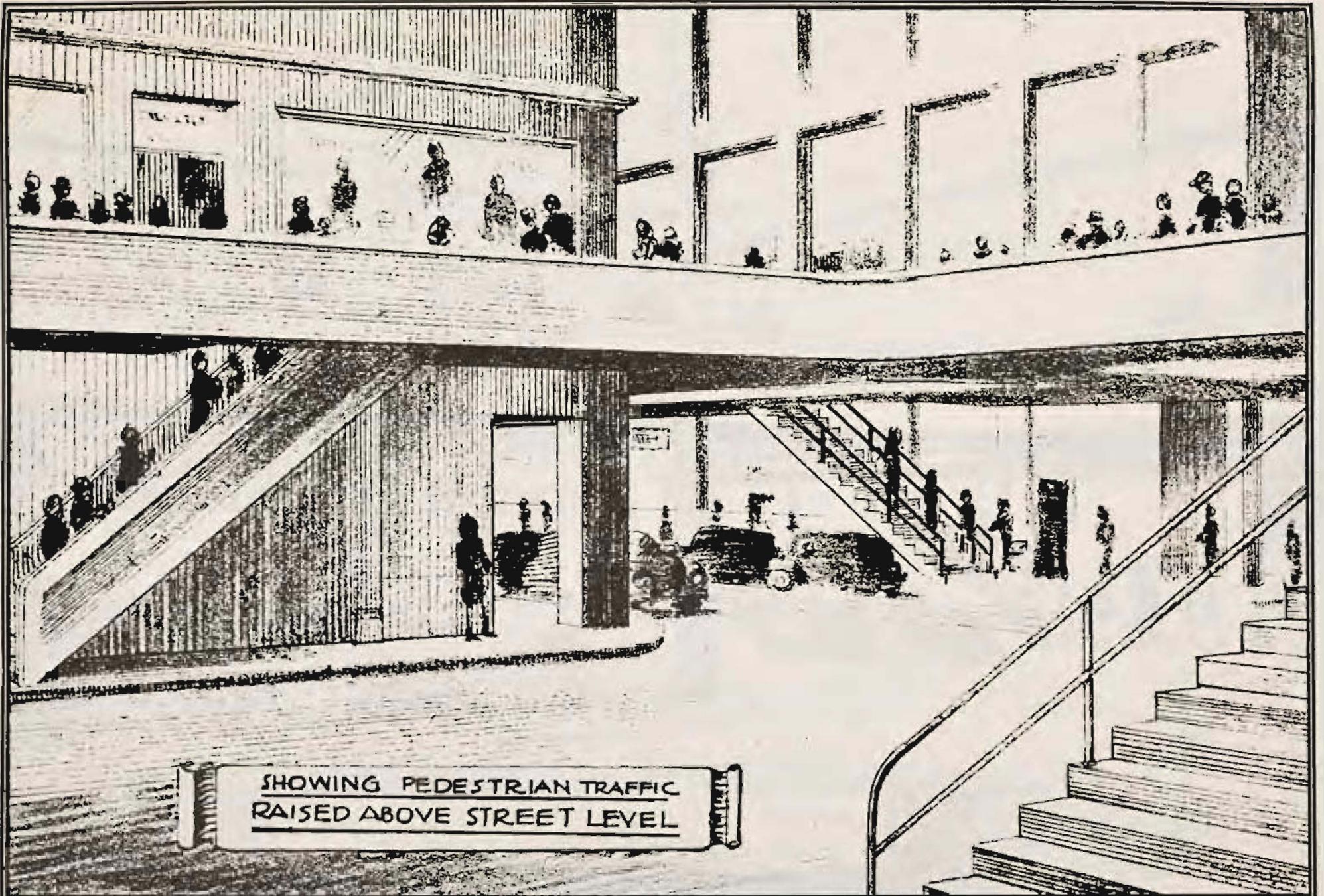
*W.D. Lacey*  
CIVIL ENGINEER

2.5.1946



PLAN - TYPICAL DOWNTOWN STREET  
SHOWING 8 LANES and ELEVATED PEDESTRIAN WALK

