Downtown’s mobility network supports a broad range of places and activities Downtown. Safe and convenient access is provided throughout Downtown’s districts for all users. Downtown’s circulation system supports and reinforces land use policies and connects people to jobs, homes, services, and amenities. Walking, cycling, and transit are the primary ways of getting around Downtown, helping to make Downtown a sustainable community. An efficient goods movement network supports economic activity Downtown.

**OVERALL WALKSCORE**

94

*Based on results from www.walkscore.com

At least 90% of residents in Downtown have access to high frequency transit service every 15 minutes or less during peak commute hours.

**KEY STRATEGIES FOR MOBILITY IMPROVEMENTS**

- Expand pedestrian oriented streets
- Extend transit service to under served areas
- Break up large blocks
- Eliminate one way streets as feasible and appropriate
- Preserve the character of historic industrial streets
- Expand the public realm with pedestrian green alleys
- Support an efficient goods movement system

**MOBILITY STATISTICS**

<table>
<thead>
<tr>
<th>AREA AVERAGE BUS BOARDING/ALIGHTINGS</th>
<th>OVERALL WALKSCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>108,438 BOARDINGS</td>
<td>94</td>
</tr>
<tr>
<td>109,225 ALIGHTINGS</td>
<td></td>
</tr>
</tbody>
</table>

**COMMUTE MODE SHARE**

- **CENTRAL CITY**
  - 14% CENTRAL CITY
  - 16% CENTRAL CITY NORTH
  - 37% AREA AVERAGE
- **CENTRAL CITY NORTH**
  - 8% CENTRAL CITY NORTH
  - 23% AREA AVERAGE

**DRAFT MATERIALS**
While much of the Downtown area is well served by frequent transit service provided by several agencies, there are areas of the community that lack access. Some areas that are less served or not served by transit are growing centers of activity. To ensure that Downtown grows in an equitable and sustainable way, all of Downtown’s districts should be well connected. The Downtown mobility system is multi-modal. Improving other modes of access such as walking and cycling can better connect users to destinations and transit services. Expanding transit service to under served areas may be appropriate, especially in areas with high concentrations of employment.

As a part of the City’s Vision Zero initiative, the Department of Transportation has identified a High Injury Network, where a high concentration of traffic fatalities and serious injuries, especially those involving pedestrians and cyclists, occur. Nearly two-thirds of the fatalities and severe injuries that occur on Los Angeles streets take place on the High Injury Network, although they make up just six percent of Los Angeles streets. There are several streets in the Downtown area that are a part of the High Injury Network. Improving safety along these corridors will increase mobility and connectivity Downtown.

CIRCULATION SYSTEM - MOBILITY PLAN 2035

The following maps are taken from the Citywide Mobility Plan 2035, a policy document that includes goals that define the City’s high-level mobility priorities. The document lays the foundation for a network of “complete streets,” which take into account the many community needs that streets fulfill, and provide safe and efficient transportation for all users.