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TRAFFIC FACILITY IMPROVEMENTS

L.A. CENTRAL BUSINESS DISTRICT ASSOCIATION

LOS ANGELES TRAFFIC ASSOCIATION

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LOS ANGELES TRAFFIC ASSOCIATION -- Organized 1922

CENTRAL BUSINESS DISTRICT ASSOCIATION -- Organized 1924

Non-profit organizations formed

To collect data for plans for public improvements of every kind and to furnish such data to proper public officials.

To assist public authorities in the preparation of plans for public improvements and to promote such public works and projects as may be desirable.

Major Activities:

Organized and developed the Major Traffic Street Plan under which more than six hundred million dollars has been expended.

Organized and operated the Citizens Committee to develop the Initial Freeway plans.

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HONORABLE MEMBERS OF  
JOINT FACTFINDING COMMITTEE ON  
STREETS, HIGHWAYS AND BRIDGES

Gentlemen:

We wish to make a brief statement concerning Traffic Facility Improvements to augment the Report made by the Los Angeles Metropolitan Parkway Engineering Committee.

To begin with let me say that the two Associations which I represent were cooperating agencies in the preparation of the report of the Los Angeles Metropolitan Parkway Engineering Committee presented concurrently with this memorandum to your honorable committee.

Our interest and activities in these matters arises from a thorough appreciation of the fact that this Metropolitan Area cannot expect all effort and diligence to come from sources which are state wide and largely outside the area.

These two considerations show conclusively that we are in step with the almost one hundred percent agreement of the official representatives of the cities and towns of this metropolitan area as expressed by their duly appointed engineering representatives, and that we have long been impressed with the necessity for action on the part of those citizens resident in the metropolitan area if we expect to participate in the construction of freeways or, indeed, in any similar state wide improvements.

The Central Business District Association and the Los Angeles Traffic Association are pleased to present for your consideration, an overall picture as we see it and discussion of various improvements which are needed in the Los Angeles Central Business District, to be progressively initiated as the comprehensive Freeway Plan is effectuated. We believe that these improvements will provide for the accommodation of both automobiles and public transit traffic which these parkway facilities will generate.

For the purpose of this hearing we have prepared this memorandum, accompanied by an appendix elaborating upon the matters mentioned, and a sketch map of the Central Business District illustrating this discussion insofar as location is concerned and as simple graphical indications may accomplish that purpose.

We believe that a matter of first importance is the provision of adequate off-street parking facilities in the central section of the Central Business District. The accompanying report will explain our studies along this line.

In the improvement of the district to accomplish adequate traffic flows, both automobile and public transit, we feel that the work most necessary and the one which will do most to facilitate traffic movement, is the construction of that portion of the downtown parkway system known since the adoption of the overall Parkway Plan as the EAST BY-PASS.

The East By-Pass is more than just an element in the

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parkway plan. Because of its location along the easterly boundary of the Central Business District and between that district and the wholesale and industrial area east of it, this facility would intercept a large volume of traffic which now passes through the district either on the various east-west or on the north-south surface streets, in its movement to and from the extensive residential sections of the Los Angeles Metropolitan Area lying west and northwest of the heart of the area.

Moreover, by providing for the accommodation of a number of rail lines in the central dividing strip of the By-Pass, it will constitute a substantial beginning toward the comprehensive rail rapid transit system which, it is generally agreed, will be necessary when the metropolitan population reaches the six million confidently expected within the next relatively near future years.

In addition, because of the extensive use of the north-south streets such as Los Angeles, Main Street, Spring Street, and Broadway by the present surface transit lines, conflicting traffic movements have become a serious cause of delay to all types of traffic. Many of these public transit movements will be transferred to the East By-Pass and the streets largely cleared for the use of that portion of the traffic which must use them in order to accomplish their various necessary purposes.

Supplementing the provision of the East By-Pass, various improvement projects are required. Hill Street, for example, has been an aggravating element in the traffic situation for a considerable number of years. We believe that this

condition can be helped by effectuating the plans for the street through the Civic Center, by rerouting the transit lines now using it, by resurfacing the street, by the provision of off-street terminals for the bus lines and by eliminating certain turning movements, in and out of parking facilities and at the intersections.