July 14 1946 SHEET 3	SUGGESTED DOWNTOWN TRAFFIC SOLUTION PROGRAM	H. D. Levy CIVIL ENGINEER	2. 5. 1946 SCALE 1/10" = 5'-0"
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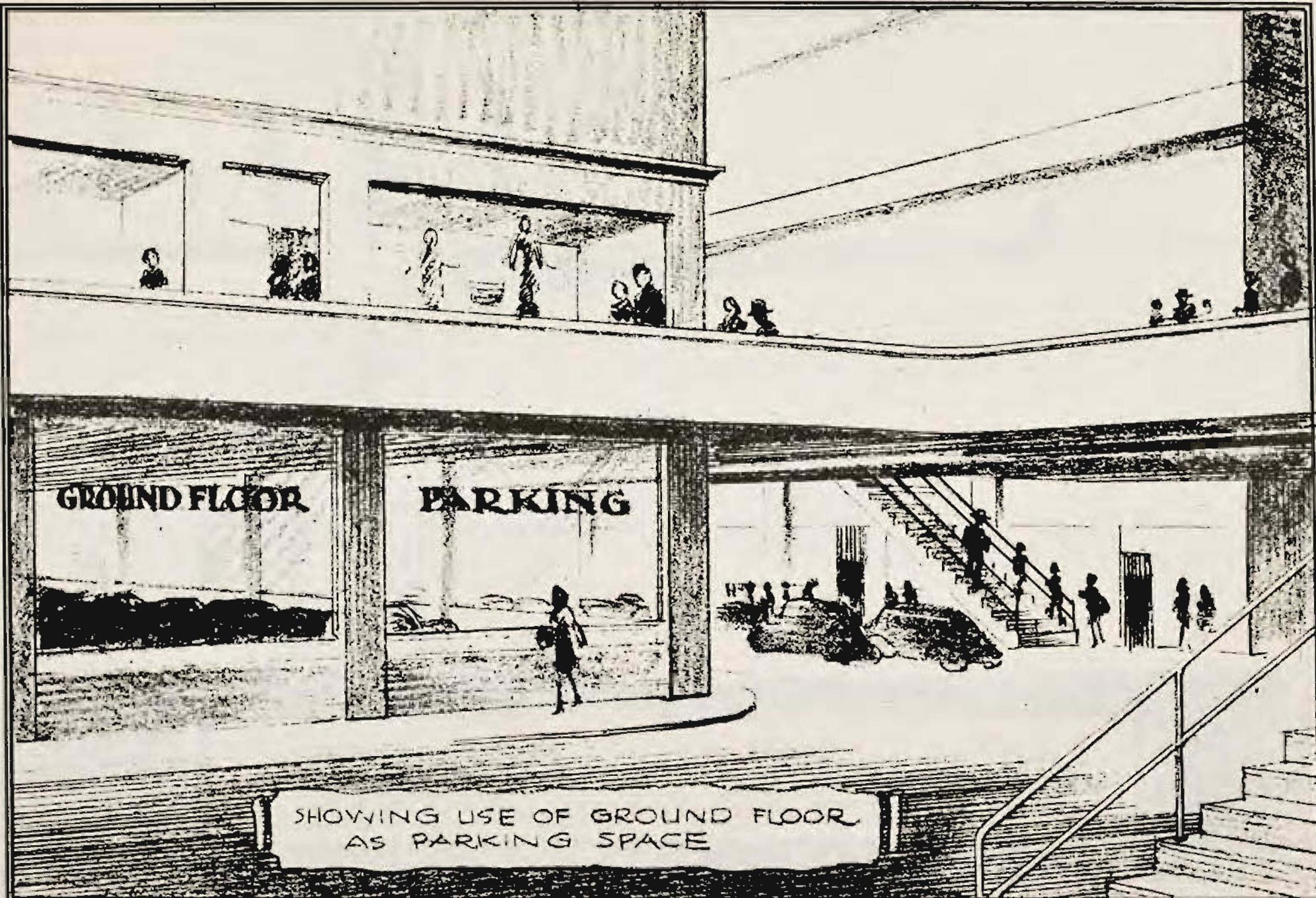


