

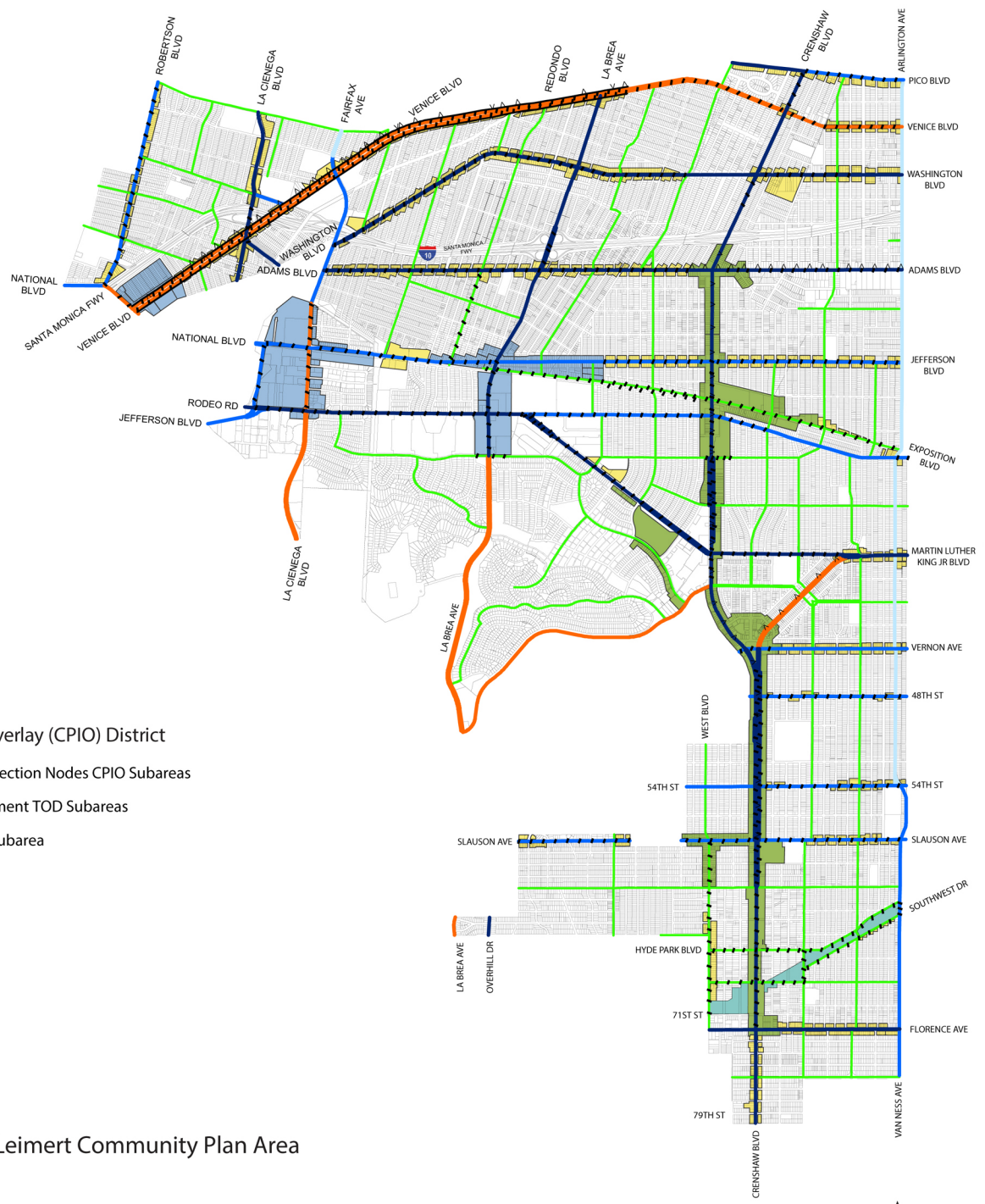
APPENDIX I

CPC Recommended Plan TIMP Street Reclassification

Street Reclassification Matrix

West Adams-Baldwin Hills-Leimert Community Plan

The following matrix is organized by CPIO District Subareas and the Crenshaw Corridor Specific Plan. Turn to the specific overlay area of interest to find the street reclassifications within each respective area.