The present grades on Grand Avenue interfere with the use of that street. Parts of the street can be abandoned by effectuating plans submitted by the Bureau of Engineering in 1943, realigning the section between Fifth and First Streets; by routing certain of the bus lines over the street which is presently incapable of such use because of the grades; and a number of minor improvements to facilitate its improved use.

The improvement of First Street has never been completed between Los Angeles Street and the viaduct over Glendale Boulevard near Toluca Street. Widening and some regrade work are necessary.

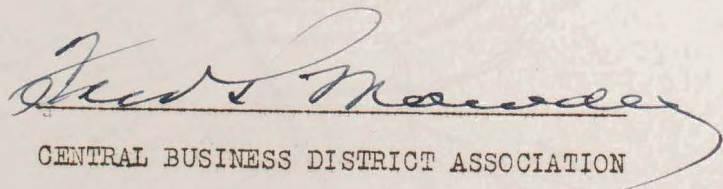
Constructing a tunnel or regrading Fourth Street have become increasingly necessary throughout the substantial number of years the projects have been discussed and reported upon by both official and unofficial agencies.

The Olympic Boulevard project through the Central Business District will, under the plans approved by both State and City, be widened to 80 feet. This will greatly facilitate traffic movement, particularly westward and as a continuation of the already completed sections between downtown and Santa Monica.

Several streets now having rail transit lines on them are being considered from the standpoint of substitution of coach lines for the car lines. This group would include Second Street, Third Street, Sixth Street, Eleventh Street and Figueroa Street. Removal of rails and resurfacing of the streets are items.

Also there are projects aimed at improvement of both transit and traffic conditions which involve construction work, land acquisition and unification of facilities. Seventh Street street three-car loading platforms and new bus terminals are items.

Our Associations have considered it important and very necessary from every point of view, that a determined effort on the part of all concerned be made to discover and actively pursue every means of so improving traffic facilities in the Central Business District, that no arguments can be supported for interference with the Parkway System Plan because of traffic and transit conditions in the Central Business District.











  
CENTRAL BUSINESS DISTRICT ASSOCIATION



# LOS ANGELES CENTRAL BUSINESS DISTRICT TRAFFIC FACILITY IMPROVEMENT

CENTRAL BUSINESS DISTRICT ASSOCIATION  
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## LEGEND











-  PROPOSED NEW RAIL LINES
-  PROPOSED ADDITIONAL RAIL LINES
-  PROPOSED NEW BUS LINES
-  RAPID TRANSIT RAIL STATIONS
-  PROPOSED BUS STATIONS - PARKWAY LEVEL
-  PROPOSED NEW STREET SURFACING
-  PROPOSED NEW BUS TERMINALS
-  PROPOSED TUNNEL
-  PROPOSED STREET WIDENING
-  NO LEFT TURNS
-  THREE-CAR LOADING PLATFORMS