SHOWING PEDESTRIAN TRAFFIC  
RAISED ABOVE STREET LEVEL

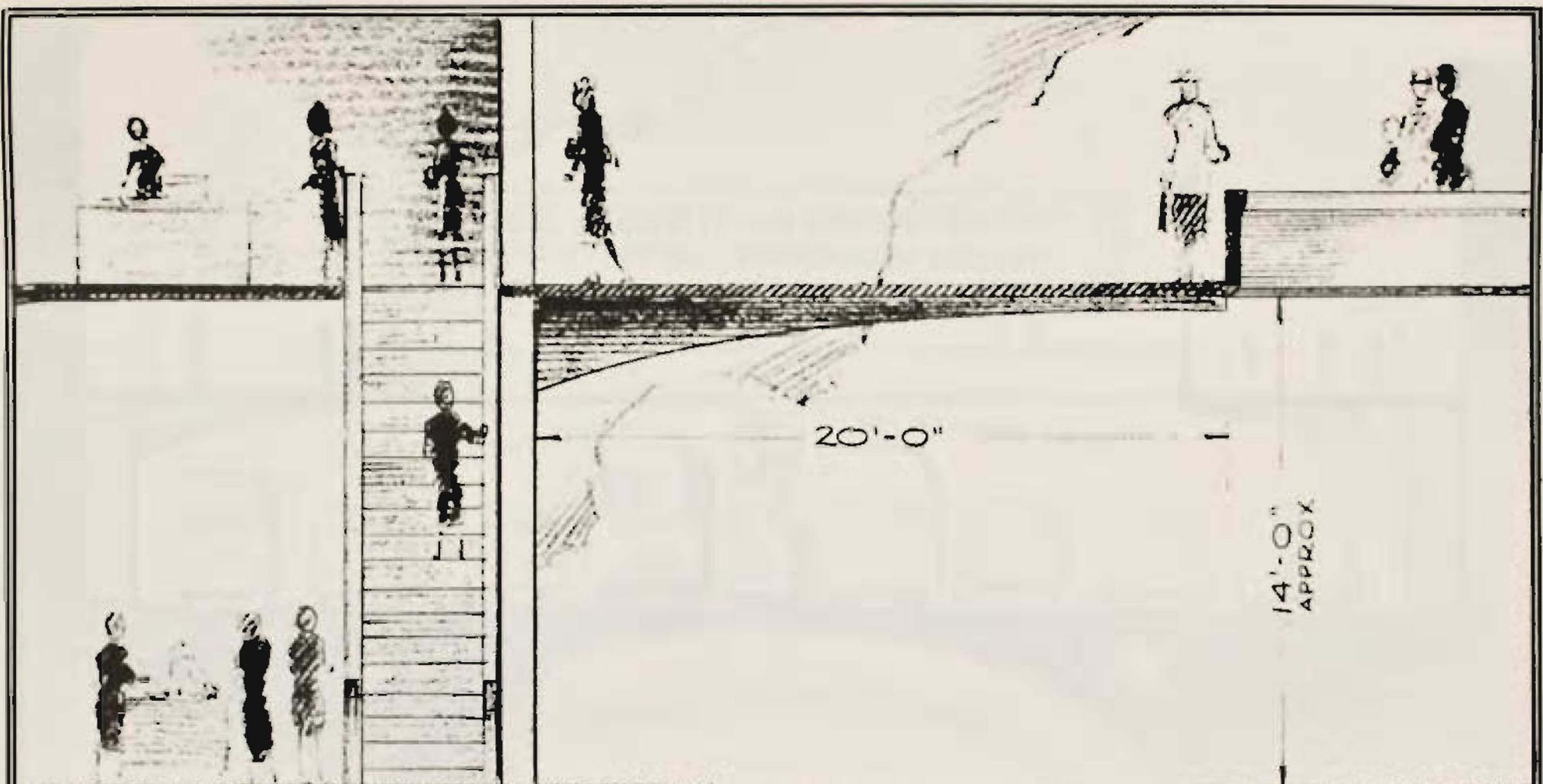
*J.H. ...*  
SHEET 4

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SHEET 5	-	PLANT ENGINEERING CO. 408 S. SPRING ST., LOS ANGELES 13	CIVIL ENGINEER	-