Legend :

Community Plan Implementation Overlay (CPIO) District

- Commercial Corridors & Major Intersection Nodes CPIO Subareas
- Expo Line Transit Oriented Development TOD Subareas
- Hyde Park Industrial Corridor CPIO Subarea
- Crenshaw Corridor Specific Plan

Street Reclassification

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- Modified Streets
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local Streets

Street Reclassifications

West Adams – Baldwin Hills – Leimert Community Plan Area

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Commercial Corridors and Major Intersection Nodes CPIO Subareas																
East/ West Streets																
48th St.	Van Ness Ave. to Arlington Ave.	12'	56'	80'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
48th St.	Arlington Ave. to Crenshaw Blvd.	10'	60'	80'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	60'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
54th St.	Van Ness Ave. to 8 th Ave.	10's/ 10'-13'n	60'	80'-85'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	60'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm while standardizing roadbed width. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
54th St.	8 th Ave. to Crenshaw Blvd.	15'	50'	80'-83'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	15'	50'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm while standardizing roadbed width. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Adams Blvd.	Sommerset Dr. to West Blvd.	15's/10'n	70'	95'-100'	12' 15'	80' 70'	104' 100'	Major Highway - Class II.a./ Major Highway II	Avenue I	15's/10'n	70'	95'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Adams Blvd.	West Blvd. to Fairfax Ave.	10'	70'	90'-100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	10'	70'	95'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Exposition Blvd.	Arlington Ave. to Westside Ave.	0.5s/ 7'-8'n	42'	49'-52.50'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	10'	42'	62'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. To enhance pedestrian and bicycle connectivity to transit centers. 	
Florence Ave.	Van Ness Ave. to 10th Ave.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Priority Street / Transit Enhanced Network(TEN)³</i> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Jefferson Blvd.	Arlington Ave. to Bronson Ave.	12'	56'	80'-90'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80' 83'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Jefferson Blvd.	Victoria Ave. to Chesapeake Ave.	12'-15'	56'	80'-83'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Jefferson Blvd.	Cochran Ave. to Carmona Ave.	3'-5's' / 11'n	66'	80'-82' (VAR)	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	7'	66'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To prioritize enhancement of the pedestrian realm. To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Martin Luther King Jr. Blvd.	Van Ness Ave. to Sutro Ave.	10'-14's' / 10'n	75'-102.5'	95'-126.5' (VAR)	12' 15'	80' 70'	104' 100'	Major Highway Class II.a. / Major Highway II	Avenue I	10'-14's' / 10'n	75'-102.5' 70'	95'-126.5' 100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network(TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Martin Luther King Jr. Blvd.	Hillcrest Dr. to Coliseum St.	12's' / 10'n	92'	114'-124' 162'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a. / Major Highway II	Avenue I	12'	140'	164' 162'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Pico Blvd.	Arlington Ave. to Crenshaw Blvd.	12'	56'-59'	80'-83'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Pico Blvd.	Crenshaw Blvd. to West Blvd.	15'	70'	100'-102'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Rodeo Rd.	Van Ness Ave. to 2nd Ave.	10's/8'n	45'-55'	60'-73'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	47'	67' 60'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Slauson Ave.	Van Ness Ave. to 8th Ave.	10'	56'	76'-88'	12' 15'	80' 56'	104' 86'	Major Highway Class II.a./ Major Highway II	Avenue II	10'	56'	76'	Modified Secondary Highway/ Modified Major Class II	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Transit Enhanced Network (TEN)³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Slauson Ave.	Hillcrest Dr. west to City limit.	10'	56'	76'-108'	12' 15'	80' 56'	104' 86'	Major Highway Class II.a./ Major Highway II	Avenue II	10'	56'	76'	Modified Secondary Highway/ Modified Major Class II	Avenue II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ^{±2}	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Slauson Ave.	City limit east of Eileen Ave. to Alviso Ave.	8'-17'	66'-84'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	8'-17'	66'	100'	Modified Secondary Highway/ Modified Major Class II	Avenue I (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Slauson Ave.	Edgemar Ave. to City limit west of Buckler Ave.	8'	84'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	8'	84'	100'	Modified Secondary Highway/ Modified Major Class II	Avenue I (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Arlington Ave. to 7th Ave.	10's/ 9.5'-10'n	90'	109.5'- 110'	10' 15'	70' 80'	90' 110'	Secondary Highway	Boulevard II	10'	90'	110'	Modified Secondary Highway	Boulevard II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian bicycle realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Bronson Ave. to Crenshaw Blvd.	14's/10'n	71'	95'	10' 15'	70' 80'	90' 110'	Secondary Highway	Boulevard II	12'	71'	95'	Modified Secondary Highway	Boulevard II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Crenshaw Blvd. to Victoria Ave.	10's/7.5'n	75'-88'	95'-105.5' (VAR)	10' 15'	70' 80'	90' 110'	Secondary Highway	Boulevard II	10'	80'	100'	Modified Major Highway Class II.a.	Boulevard II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Venice Blvd.	Longwood Ave. to Highland Ave.	12.5's/ 10'n	113'	135.5'	12' 15'	80' 80'	104' 110'	Scenic Divided Major Highway Class II/ Scenic Divided Major Highway II	Boulevard II Scenic Divided	12'	113'	137'	Scenic Divided Modified Major Highway Class II	Boulevard II (Modified) Scenic Divided	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Highland Ave. to Cloverdale Ave.	51's/ 10'n	149'	210'	12' 15'	80' 80'	104' 110'	Scenic Divided Major Highway Class II/ Scenic Divided Major Highway II	Boulevard II Scenic Divided	10'	190'	210'	Scenic Divided Modified Major Highway Class II	Boulevard II (Modified) Scenic Divided	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Cloverdale Ave. to Carmona Ave.	21'	108'	150'	12' 15'	80' 80'	104' 110'	Scenic Divided Major Highway Class II.a./ Scenic Divided Major Highway II	Boulevard II Scenic Divided	21'	108'	150' 170'	Scenic Divided Modified Major Highway Class II	Boulevard II (Modified) Scenic Divided	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Carmona Ave. to Hutchinson Ave.	31'	108'	170'	12' 15'	80' 80'	104' 110'	Scenic Divided Major Highway Class II.a./ Scenic Divided Major Highway II	Boulevard II Scenic Divided	31'	108'	170'	Scenic Divided Modified Major Highway Class II	Boulevard II (Modified) Scenic Divided	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Transit Enhanced Network (TEN)</i> ³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Vernon Ave.	Van Ness Ave. to 11th Ave.	12's/7'n	51'	70'-80'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	51'	71' 70'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. 	• <i>Transit Enhanced Network (TEN)</i> ³