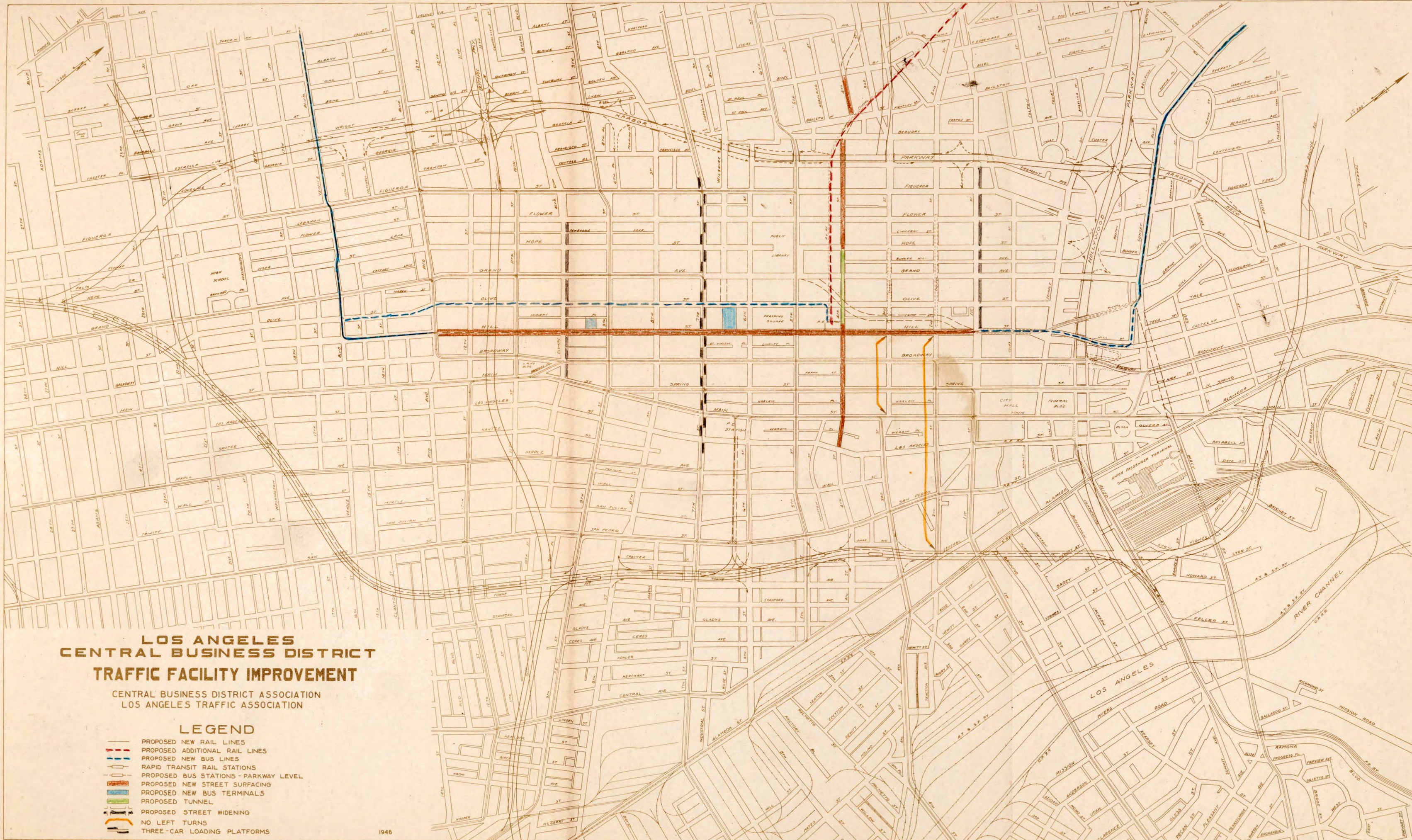


# LOS ANGELES CENTRAL BUSINESS DISTRICT TRAFFIC FACILITY IMPROVEMENT

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## LEGEND

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## A P P E N D I X

### Accompanying Statement to Joint Factfinding Committee

#### on Streets, Highways, and Bridges

#### EAST BY-PASS

##### SUGGESTED LOCATION

The usefulness of the East By-Pass in facilitating traffic in the vicinity of the Union Station, is dependent largely upon the possibility of obtaining an alignment which will meet a number of important requirements.

First -- it is most desirable that the complex traffic situation along Alameda Street at the Union Station be avoided. This could be accomplished by locating the facility approximately in line with an extension of Chavez Ravine Road to the north-westerly end of Vignes Street at North Main Street. From this point it might follow Vignes Street to Aliso Street and then head directly toward the intersection of First and Alameda Streets. The line might then well be located east of San Pedro Street about one block, or in the general vicinity of Croker Street and, after crossing Twelfth Street curve in a westerly direction to meet the extension of Venice Parkway near Washington Boulevard.

Second -- the adoption of such a location would reverse the in and out bound traffic from a large area between the By-Pass and the easterly boundary of the Central Business District, or Los Angeles Street, which traffic now moves westward to Los

Angeles or other north-south streets in the District in its effort to reach the Sunset Boulevard or Beverly Boulevard routes to Hollywood and other westerly and northwesterly areas.

Third -- it appears highly probable that a right-of-way in the suggested location would be substantially less expensive to acquire than if located farther west in the vicinity of Maple Avenue as contemplated in the original parkway plan.

### SUGGESTED CONSTRUCTION FEATURES

#### INGRESS AND EGRESS FACILITIES

Applicable to the By-Pass as well as other parkways in highly developed business and industrial sections of the City, studies indicate that on and off ramps can be more efficiently and economically constructed if such facilities are arranged in pairs and are operated as one-way entrances and exits.

