LADOT

DESIGN ELEMENT:

Lane Reconfiguration Guidelines

April 2023

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BACKGROUND

Lane or roadway reconfiguration, commonly referred to as a road diet, and lane repurposing projects reallocate space on the roadway, often reduce the number of vehicular travel lanes, and reorganize the street to accommodate the safe travel of multiple roadway users, including people who drive, people who use transit or active transportation modes (walking, bicycling, etc.), and goods movement vehicles. The most commonly implemented lane reconfiguration projects involve the conversion of a four-lane roadway with no center channelization into a three-lane roadway with one travel lane in each direction and the addition of center/left turn channelization. The center/left turn channelization is often known as a two-way left turn lane with left turn lanes at intersections. This type of design is great for adjacent land uses with many access driveways and where there are patterns of rear-end and/or mid-street-block left turn crash patterns. This “4 to 3” reconfiguration is commonly referred to as a “classic” road diet. Agencies typically use the remaining street space to install bicycle lanes. There may be other instances where streets may feature different starting configurations, such as more than two lanes in either direction, existing center left turn lanes, etc. and where reconfigurations involve reduction or removal of those lanes to add bicycle lanes or parallel parking. Reconfigurations may also be asymmetrical in nature, where one direction features a different cross section than the other direction. Lane reconfiguration projects can also involve repurposing roadway space for other features such as transit lanes or diagonal parking.

The Federal Highway Administration (FHWA) Road Diet Informational Guide, released in 2014 by the FHWA Safety Program, offers a brief history of lane reconfigurations, summarizes their potential benefits, recommends feasibility criteria, provides guidance for designing roadway reconfigurations and road diets, and suggests analysis methods to help agencies determine effectiveness. The FHWA guide generally focuses on 4 to 3 lane “classic” reconfigurations.

Figure 1 - 4 to 3 lane reconfiguration along Virgil Avenue, Los Angeles

Los Angeles has successfully implemented many lane reconfigurations in recent years (see Table 1). These guidelines were created to ensure a holistic and context-sensitive design approach that takes into account the City’s transportation, sustainability, and climate goals. A description of the benefits and potential adverse effects of lane reconfiguration can be found in the Appendix.

APPLICATION AND GUIDANCE

A lane reconfiguration project should satisfy the purpose of the implementation as communicated to community stakeholders and be consistent with demonstrated needs. Defining and communicating the objective(s) of the lane reconfiguration early in the project's life cycle is critical to successful project delivery. Roadway reconfigurations must satisfy at least one of the following:

- The street segment currently has more than one travel lane in each direction and no center two-way left-turn lane.
- The street segment is on the City's High Injury Network and the project is expected to improve overall safety of the facility.
- The street segment is on the City's Bicycle Lane Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, Pedestrian Enhanced District, or Transit Enhanced Network in the Mobility Plan 2035, and a lane reconfiguration would afford the opportunity to install bicycle, transit, and/or pedestrian infrastructure that meets the street's network classification.
- There is a desire by the community and/or the Department to encourage increased travel by other modes and/or improve safety for vulnerable road users such as people who bicycle or walk.
- The surrounding community, local council office, and/or the Department aim to reduce vehicle speeds on the street segment.

VOLUME ANALYSIS

Average daily traffic (ADT) is generally the first approximation of the effects a lane reconfiguration may have on vehicle congestion and traffic diversion. However, case studies of high ADT roadway reconfigurations in Los Angeles and cities around the country have shown that reconfigurations on a wide range of ADT volumes have resulted in minimal impacts on travel delay. Thus, instead of relying on fixed ADT thresholds to solely determine the suitability, roadway reconfigurations should be developed based on a holistic and context-sensitive design.

For 4 to 3 lane reconfigurations, the FHWA suggests that roadways with an ADT of 20,000 or less are good candidates for reconfiguration and agencies should evaluate them for feasibility. However, the FHWA also acknowledges that some agencies have successfully implemented 4 to 3 lane reconfigurations in places where ADT exceeds 20,000 vehicles per day. Extrapolation of these metrics for roadways with three (3) lanes in each direction suggests that lane reductions can be effective on roadways with ADTs as high as 37,500 vehicles per day.

A UCLA Luskin capstone project analyzed the safety impacts of roadway reconfigurations on streets in Los Angeles with high traffic volumes to assess the FHWA's 20,000 ADT threshold and

determine whether it should be adjusted. The capstone included a cross-sectional analysis of treatment corridors and control groups and found collision, injury, and death rates are substantially lower on the high ADT roadway reconfiguration corridors relative to their comparison corridors, while vehicle and travel speeds are only marginally slower on the corridors that were reconfigured. Roadway reconfigurations, even in comparatively high traffic volume corridors, appear to be an effective means of improving street safety in Los Angeles.[1]

A better metric to estimate potential congestion and diversion is peak hour volume analysis. Urban conditions significantly reduce maximum flow, with lower travel speeds, greater intersection density, interrupted flow, reduced lane widths, and the presence of parking and driveways. The Highway Capacity Manual (2022) provides guidance on how to compute the capacity per lane at signalized intersection by approach lane.[2]

DELAY GUIDELINE

Delay analysis is not required to satisfy any CEQA or Mobility Plan 2035 Settlement Agreement requirements. However, if there is a desire to better understand potential increases in delay, LADOT should perform a delay study for circumstances where travel lanes currently (in the pre-project condition) experience more than or equal to 1,000 vehicles per hour per lane (vphpl) for a Boulevard and 900 vphpl segment volume for an Avenue, during a peak hour threshold[3]. The delay analysis must consider ambient growth of traffic, and should consider anticipated traffic added by approved future projects, and any developer-required mitigation measures that could affect delay. This guideline is intended for analysis of delay for vehicles traversing the corridor. LADOT can also conduct a separate analysis of potential increased delay on major cross streets to assess any additional impacts of the project.