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
															<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Washington Blvd.	Arlington Ave. to 5th Ave.	15'	70'	100' 107'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a. Major Highway II	Avenue I	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Washington Blvd.	5th Ave. to Crenshaw Blvd.	14'	72'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	14'	72'	100'	Modified Major Highway Class II.a. Major Highway II	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Washington Blvd.	West Blvd. to La Brea Ave.	14'	72'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.b./ Major Highway II	Avenue I	14'	72'	100'	Modified Major Highway Class II.b. Major Highway II	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Washington Blvd.	La Brea Ave. to Apple St. Electric Dr.	10'-14'	70'-72'	90'-100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	14'	72'	100'	Modified Major Highway Class II.a. Major Highway II	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Washington Blvd.	Apple St. to Electric Dr. to Fairfax Ave.	10'	80'-88'	100'-108'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	10'	88'	108'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
North/ South Streets – Corridors and Nodes CPIO Subareas																
Crenshaw Blvd.	Pico Blvd. to Venice Blvd.	17'	56'	90'-95'	12' 15'	102' 70'	126' 100'	Major Highway Class I/ Principal Major Highway II	Avenue I	17'	56'	90'-100'	Modified Major Highway Class I	Avenue I (Modified)	<ul style="list-style-type: none"> To prioritize enhancement of the pedestrian realm at major intersection sites where two or more bus lines intersect (Major Bus Centers). 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Crenshaw Blvd.	Venice Blvd. to Washington Blvd.	10'	70'	90'-107'	12' 15'	102' 70'	126' 100'	Major Highway Class I/ Principal Major Highway II	Avenue I	10'	70'	90'-100'	Modified Major Highway Class I	Avenue I (Modified)	<ul style="list-style-type: none"> To prioritize enhancement of the pedestrian realm at major intersection sites where two or more bus lines intersect (Major Bus Centers). 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Crenshaw Blvd.	Washington Blvd. to 23 rd Street	10'	80'	100'	12' 15'	102' 70'	126' 100'	Major Highway Class I/ Principal Major Highway II	Avenue I	15'	74'	104'	Modified Major Highway Class I	Avenue I (Modified)	<ul style="list-style-type: none"> To prioritize enhancement of the pedestrian realm at major intersection sites where two or more bus lines intersect (Major Bus Centers). 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Crenshaw Blvd.	Florence Ave. to 79th St.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
La Brea Ave.	Venice Blvd. to 23 rd St.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
La Brea Ave.	23rd St. to Adams Blvd.	10'	80'	100'-124'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	10'	80'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
La Brea Ave.	Adams Blvd. to Ferndale St.	10'-15'	70'	95'-100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
La Cienega Ave.	Venice Blvd. to Hargis St.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
La Cienega Blvd.	I-10 Freeway to Cullen St.	15's/10'n	75'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15's/10'n	75'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street Segment/ Transit Enhanced Network (TEN)³/Vehicle Enhanced Network (VEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Robertson Blvd.	18th St. to Sawyer St.	7'	66'	80'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	7'	66'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Robertson Blvd.	Sawyer St. to 24 th St.	7'-10'	63'-66'	75.5'-85'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	60'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Robertson Blvd.	24 th St. to Kramerwood Pl.	10'	60'-63'	80'-83'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	60'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment/Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Robertson Blvd.	Kramerwood Pl. to National Ave.	7'-10'	63'-70'	80'-90'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	60'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network (TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
West Blvd.	62nd St. to 67th St.	12'	56'	80'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	12'	56'	80'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
West Blvd.	67th Street to Intersection w/ 71st St.	12'e/9'w	56'	77'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	12'	56'	80'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment</i>

