PROJECT BRIEF:

Uplift Melrose is a “Complete Streets” roadway reconfiguration plan that seeks to encourage an increase in active modes of transportation such as bicycling and walking by creating a safe and comfortable pedestrian realm which includes room for bicycles, by disincentivizing pass-through vehicular traffic, and by increasing the overall square footage of the pedestrian portion of the Public Right of Way.

The project area is the 22 blocks of Melrose Ave. between Fairfax Ave. and Highland Ave. This stretch of Melrose falls within the City’s High Injury Network and is slated for separated bikeways per the Los Angeles Mobility 2035 Plan.

The project is proposed by Bureau Street Services/StreetsLA.
HIGH INJURY NETWORK:

The City of Los Angeles High Injury Network spotlights streets with a high concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling.

The network consists of the 6% of LA’s streets where 65% of all deaths and severe injuries take place.

People walking and bicycling are the most at risk of being hurt or killed while moving about the city.

Nearly half of all traffic fatalities involve people walking and bicycling.

Our youth and older adults are particularly vulnerable. 30% of those killed or severely injured while walking or bicycling are under 18 or over 64 years of age.

COLLISION DATA:

Of the 35 collisions in the project area within the last 10 years which resulted in severe injury or fatality, 17 involved car and pedestrian/bicycle.

MOBILITY 2035 PLAN:

LA’s Mobility Plan 2035, an update to the City’s General Plan Transportation Element, provides the policy foundation for achieving a transportation system that balances the needs of all road users.

The Mobility Plan 2035 calls for Separated Bikeways (shown in blue on the map) on Melrose Ave. within our project area.
CONCEPTUAL PLAN - MELROSE AT CURSON

PROJECT FEATURES:

Activated Pedestrian Public Space

Separated Bikeways at sidewalk grade

Sidewalk Curb Extensions (AKA “bumpouts”) at corners which will reduce pedestrian crossing lengths for increased safety

Average of approx. 8000 sq ft of new pedestrian space per block (from approx. 3 acres to 7 acres within entire project area)

Raised East/West Crosswalks (AKA “speed tables”) for pedestrians walking and riding

Space for pedestrian amenities including more lighting, trees, wayfinding signage, outdoor dining, landscaping, etc.

Significant reduction in the health hazards associated with urban heat due to increased tree canopy cover

Reduction in air pollution

PROJECT TRADE-OFFS:

Roadway reconfiguration (fewer vehicular travel lanes)

No left turns off of Melrose for vehicles except at Fairfax, La Brea, and Highland

Street parking reduction

UPLIFT MELROSE: ACTIVATING SAFE PUBLIC SPACE ON THE STREETS OF LA