Suggested locations along the By-Pass are, therefore, indicated at three pairs of east-west streets, Third and Fourth, Fifth and Sixth, and Eighth and Ninth Streets. Even if these streets are not operated as one-way streets entirely across the Central Business District, a most desirable arrangement, they could still be so operated where they connect with the By-Pass. Entering and leaving ramps have already been constructed for one-way operation at other points in the parkway system, notably on the Ramona Parkway at Soto Street.

#### RAPID TRANSIT RAIL STATIONS

In connection with tentative preliminary plans for the East By-Pass, and the inclusion of rapid transit rail operation

in the central dividing strip, shown on the Central Business District map accompanying this discussion, are suggested tentative locations of station facilities along the By-Pass.

One such station is shown between Third and Fourth Streets. While boarding and alighting on and off of the rail cars which will operate over the By-Pass is expected to take place primarily at the Sixth and Main Streets improved terminal, it has been noted that there is also a substantial amount of it at these two streets under the present operation of the lines on San Pedro Street.

Also Southern Division cars now operating over Ninth and over San Pedro Streets experience considerable loading and unloading at both Eighth and Ninth Streets intersections with San Pedro Street. In order, therefore, to provide for this practice in the new location of the lines on the By-Pass, station facilities are suggested between Eighth and Ninth Streets as shown on the map.

In the event of rapid transit rail line operation on the By-Pass southerly between the Olympic and Harbor Parkways, and in accordance with the original East By-Pass plan on pages 22, 23 and 24 of the Transportation Engineering Board's, "Transit Program for the Los Angeles Metropolitan Area," station facilities are also shown between Grand Avenue and Adams Boulevard.

Two additional stations are shown, one near Washington Boulevard and one near Pico Boulevard. These stations would increase the accessibility of the area southeast of the Central

Business District, that section lying south of Pico Boulevard and East of Los Angeles Street. This area could then be reached directly by passengers from the north and east (via the Ramona and the Arroyo Seco Parkways), from the west (via Venice Parkway), and from the south (via the Harbor Parkway).

#### RAPID TRANSIT BUS STOPS

Applicable to both the East By-Pass as well as the West By-Pass, it is suggested that bus stop stations also be established along the routes. These stops should be of the parkway level type.

Along the East By-Pass it is suggested that locations be studied at First Street, Fifth Street, Seventh Street, Twelfth Street, Washington Boulevard, Main Street and Grand Avenue.

Affecting factors in studying the locations for express parkway bus stops are interchange with cross town transit lines and destinations of the parkway lines passengers who would be best served by boarding and alighting at points other than the Sixth and Main Streets terminal.

The type of facilities to be constructed at such stops would be that already adopted for parkway level bus stops along the Hollywood Parkway at Alvarado Street, Vermont Avenue and Western Avenue, with stairways at the four corners of the intersection so that interchange passengers need not cross busy thoroughfares in making their transfers in any desired direction.

#### CONNECTION TO TERMINAL

The Central Business District map also shows the

suggested connection between the By-Pass and the Pacific Electric Railway Sixth and Main Streets terminal.

It is one of the important objectives of the studies outlined in this present discussion, which studies will also provide the basis for a comprehensive "Traffic and Transit Study - 1946," later in the year, to point out a substantial number of relatively inexpensive improvements which can be made in present interurban service to accomplish a very considerable degree of real rail rapid transit in the Los Angeles Metropolitan Area.

The limitations of parkway freewheel rapid transit buses are well recognized and very real. While such service is imperative under conditions of low population densities and of requirements of an early beginning in accelerated speed of public transit vehicles over the long distances which must be traveled in this area, planning for and construction of rail rapid transit lines must accompany the development of the parkway bus rapid transit system.

In all large cities everywhere the requirements of commuters have been found to be best served by a system of rail lines into and out of one or more terminals located within a reasonable walking or short transfer distance of the centers of interest and employment, primarily near the daytime population center of each community.

Insofar as seems possible to visualize the City of the future, say Los Angeles of 1960, and encompassing some 6 million metropolitan population, the present Central Business

District terminals will be continued to provide the best commuter destination which we may expect to obtain.

An excellent beginning for the future rail rapid transit system will be made if, along with the construction of the East By-Pass, ample provision is made for the connection of the By-Pass with the Sixth and Main Streets terminal, such connection not only to provide for the parkway bus lines reaching the terminal, but also for all the present interurban rail lines, those now terminating there and those now doing their terminal business on such streets as Sixth Street and on Main Street.