Expo Line Transit-Oriented Development (TOD) CPIO Subareas

East/West Streets

Coliseum St.	Stevely Ave. to Sycamore Ave.	12'	56'	84'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	12'	56'	84'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To prioritize enhancement of the pedestrian realm. 	
Exposition Blvd.	Chesapeake Ave. to Sycamore Ave.	10'n	39'	49'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	10'	39'	59'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment</i> Allow approximately 200 foot closure or vacation east from current terminus at La Brea Avenue.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Jefferson Blvd.	Carmona Ave. to Clyde Ave.	10'-14'	64'	78'-80' (VAR)	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	14'	64'	92'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.
Jefferson Blvd.	Clyde Ave. to La Cienega Blvd.	10's/ 11'n	72'	80'-93' (VAR)	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	15'	60'	90'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.
Jefferson Blvd.	La Cienega Blvd. to National Blvd.	7'-8's/ 3'-5'n	60'-62'	64.5'-75' (VAR)	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	15'	60'	90'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (*Deletion = Text*)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Jefferson Blvd.	National Blvd. to Rodeo Rd	7's/ 3'-7'n	60'	70'-97'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	15'	60'	90' 94'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.
Jefferson Blvd.	Chesapeake Ave. to La Brea Ave.	12'-15'	56'	80'-86'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	15'	56'	86'	Modified Secondary Highway	Avenue II	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Jefferson Blvd.	La Brea Ave. to Cochran Ave.	7'-10'	66'	80'-90'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	10'	66'	86'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
National Blvd.	Venice Blvd. to Regent St.	7'-12'	66'	80'-90'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	66'	90'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Venice/ National TOD for further detail of modified standards for commercial and industrial zoned land.
Rodeo Rd.	Genesee Ave. to La Cienega Blvd.	13'	74'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.b./ Major Highway II	Avenue I	13'	74'	100'	Modified Major Highway Class II.b.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.
Rodeo Rd.	La Cienega Blvd. to Jefferson Blvd.	12's/ 10'n	78'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.b./ Major Highway II	Avenue I	12'	78'	102'	Modified Major Highway Class II.b.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Rodeo Rd.	Sycamore Ave. to Martin Luther King Jr. Blvd.	10'	80'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	10'	80'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	Hutchinson Ave. to National Blvd.	27'-30'e/ 22'-23'w	108'	160'-170'	12' 15'	80' 80'	104' 110'	Scenic Divided Major Highway Class II./ Scenic Divided Major Highway II	Boulevard II Scenic Divided	26'	108'	160'	Scenic Divided Modified Major Highway Class II	Boulevard II (Modified) Scenic Divided	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street Segment/ Transit Enhanced Network(TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Venice/ National TOD for further detail of modified standards for commercial and industrial zoned land.
North/South Streets – Expo Line TODs																
La Brea Ave.	Roseland St. to Jefferson Blvd.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network(TEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ** ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
																accommodate "far side" bus drop-off area.
La Brea Ave.	Jefferson Blvd. to Coliseum St.	13'	74'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	13'	74'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network(TEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
La Cienega Blvd.	Fairfax Ave. to Jefferson Blvd.	10'	80'	100'	12' 15'	80' 80'	104' 110'	Major Highway Class II.a./ Major Highway II	Boulevard II	10' 12'	80'	100' 104'	Modified Major Highway Class II.a.	Boulevard II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street Segment/ Transit Enhanced Network(TEN)</i>³ /<i>Vehicle Enhanced Network (VEN)</i>³ Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk** ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
																standards for commercial and industrial zoned land.
La Cienega Blvd.	Jefferson Blvd. to Rodeo Rd.	10'-12'	78'-80'	100'-107'	12' 15'	80' 80'	104' 110'	Major Highway Class II.a./ Major Highway II	Boulevard II	12'	78' 80'	100' 104'	Modified Major Highway Class II.a.	Boulevard II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Expo LRT station, major bus centers and parking facilities. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> <i>Transit Priority Street Segment/ Transit Enhanced Network(TEN)³ /Vehicle Enhanced Network (VEN)³</i> Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area. Refer to Jefferson/ La Cienega TOD for further detail of modified standards for commercial and industrial zoned land.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ± ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Hyde Park Industrial Corridor CPIO Subarea																
East/West Streets																
4th Ave.	Hyde Park Blvd. to Southwest Dr.	10'	35'	55'	10' 10'	44' 48'	64' 68'	Collector Street	Industrial Collector	10'	35'	55'	Modified Collector Street	Industrial Collector (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To prioritize enhancement of the pedestrian realm. To incentivize conservation of desirable neighborhood character 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO for further detail of modified standards for commercial and industrial zoned land.
