



Project: Park 101 Phase 2

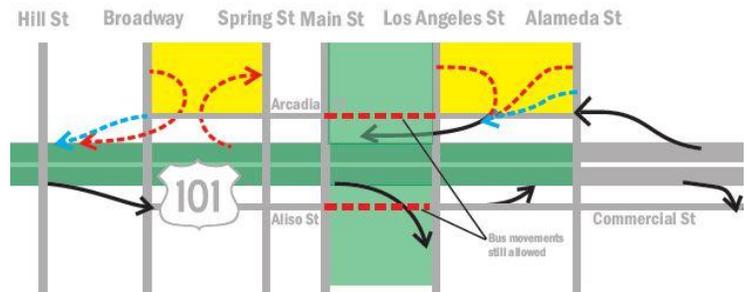
Location: Los Angeles, Los Angeles County

Timeframe: 2011-2012

Project Partners: City of Los Angeles

Project Services

- Transit Oriented Development
- Circulation Study
- Design Guidelines



The Park 101 District is part of a long-term vision to reconceive downtown Los Angeles, reorient it to a pedestrian scale, and remake it as a more coherent collection of neighborhoods, each contributing to the vitality of the City of Los Angeles. Park 101 seeks to transform the freeway trench, unifying El Pueblo, Union Station, Chinatown, Little Tokyo, the Music Center, Our Lady of Angels Cathedral, Bunker Hill, and the many civic buildings of downtown Los Angeles. Creation of the district will also provide new development opportunities that will contribute to the vibrancy of Los Angeles.

Goals

- Refine and evaluate the transportation elements of the vision plan based on input from stakeholders and agency staff.
- Determine which circulation alternatives are appropriate to continue to include in the Park 101 District Plan vision.

Park 101 is a proposal to cap State Highway 101 in Downtown Los Angeles where the freeway is depressed in a "trench" and to develop a park on top of the freeway. The District Plan expands upon the cap park and includes a connection to the Los Angeles River, development of vacant parcels adjacent to the park and removal and reconfiguration of freeway ramps in the park area. This vision was developed as part of the Park 101 District Freeway Cap Feasibility Study, by AECOM in 2010, following an earlier student-lead planning charrette. The Park 101 District vision includes several changes to the freeway ramps including consolidating the on and off ramps at the east and west ends of the park area, at Grand Avenue and Vignes Street. These ideas were proposed during the feasibility study, but were not explicitly evaluated from a traffic circulation perspective. This study, the Park 101 District Phase 2 Study, is intended to determine if there are fatal flaws associated with the traffic circulation changes incorporated into the Park 101 District Plan vision.

Results

- Assessed the circulation implications of the removal and reconfiguration of freeway on and off ramps
- Modeled traffic volume projections for 2035
- Completed a fatal flaw traffic analysis which demonstrated that the removal of some of the loop ramps in the Park 101 District Plan area can be pursued as part of the Park 101 District and they should not present a fatal flaw to the potential approval of the project
- Narrowed down the alternatives from six to three
- Concluded that none of the three alternatives studied contain traffic-related fatal flaws that would prevent them from being considered further