It should be kept in mind that both this present preliminary study and the more detailed comprehensive later study mentioned above, are definitely not engineering activities and make no pretense of detailed design of the facilities discussed. The suggestions are based upon adequate data and study and it need only be noted here are thoroughly feasible from an engineering standpoint.

#### CONNECTION TO LONG BEACH LINE

Almost everyone is familiar with the parkway plan which has been approved by the Metropolitan Parkway Engineering Committee. With respect to the rail rapid transit provisions of the plan as presented by the Los Angeles Transportation Engineering Board, approved by the City Planning Commission, and made a part of the present approved plan, a rail line was to be included in the Olympic Parkway between the East By-Pass and the Long Beach Avenue line of the Pacific Electric Railway.



It is, therefore, considered in the present studies that the same provisions for rail facilities will be made in the Olympic Parkway between these points as is now contemplated for the East By-Pass itself. Both the By-Pass and the Olympic Parkway have been thought of as elevated structures and the intersecting streets would pass under the Parkways.

The suggestion is made, that in view of the nature of the proposed East Olympic Parkway as an elevated structure, that the tracks carrying the trains which would operate over the present Long Beach Avenue tracks to and from the south, be adjusted to meet the elevated tracks on the Parkway, and that such unimportant grade crossings as Fourteenth Street, Newton Street, Fifteenth Street and probably Sixteenth Street on the Long Beach Line be provided with appropriate service street connections to Olympic Boulevard and Washington Boulevard and the streets closed across the railroad tracks.

These East By-Pass and Olympic Parkway improvements, coupled with a proposed grade crossing separation program and closing of unimportant streets across the tracks along the Long Beach Line by routing traffic over existing or additional service streets paralleling the tracks, and applying as far south as Vernon Avenue, provide several miles of real rail rapid transit line urgently needed even under present traffic volumes.

#### RAIL LINE PROVISION SOUTH OF OLYMPIC PARKWAY

South of the Olympic Parkway the same treatment is suggested in East By-Pass construction as proposed between

Ramona Parkway and Olympic Parkway; that is, a design which includes the rail line facilities in the central dividing strip.

Under the original Transportation Engineering Board plan such construction was shown between the Broadway crossing of the East By-Pass and the junction of the Harbor and Inglewood Parkways. At this point the rail line provision divided, one line being placed in the Inglewood Parkway and extending to Inglewood, and the other following the Harbor Parkway to the City boundary at 120th Street.

This plan contemplated the construction of a subway in Broadway with which the parkway rail lines were to connect. Ultimately, no doubt, this should be done. For the present and assuming the East By-Pass to be constructed to its junction with the Harbor Parkway, the rail lines would be in the East By-Pass to the Olympic Parkway, merging there with the tracks from the northerly end of the By-Pass and those from the Long Beach Avenue route.

Since there already exists a rail line from Watts to Gardena, Torrance, Wilmington and San Pedro which joins the El Segundo Line at South Los Angeles, future rail service to that point via the Harbor Parkway offers a supplementary route to the Long Beach Avenue route for rail rapid transit operation to the Central Business District through a thickly populated area and the Torrance industrial district, which could probably be utilized to great advantage in reducing the headways on the Long Beach Avenue route when it becomes overcrowded, a condition quite likely to happen.

This would, of course, require a substantial amount of improvement and modernization of the present line southward from South Los Angeles, and this will require careful weighing of the possibilities presented by extension of the rail provision in the central dividing strip farther southward in the Harbor Parkway with cross feeder lines serving the same purpose. Should it prove desirable to establish rapid transit bus service throughout the entire length of the Harbor Parkway, a feature not as yet studied under any plan, these feeder lines would be required in any event.

#### ADDITIONAL CENTRAL BUSINESS DISTRICT PROJECTS

Accompanying the planning for the East By-Pass other projects being given attention and needed to round out improvements in facilitating traffic movements in the Central Business District include:

- 1 - Hill Street Improvement
- 2 - Grand Avenue Improvement
- 3 - First Street Improvement
- 4 - Fourth Street Improvement
- 5 - Olympic Boulevard Completion of Improvement

These projects are discussed below. They fall in the classification of improvement projects which will require rather substantial expenditures in both land and construction costs.