8th Ave.	Hyde Park Blvd. to 67th St.	10'	40'	60'	10' 10'	44' 48'	64' 68'	Collector Street	Industrial Collector	10'	40'	60'	Modified Collector Street	Industrial Collector (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To prioritize enhancement of the pedestrian realm. To incentivize conservation of desirable neighborhood character 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO for further detail of modified standards for commercial and industrial zoned land.
67th St.	8th Ave. to West Blvd.	10'	40'	60'	10' 10'	44' 48'	64' 68'	Collector Street	Industrial Collector	10'	40'	60'	Modified Collector Street	Industrial Collector (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO for further detail of modified standards for commercial and industrial zoned land.
Hyde Park Blvd.	Van Ness Ave. to West Blvd.	12.5'	35'	60'-75'	10' 10'	70' 48'	90' 68'	Secondary Highway	Industrial Collector	12.5'	35'	60'	Modified Secondary Highway	Industrial Collector (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO SubDistrict (Appendix A-4) for further detail of modified standards for commercial and industrial zoned land.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Southwest Drive	Van Ness Ave. to 8th Ave.	12.5'	30'	55'-57.5'	10' 10'	44' 48'	64' 68'	Collector Street	Industrial Collector	12.5'	30'	55'	Modified Collector Street	Industrial Collector (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO for further detail of modified standards for commercial and industrial zoned land.
North/South Streets																
Van Ness Ave.	Hyde Park Blvd. to Southwest Dr.	12.5'	35'	60'	10' 15'	70' 70'	90' 100'	Secondary Highway	Avenue I	12.5'	35'	60'	Modified Secondary Highway	Avenue I (Modified)	<ul style="list-style-type: none"> To conceptually delineate preferred streetscape enhancements. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Hyde Park Industrial Corridor CPIO for further detail of modified standards for commercial and industrial zoned land.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Crenshaw Corridor Specific Plan																
East/West Streets																
Adams Blvd.	13 th Ave. to Bronson Ave.	20'	60'	100'	12' 15'	80' 70'	104' 100'	Scenic Major Highway Class II/ Scenic Major Highway II	Avenue I (Modified) Scenic	20'	60'	100'	Scenic Modified Major Highway Class II	Avenue I (Modified) Scenic	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Adams Blvd.	Bronson Ave. to Sommerset	10'-15'	70'	95'-105'	12' 15'	80' 70'	104' 100'	Scenic Major Highway Class II/ Scenic Major Highway II	Avenue I Scenic	15'	70'	100'	Scenic Modified Major Highway Class II	Avenue I Scenic	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Coliseum St.	Norton Ave. to Crenshaw Blvd.	10'	40'	60'-64'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	10'	40'	60' 62'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Crenshaw/ Expo LRT Station and Rapid Bus centers. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards for Crenshaw/ Expo LRT Station and Rapid Bus centers.
Coliseum St.	Crenshaw Blvd. to Victoria Ave.	10's/12'n	40'	62'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	12'	40'	64' 62'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to Crenshaw/ Expo LRT Station and Rapid Bus centers. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards for Crenshaw/ Expo LRT Station and Rapid Bus centers.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Exposition Blvd.	9 th Ave. to Victoria Ave.	1's/7'n	42'	49'-50.5'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	7'	42'	56' 50'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Florence Ave.	10th Ave. to Crenshaw Blvd.	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Transit Priority Street/ Transit Enhanced Network(TEN)³</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Jefferson Blvd.	Bronson Ave. to Victoria Ave.	12'-15'	56'	80'-85'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Martin Luther King Jr. Blvd.	Hillcrest Dr. to Buckingham Rd.	10'-12'	140'	160'-162'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	12'	140'	164'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Transit Enhanced Network(TEN)³</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.</p>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk** ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Martin Luther King Jr. Blvd.	Buckingham Rd. to Marlton Ave.	12'	212'	164'-236'	12' 15'	80' 70'	104' 100'	Major Highway-Class II.a./ Major Highway II	Avenue I	12'	212'	236'	Modified Major Highway-Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Transit Enhanced Network(TEN)</i>³ Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Martin Luther King Jr. Blvd.	Marlton Ave. to Crenshaw Blvd.	14'-28's/ 20'n	97'	145'	12' 15'	80' 70'	104' 100'	Major Highway-Class II.a./ Major Highway II	Avenue I	14'- 28's/ 20'n	97'	145'	Modified Major Highway-Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network(TEN)</i>³ Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Martin Luther King Jr. Blvd.	Crenshaw Blvd. to McClung Dr.	14'	72'	100'	12' 15'	80' 70'	104' 100'	Major Highway-Class II.a./ Major Highway II	Avenue I	14'	72'	100'	Modified Major Highway-Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Transit Priority Street/ Transit Enhanced Network(TEN)</i>³ Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Rodeo Rd.	Degnan Blvd. to Victoria Ave.	12'	56'	80'-85'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Slauson Ave.	Crenshaw Blvd 10 th Ave. to Hillcrest Dr.	10'	56'	76'-100'	12' 15'	80' 56'	104' 86'	Major Highway- Class II.a./ Major Highway II	Avenue II	10'	56'	76'	Modified Major Class II Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	Stations and Major Bus Centers. <i>Pedestrian Priority Street Segment</i> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Vernon Ave.	11th Ave. to Leimert Ave.	12's/ 7'-12'n	51'	70'-75'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	51'	75'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<i>Pedestrian Priority Street Segment</i> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Vernon Ave.	Leimert Ave. to Crenshaw Blvd.	12's/ 10'n	62.5'	84.5'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	62.5'	86.5'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<i>Pedestrian Priority Street Segment/ Transit Enhanced Network(TEN)³</i> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Vernon Ave.	Crenshaw Blvd. to City limit west	22'	56'	100'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	22'	56'	100'	Modified Secondary Highway	Avenue II (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Pedestrian Priority Street Segment</i></p> <ul style="list-style-type: none"> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