STAIRWAYS & ESCALATORS MAY BE BUILT INDOORS  
WHEN MERCHANTS DESIRE TO FURTHER PROFIT FROM  
TRAFFIC-FLOW MADE POSSIBLE BY TWO LEVELS

*H. J. L. L.*

SUGGESTED DOWNTOWN TRAFFIC SOLUTION PROGRAM

*H. J. L. L.*

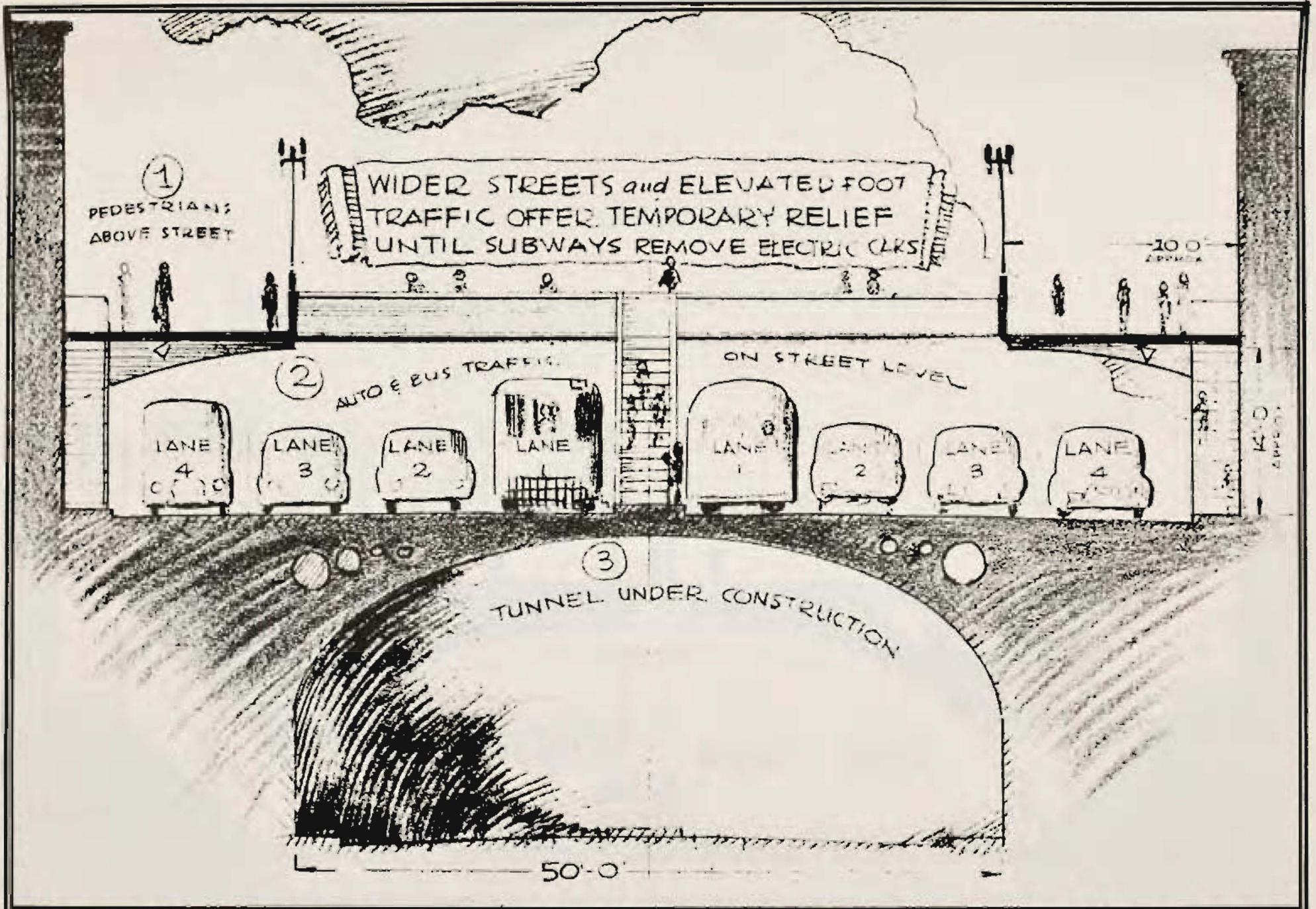
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SHEET 6