In addition, several streets now having rail transit lines operating on them are being considered from the standpoint of substitution of coach lines for the car lines. When this takes place and in order to realize the maximum benefits to traffic movements expected to result from the change,

removal of the present rails and resurfacing of the streets together with some suggestions regarding turning movements are being studied. These streets include:

- a - Second Street
- b - Third Street
- c - Sixth Street
- d - Eleventh Street
- e - Figueroa Street

Also there are three projects aimed at improvement of both transit and traffic conditions, involving construction work, land acquisition and unification of facilities. These include:

- 1 - Seventh Street Loading Platforms
- 2 - New bus terminals

All the above matters, including the East By-Pass proposals, either have been or are at present made the subject of intensive study by both governmental and private agencies. As the later work of this Association progresses, it is more than likely that other studies will be found necessary.

It is important and very necessary from every point of view that a determined effort on the part of all concerned be made to discover and actively pursue each and every means of so improving traffic facilities in the Central Business District that no slightest argument can be advanced against the complete accomplishment of the traffic and transit plan which has for its most essential feature the construction of the parkway system throughout the entire Metropolitan Area.

The principal features of all the above projects are discussed in the following pages.

## HILL STREET IMPROVEMENT

Civic Center --- There will be a new alignment of the street through the Civic Center. Entrance to Hill Street from the Hollywood-Santa Ana Parkway inbound, would be by way of the off ramp between Grand Avenue and Flower Street, thence via Temple Street to Hill Street. Outbound, the route could follow Hill Street in its new location to the north side of the Parkway. At this point a down ramp could be constructed extending northward to a point midway between the Parkway and the new location of Sunset Boulevard in line with Macy Street. Here a "U" turn would head back toward the Parkway and connect with the down ramp into the parkway from Broadway. The new alignment for Hill Street begins at the Hill Street tunnel and curves toward and connects with Castelar Street. This arrangement provides an outbound entrance to the Parkway from Hill Street into the westbound lanes of the Parkway without left turns.

Rerouting Transit Lines -- Much improvement in traffic conditions can be accomplished on Hill Street by changing the routes of transit lines. Of particular importance under this heading is the discontinuance of rail service on the Venice Short Line of the Pacific Electric Railway into and out of the Subway Terminal to and from Hill Street. If this service could be changed to bus operation on Olive Street, together with the change from rail to bus operation of the Los Angeles Transit Lines "A" Line, already approved, and the Hollywood service terminate in the Subway Terminal with a bus line replacing the

Vinyard-San Vicente line, all rails could be cleared from Hill Street.

It will be recalled that in the 1945 study by this Association "Parkway Transit Lines in the Los Angeles Central Business District," the express buses from the westerly sections of the Metropolitan Area entered the Central Business District over the Olympic Parkway. The lines included the San Vicente-Olympic Boulevard Line, the Santa Monica Via Pico Line, the Venice Short Line, and the Washington Boulevard Line.

In the case of the Venice Short Line the change to bus operation would involve rearrangement of the rail facilities outside of the Central Business District. However, it was contemplated in the 1944 study that ultimately the right-of-way of this line between Culver Junction and Venice would be taken into the highway system and would provide a route for bus operation. In the same way the right-of-way now utilized by the Vinyard-San Vicente, including the viaduct over Pico Boulevard, could be utilized for highway purposes and carry a bus line.

It will be seen that the changes proposed in the Central Business District involve other areas as well. They are, however, only mentioned here to show that they have been considered in the above suggestions. Each change has been considered on its merits aside from the benefit to traffic conditions in the downtown area, and there is no indication that the suggested program cannot be carried out because of these outside factors.

Resurfacing -- Accompanying the removal of rails from Hill Street there should be a new pavement installed. The present condition of the street with the necessity for maintenance of the two-gage car tracks and the past frequent patching of the surface is not favorable to the smooth flow of automobile and truck traffic.

While these conditions alone would offer little obstruction to traffic, when coupled with the numerous other present unfavorable conditions such as standing public transit vehicles during layover time, frequent turning movements at both intersections and in and out of parking lots and garages, heavy pedestrian traffic crossing the street at almost every block, and the like, the accumulated difficulties result in the total inability of the street to handle the traffic to which it is subjected.

Another factor causing delay to traffic on the street is the mid-block pedestrian crossings without traffic lights or other method of control. Groups of vehicles leaving an intersection and moving in either a northerly or southerly direction, are frequently held up by the mid-block pedestrian stream using such crossings. While the north-south street block lengths are twice those of the east-west streets, tests have shown that on the average so little time is saved for persons desiring to reach an objective across the street from where they happen to be, that these mid-block crossings are in all respects unjustified and a definite detriment to the business district.