North/South Streets																
Crenshaw Blvd.	Adams Blvd. to 28 th St.	10'e/ 15'w	75'	100'	12' 15'	102' 70'	126' 100'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I Scenic	12.5' 15'	75' 70'	100'	Scenic Modified Major Highway Class I	Avenue I Scenic	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Transit Priority Street/ Transit Enhanced Network(TEN)³</i></p> <p>Refer to Section 16.of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.</p>
Crenshaw Blvd.	28 th St. to 36 th St.	15'	70'	100'-113'	12' 15'	102' 70'	126' 100'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I Scenic	15'	70'	100'	Scenic Modified Major Highway Class I	Avenue I Scenic	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Transit Priority Street/ Transit Enhanced Network(TEN)³</i></p> <p>Refer to Section 16.of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.</p>
Crenshaw Blvd.	36 th St. to Rodeo Rd.	10'e/ 15'w	75'	100'	12' 15'	102' 70'	126' 100'	Scenic Major Highway Class I/ Scenic Principal	Avenue I (Modified) Scenic	15'	75' 70'	105' 100'	Scenic Modified Major Highway Class I	Avenue I Scenic	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<p><i>Transit Priority Street/ Transit Enhanced Network(TEN)³</i></p> <p>Refer to Section 16.of the Crenshaw Corridor Specific Plan for further detail of modified</p>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
								Major Highway II								standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	Rodeo Rd. to Rodeo Place	13'	74'	100'	12' 15'	102' 70'	126' 100'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	13' 15'	74' 70'	100'	Scenic Modified Major Highway Class I	Avenue I Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street/ Transit Enhanced Network(TEN)</i> ³ Refer to Section 16.of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	Rodeo Rd. Place to Coliseum St.	13' 12'e/ 10'w	74' 94'-99'	100'-125' 116'-121'	12' 15'	102' 80'	126' 110'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	13' 15'	74' 86'-91'	100' 116'-121'	Scenic Modified Major Highway Class I	Boulevard II (Modified) Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street</i> Refer to Section 16.of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	Coliseum St. to 39 th St.	12'	176'	200'	12' 18'	102' 100'	126' 136'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	12'	176'	200'	Scenic Modified Major Highway Class I	Boulevard I (Modified) Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	39 th Street to Martin Luther King Jr. Blvd.	10'-17'w/ 12'e	119' - 152'	153' -174'	12' 18'	102' 100'	126' 136'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	10' - 17' w/ 12'e	119' - 152'	153' - 174'	Scenic Modified Major Highway Class I	Boulevard I (Modified) Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (~~Deletion = Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Crenshaw Blvd.	Martin Luther King Jr. Blvd. to Stocker St.	15'e/ 10'w	92'	117'	12' 15'	102' 80'	126' 110'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	15'e/ 10w	92'	117'	Scenic Modified Major Highway Class I	Boulevard II (Modified) Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	Stocker St. to 48th/46th St	15'	70'	100'	12' 15'	102' 70'	126' 100'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I Scenic	15'	70'	100'	Scenic Modified Major Highway Class I	Avenue I Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	48th-46th St. to Slauson Ave. ⁴	15'	150'	180'	12' 18'	102' 100'	126' 136'	Scenic Major Highway Class I/ Scenic Principal Major Highway II	Avenue I (Modified) Scenic	16' 15' – 20'	148' 140' – 150'	180'	Scenic Modified Major Highway Class I	Boulevard I (Modified) Scenic	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	Slauson to 60th St.	15'	130'	160'	12' 18'	102' 100'	126' 136'	Major Highway Class I/ Principal Major Highway II	Boulevard I	15'	130'	160'	Modified Major Highway Class I	Boulevard I (Modified)	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	<i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
Crenshaw Blvd.	60th St. to 67th St.	10'	80'	90'-100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I (Modified)	10'	80'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities.	• <i>Transit Priority Street</i> • Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk**2	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Crenshaw Blvd.	67th St. to Florence Ave.	15'	70'	80'-100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Transit Priority Street</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.
West Blvd.	Slauson to 60th St.	12'	56'	80'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	12'	56'	80'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX LRT stations, major bus centers and parking facilities. 	<ul style="list-style-type: none"> <i>Pedestrian Priority Street Segment</i> Refer to Section 16 of the Crenshaw Corridor Specific Plan for further detail of modified standards adjacent to LRT Stations and Major Bus Centers.