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*A. M. Lowry*

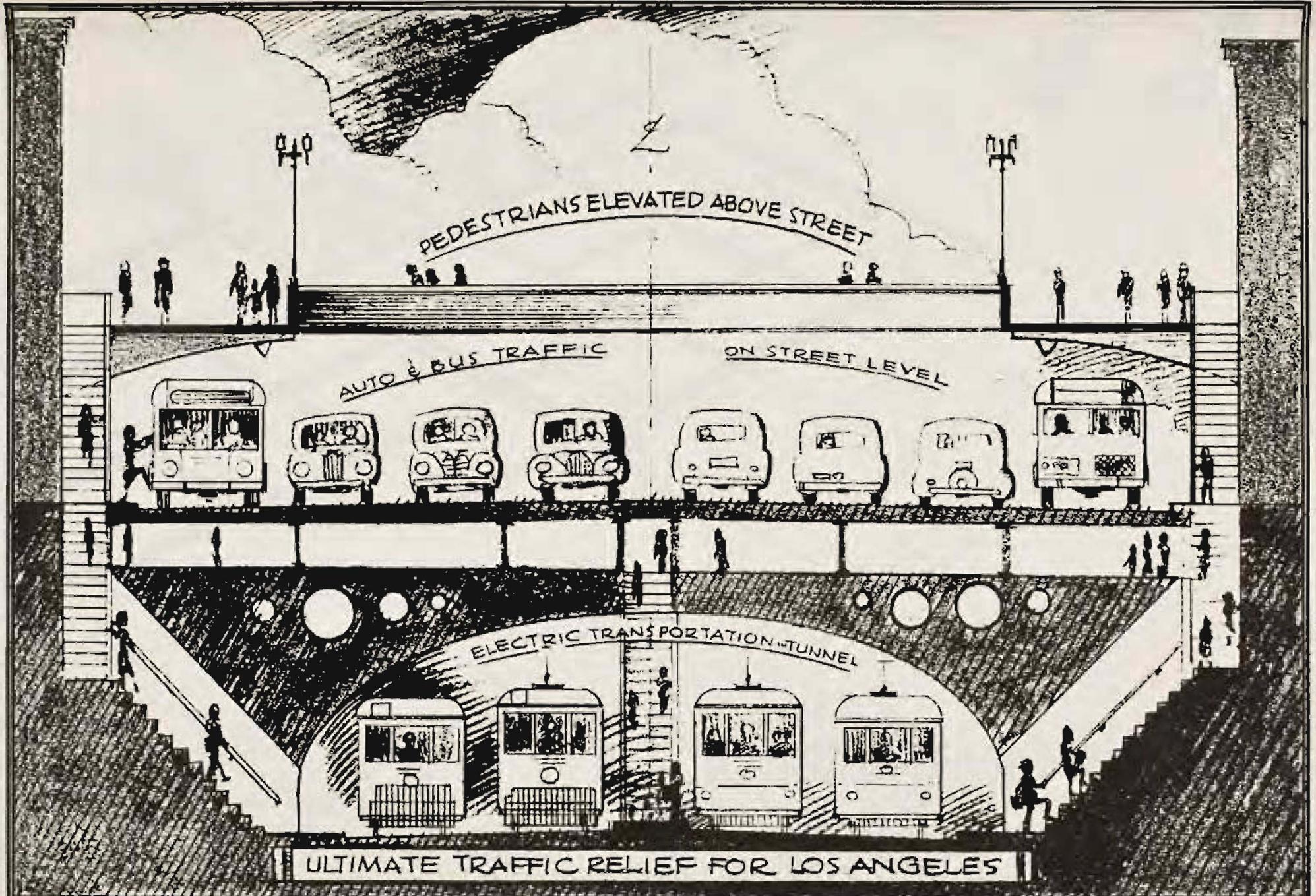
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SHEET 8