Off-Street Transit Terminals -- Standing public transit vehicles on Hill Street interfere with its effective use for all types of traffic. The Wilshire Boulevard lines and the Olympic Boulevard local service terminate and lay over on Hill Street at Pershing Square.

Studies have been conducted for some time looking toward establishment of an off-street terminal at a location on the west side of Hill Street between Sixth and Seventh Streets. While such a terminal would serve the requirements of the longer lines operating on Wilshire Boulevard to Santa Monica and would be appropriate for such service since it partakes of interurban characteristics because of its length, those coach lines which extend in Wilshire Boulevard only to the closer in points such as the Fairfax Avenue Local, the Westwood-U.C.L.A. Branch and the special service to Carthay Center, might be capable of becoming through lines in connection with other lines now operating southerly from the business district as rail lines.

Unquestionably, however, the time will come, if indeed it is not already here when the present practice of terminating these lines on the street will have to be discontinued. In this connection consideration and study could well be given to joint use of the terminals proposed for the parkway express bus lines in both the northerly and the southerly sections of the downtown district.

Turning Movements -- Turning movements along Hill Street are being constantly studied with a view of taking



advantage of every opportunity to correct any such conditions which may be determined to be of insufficient value to traffic movement to justify their retention.

Turning into and out of offstreet parking facilities along the street are a frequent cause of delay to the traffic stream attempting to use the street. Along the east side of the street between Fourth and Ninth Streets the facilities for off-street parking are less numerous than on the opposite side of the street, and here if left turns are eliminated the movements would offer a minimum of delay to traffic.

Under a plan for off-street parking currently being issued by this Association, it would be possible to discontinue all such turns on the west side of the street in two of the five blocks by providing other entrances than those now in use.

Improvement is thought to be possible at intersections by posting the street sufficiently far ahead of any signs in intersections prohibiting left turns so that drivers are forewarned before reaching the intersections and can adjust themselves to proper lanes in advance.

#### GRAND AVENUE IMPROVEMENT

It has been suggested that, since the present grades on Grand Avenue interfere with its use by north-south traffic, since all plans for the improvement of the Bunker Hill area have suggested either relocation of Grand Avenue north of Fifth Street, or other means of improving the street, and particularly since that portion of the street between First

Street and Sunset Boulevard will be an important link in entering and leaving the Central Business District to and from the Hollywood-Santa Ana Parkway, the street should be thoroughly studied in relation to these various factors.

New Alignment -- A new location for Grand Avenue between Fifth and First Streets was suggested in connection with the plan for developing the hill area as "Angeles Terrace" by the Bureau of Engineering in 1943. Under this arrangement the street would curve eastward north of Fifth Street, and, following the natural contours of the hill, pass through the present intersection of Fourth Street and Olive Street, intersect Third Street and Second Street about half way between Hill Street and present Olive Street, and merge with Hill Street just south of First Street.

Transit Routes -- The additional transit routes which would operate on Grand Avenue would be one or more of the parkway bus lines which have been planned to enter the Central Business District at its south end, and which would operate on Grand Avenue, including the relocated portion, as far north as First Street. At this point there would be a choice of routes, the lines could either return to present Grand Avenue via widened First Street, (See First Street Improvement), and thence northward to a terminal located between Spring Street and Broadway on Ord Street, which they would reach via either relocated Sunset Boulevard or Ord Street, or they could continue northward on relocated Hill Street to the terminal. Although doubtful, there might be some advantage in the Grand Avenue

route between Sunset Boulevard and First Street, at least if and when the section of the City along this route is brought under Urban Redevelopment plans.

Grand Avenue Abandonment -- The portion of the street which would be abandoned for street use under the "Angeles Terrace" plan would be the section between Fifth and First Streets. Such abandonment would probably fit well into any urban redevelopment proposal. So long, however, as this section of the street continues to be used as at present, or so long as the present so called "improvements" remain, this portion of the Street will be required to serve these dwellings and apartments.