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Residential Segments																
East/West Streets																
Adams Blvd.	Arlington Ave. to 5th Ave.	20's/ 10'n	60'	90'	12' 15'	80' 70'	104' 100'	Scenic Major Highway Class II/ Scenic Major Highway II	Avenue I Scenic	20'	60'	100'	Scenic Modified Major Highway Class II	Avenue I (Modified) Scenic	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment</i>
Adams Blvd.	5th Ave. to 13 th Ave.	20'	60'	100'	12' 15'	80' 70'	104' 100'	Scenic Major Highway Class II/ Scenic Major Highway II	Avenue I Scenic	20'	60'	100'	Scenic Modified Major Highway Class II	Avenue I (Modified) Scenic	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment</i>
Exposition Blvd.	Victoria Ave. to Chesapeake Ave.	10'n	39'-40'	40'-50'	10' 13'	44' 40'	64' 66'	Collector Street	Collector	10'	40'	60'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To enhance pedestrian, bicycle and vehicular connectivity to Crenshaw/ LAX and Expo LRT stations, major bus centers and parking facilities. 	<i>Residential Segment</i>
Martin Luther King Jr. Blvd.	Sutro Ave. to Westside Ave.	14'	72'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II a-/ Major Highway II	Avenue I Scenic	14'	72'	100'	Modified Major Highway Class II a-	Avenue I (Modified) Scenic	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Transit Priority Street/ Transit Enhanced Network(TEN)³/ Residential Segment</i>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk s ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Martin Luther King Jr. Blvd.	Westside Ave. to McClung Blvd.	14's/ 24'n	72'	110'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	14'	72'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Transit Priority Street/ Transit Enhanced Network(TEN)³/ Residential Segment</i>
Martin Luther King Jr. Blvd.	Coliseum St. to Rodeo Rd.	12's/ 10'n	140'	160'-162'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	12'	138'	162'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Transit Priority Street/ Transit Enhanced Network(TEN)³/ Residential Segment</i>
Rodeo Rd.	Sycamore Ave. to Hauser Blvd.	13'	74'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	13'	74'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment Transit Enhanced Network(TEN)³</i>
Rodeo Rd.	Hauser Blvd. to Genesee Ave.	10'	80'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	10'	80'	100'	Modified Major Highway Class II.a.	Avenue I (Modified)	<ul style="list-style-type: none"> To enhance pedestrian and bicycle connectivity to transit centers. To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment/ Transit Enhanced Network(TEN)³</i>
Rodeo Rd.	Martin Luther King Jr. Blvd. to Farmdale Ave.	12'	98'	122' (VAR)	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	98'	122'	Modified Secondary Highway	Avenue II (Modified)	To enhance pedestrian and bicycle connectivity to transit centers.	<i>Residential / Public Facility Segment/ Transit Enhanced Network(TEN)³</i>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Rodeo Rd.	Farmdale Ave. to Chesapeake Ave.	12'	58'	82'-83'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	58'	82'	Modified Secondary Highway	Avenue II (Modified)	To enhance pedestrian and bicycle connectivity to transit centers.	<i>Residential / Public Facility Segment/ Transit Enhanced Network(TEN)³</i>
Rodeo Rd.	Chesapeake Ave. to Victoria Ave.	12'	56'	80'	10' 15'	70' 56'	90' 86'	Secondary Highway	Avenue II	12'	56'	80' 82'	Modified Secondary Highway	Avenue II (Modified)	• To enhance pedestrian and bicycle connectivity to transit centers.	<i>Residential / Public Facility Segment/ Transit Enhanced Network(TEN)³</i>
Slauson Ave.	8 th Ave. to 10 th Ave.	10'	56'-68'	76'-88'	12' 15'	80' 56'	104' 86'	Major Highway Class II.a./ Major Highway II	Avenue II	10'	56'	76'	Modified Major Class II/ Secondary Highway	Avenue II (Modified)	• To incentivize conservation of desirable neighborhood character • To prioritize enhancement of the pedestrian realm.	<i>Pedestrian Priority Street Segment/ Residential Segment/ Transit Enhanced Network(TEN)³</i>
Slauson Ave.	Alviso Ave. to Edgemar Ave.	8'	84'	100'	12' 15'	80' 56'	104' 86'	Major Highway Class II.a./ Major Highway II	Avenue II	8'	84'	100'	Modified Major Class II/ Secondary Highway	Avenue II (Modified)	• To incentivize conservation of desirable neighborhood character. • To prioritize enhancement of the pedestrian realm.	• Intersection roadbed widening shall only be granted to accommodate "far side" bus drop-off area.
Venice Blvd.	7 th Ave. to Bronson Ave.	14'	67'	95'	10' 15'	70' 80'	90' 110'	Secondary Highway	Boulevard II	14'	67'	95'	Modified Secondary Highway	Boulevard II (Modified)	• To incentivize conservation of desirable neighborhood character. • To prioritize enhancement of the pedestrian and bicycle realm.	<i>Residential Segment/ Transit Enhanced Network(TEN)³</i>
Venice Blvd.	Victoria Ave. to West Blvd.	10's/ 3.5'n	92'	100'-105.5'	10' 15'	70' 80'	90' 110'	Secondary Highway	Boulevard II	10'	84'	104' 105.5'	Modified Major Highway Class II.a.	Boulevard II (Modified)	• To incentivize conservation of desirable neighborhood character. • To prioritize enhancement of the pedestrian and bicycle realm.	<i>Residential Segment/ Transit Enhanced Network(TEN)³</i>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.