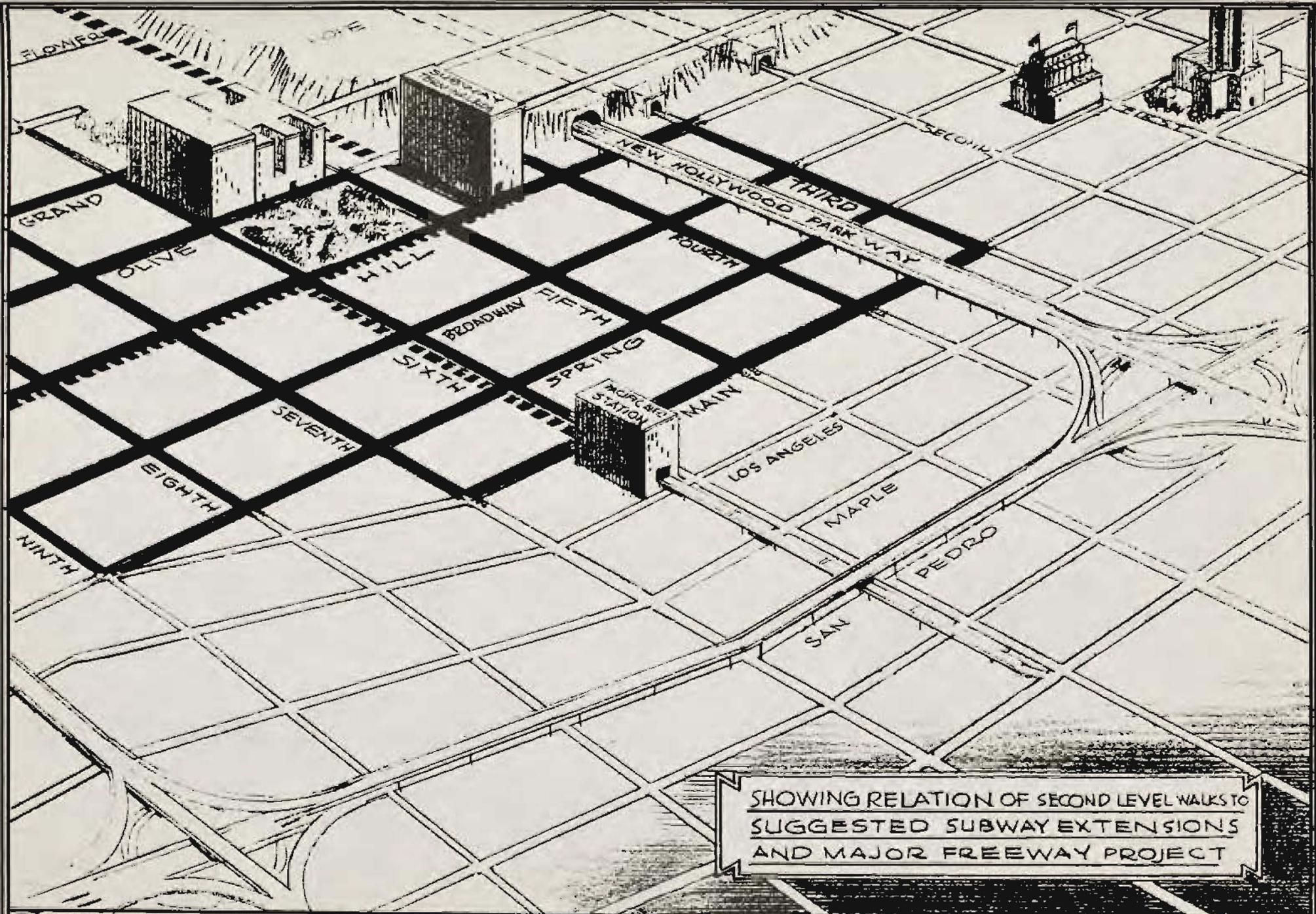
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SCALE 1/10" = 1'-0"



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SHOWING RELATION OF SECOND LEVEL WALKS TO  
 SUGGESTED SUBWAY EXTENSIONS  
 AND MAJOR FREEWAY PROJECT

W.H. K...  
 SHEET 10

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M. D. ...  
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