#### FIRST STREET IMPROVEMENT

Under date of February 15, 1938, the Street Traffic Engineer, Ralph T. Dorsey, wrote in a report to the Board of Police Commissioners as follows:

"This department realizes the tremendous benefits that would be obtained through the completion of the First Street widening plan from Los Angeles Street to a point near Toluca Street. This project is completed between Main and Spring Streets and construction is under way between Spring and Broadway, and with the removal of car tracks, the widened First Street will be capable of tripling its present capacity."

Completed Section -- The project was completed between Main Street and Broadway. A viaduct was constructed over Glendale Boulevard and the Pacific Electric Railway tracks

leading to the Subway Terminal. These sections take care of the two blocks presently developed with Civic Center buildings, the City Hall and the State Building, and the Toluca Street end mentioned by Mr. Dorsey.

Additional Work Needed -- The widening project should be completed between Broadway and the easterly end of the Glendale Boulevard viaduct. Also between Main Street and Los Angeles Street. Even in the event of the construction of the Santa Monica Parkway between Vermont Avenue and the downtown section, which it has been held by competent authority will be required to relieve the Hollywood Parkway between these points once the Hollywood and Santa Monica Parkways begin to discharge their loads into it, First Street occupying a midway position between these parkways, affords an outlet from the Central Business District needed to serve the closer in area lying between the parkways. Moreover, it would serve as standby equipment to provide access to the parkways beyond the downtown section should this need ever develop, a prospect not at all unlikely.

Grade Separations -- There is reason to believe that in addition to the completion of the widening project westward from Broadway, installation of grade crossing elimination structures such as the Glendale Boulevard viaduct could be economically justified at other points along First Street, and, should in any event be subjected to engineering study.

#### FOURTH STREET IMPROVEMENT

Fourth and Alameda Streets -- It has been suggested that this street could be substantially improved by the

elimination of the jog at Alameda Street. While the construction of the East By-Pass will reduce the necessity for through movements on Fourth Street, this comparatively inexpensive improvement will be fully justified from the standpoint of facilitating access to and from the east by way of the Los Angeles River bridge on Fifth Street.

Tunnel or Regrade --- The tunnel between Hill Street and Flower Street, or adjusting the grade of Fourth Street between these streets, has been given consideration from time to time. The street is rather extensively utilized even under the present adverse grade conditions and can be made an additional westerly outlet and inlet to the Central Business District in its northwesterly portion where every means of improving such access is urgently needed.

Grade Separations -- The tunnel or regrade of Fourth Street suggestion was accompanied by the further suggestion that bridges should be provided over both Flower and Figueroa Streets. It will also be necessary to provide for crossing the Arroyo Seco-Harbor Parkway. Whether these grade separated crossings should be overhead or under passes will depend upon the final choice between the tunnel type of improvement and the regrade of the street.

Street Extension -- The present westerly end of Fourth Street is at Beaudry Avenue. Its extension to a connection with Third Street near Lucas Avenue has been suggested in connection with the above other improvements of the street. This would require opening of a new connection between Beaudry

and Boylston, improvement of the present portion of Fourth Street between Boylston and a point just west of Bixel Street, thence diagonally to the connection with Third Street.

Resurfacing -- Where the present street is disturbed by tunnel work or regrade the street will, of course, receive a new surface. There are also additional portions of the street which need a new surface to make it inviting for the additional traffic to be routed over the street.

#### OLYMPIC BOULEVARD IMPROVEMENT

This project is often confused with the extension of Olympic Parkway through the Central Business District. The two are separate and distinct affairs. Olympic Boulevard is the improvement of former Tenth Street westward from the Central Business District, and including widening of the street as far east as Los Angeles Street.

Completed Section -- As far as the Central Business District is concerned, the only section of the project completed is the block between Flower and Figueroa Streets. The whole project outside the Central Business District, extends westward to the City of Santa Monica and a substantial portion of the improvement is already completed and in service.

Additional Work Needed -- In order for the downtown section to benefit to any considerable extent from the expenditure already made on the project, it is essential to complete it through the district to Los Angeles Street. It

may be assumed that the Olympic Parkway eastward from Los Angeles Street would serve the traffic outbound eastward to better advantage than if the Olympic Boulevard project had been continued toward the east as originally planned and studies are now being made for connecting the route into the Parkway. Since the bulk of the traffic, however, which will utilize the Olympic Boulevard westward from the downtown section originates on all the north-south streets in the district from Figueroa to Los Angeles Streets, the completion of the widening project through the district is essential.

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