TABLE 4.1.
Street Reclassifications

May 16, 2016 (Deletion = ~~Text~~)

STREET NAME	SPECIFIC LOCATION	CURRENT DIMENSIONS ¹			CURRENT STANDARDS			CURRENT DESIGNATION		RECOMMENDED DIMENSIONS ¹			RECOMMENDED DESIGNATION		OBJECTIVE(S) ACHIEVED	NOTES/ CLARIFICATIONS
		s'wlk ²	road	ROW	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³	s'wlk ²	road	ROW	Transp. Element/ GP Circulation	Mobility Element ³		
Venice Blvd.	West Blvd. to Vineyard Ave.	10's/ 5'n	104'	119' (VAR)	12' 15'	80' 80'	104' 110'	Scenic Major Highway Class II/ Major Highway II	Boulevard II	10'	99'	119'	Scenic Modified Major Highway Class II	Boulevard II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian bicycle realm. 	<i>Residential Segment/ Transit Enhanced Network(TEN)³</i>
Venice Blvd.	Vineyard Ave. to Longwood Ave.	12.5's/ 5'-9'n	113'	129'- 135.5' (VAR)	12' 15'	80' 80'	104' 110'	Scenic Major Highway Class II/ Major Highway II	Boulevard II	10'	110'	130'	Scenic Modified Major Highway Class II.a.	Boulevard II (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character. To prioritize enhancement of the pedestrian bicycle realm. 	<i>Residential Segment/ Transit Enhanced Network(TEN)³</i>
Washington Blvd.	Crenshaw Blvd. to West Blvd	15'	70'	100'	12' 15'	80' 70'	104' 100'	Major Highway Class II.a./ Major Highway II	Avenue I	15'	70'	100'	Modified Major Highway Class II.a.	Avenue I	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment</i>
North/South Streets																
Redondo	Adams Blvd. to Jefferson Blvd.	10'	50'	60'-88'	10'	70'	90'	Secondary Highway	Collector (Modified)	10'	50'	70'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> Bicycle emphasis 	
West Blvd.	60 th to 62nd St.	12'	56'	80'	10' 13'	44' 40'	64' 66'	Collector Street	Collector (Modified)	12'	56'	80'	Modified Collector Street	Collector (Modified)	<ul style="list-style-type: none"> To incentivize conservation of desirable neighborhood character To prioritize enhancement of the pedestrian realm. 	<i>Residential Segment</i>

1. The range indicated is the range of existing dimensions (see approved LADOT Plans for exact dimensions). Existing dimensions should be retained.

2. Includes both sidewalk and parkway.

3. Refer to the adopted Mobility Element (an update to the 1999 General Plan Transportation Element) for a full description of street designations, standards and network concepts.