Figure 2 - 6 to 4 lane reconfiguration with parking protected bike lane on Venice Boulevard, Los Angeles

[1] Venegas, K. (2022). Take The High (Volume) Road: Analyzing The Safety and Speed Effects of High Traffic Volume Road Diets. UCLA Luskin School of Public Affairs. Unpublished
[2] National Academies of Sciences, Engineering, and Medicine. 2022. Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis. Washington, DC: The National Academies Press. https://doi.org/10.17226/26432.
[3] The “Boulevard” and “Avenue” designations are from the Mobility Plan 2035, not the street name’s suffix.

The following delay guidelines are recommended:

- If expected additional delay after lane reduction is between 2 and 5 minutes per mile, proceed with caution and consider the degree to which project objectives listed under the 'Application and Guidance' Section prevail, and consider 'Other Considerations' as indicated below.
- If expected additional delay after lane reduction is greater than 5 minutes per mile, install only if there is a substantiated overriding need for safety enhancements, support for the project due to connectivity, sustainability, or equity benefits; or if the improvement was identified in an adopted plan. A project of this nature should be discussed at LADOT's Complete Streets Committee to confirm Departmental policy direction.

In some circumstances, the safety of all road users may be considered more important than potential travel delays for drivers. If a street is identified in an adopted plan, this may indicate that the City has considered potential trade-offs and adopted a policy perspective that potential safety and mobility benefits outweigh potential travel delay. LADOT should communicate the results of any analyses to the community and elected officials and together determine whether to proceed with a project in favor of anticipated safety benefits.

OTHER PRE-PROJECT EVALUATION CONSIDERATIONS

As with many other measures and the decision to move to implementation, use engineering and policy judgment, and consider all factors. Many of these considerations are difficult to quantify. Local context is important to consider before re-allocating traffic lanes. Beyond volumes and delay, consider these other factors when applicable:

- The Mobility Plan 2035 designation of the corridor and its intended priority use
- The percentage of trips along a corridor that are less than three (3) miles in length, as demonstrated in an origin-destination analysis, if available.
- Proximity (or lack of proximity), ability and character of adjacent parallel routes to accommodate traffic diversion
- Proximity (or lack of proximity) to high quality transit corridors which can offer alternatives to driving.
- Proximity (or lack of proximity) to existing bicycle facilities, where the lane reconfiguration includes a bicycle lane
- If there is an expected or documented increase in cut-through traffic on adjacent neighborhood streets, traffic calming measures may be warranted and should be carefully considered.

- The use of the subject roadway as an alternative to a nearby parallel freeway or state highway in times of heavy congestion, or during emergency closures of the state facility. It may be a goal of the project to "localize" the roadway and discourage unwanted "cut-through traffic" by prioritizing needs and uses other than personal vehicle throughput in such cases and move forward with the project.

- Interactions and conflict points between persons driving, walking and biking.

- The proximity of fire stations and hospitals to the corridor or on the corridor and the use of the corridor as a primary route for emergency vehicles where the new design may impede or improve emergency access. A roadway where median islands exist may limit the ability of emergency responders to traverse the roadway under certain conditions. As appropriate, project teams should engage with the Fire Department on projects that introduce concrete barriers or are located on streets with existing or planned medians.

- The existence of active, at-grade railroad crossings on the corridor. Use care and consider expected queue lengths and their effect on these crossings. Any proposed operational changes for any existing active at-grade railroad crossings require the approval of California Public Utilities Commission (CPUC) General Orders. Advanced planning needs to ensure CPUC approval via the procedures of CPUC's applicable General Orders

- The spacing of intersections and signals on the corridor. Applying a lane reduction on a corridor with frequent signalized intersections may have a larger impact on automobiles as the corridor is more likely to have queued traffic at adjacent signals. Consider expected queue lengths and their effect on transit vehicles and all roadway users at major intersections.

- The presence of complex intersections where reduced capacity may result in extra-long queues. If feasible in project scope, complex intersections could be reconfigured to reduce queue times.

- The impact of the redesign on transit vehicles, transit performance, and stops.

- The impact on on-street parking, particularly if on-street parking is the only parking available for local businesses. If projects do impact parking supply, consider if parking management techniques can be incorporated into the project to reduce impacts.

Early and continuous outreach to affected transit providers is important as the project lead identifies project impacts to transit and stops. It is generally safer to relocate bus stops from the nearside to the farside at busy intersections. This will require evaluation of alighting conditions at potential relocated stops, as well as the need for new bus pads and pedestrian lighting.

Project managers and leads should factor in post-project evaluation after implementation of the project to monitor conditions and assess if further changes are needed to improve the functionality of the corridor. This also allows LADOT to expand its list of case studies that can be

referenced when evaluating new lane reconfigurations or when communicating to the public or stakeholders. Changes that can improve traffic flow and safety, include:

- Improved signal coordination and timing (must be routed to ATSAC for study's modeling validity and feasibility check)
- Installation of transit priority and emergency vehicle preemption at traffic signals
- Redesign of turning movements, i.e., installation of additional turn lanes or reduction of conflicts in right turn merge areas
- Lengthening of turn pockets and exclusive phases to reduce conflicts and increase storage/capacity at intersections
- Consideration of other transit-related amenities, such as bus shelters, benches, lighting, next bus information, etc.

The implementation of a lane reconfiguration project can be challenging. Some projects have demonstrated that public opposition can be strongest in the early stages of the project following installation, especially as roadway users adjust to new conditions. A temporary trial implementation or 'quick-build' over a sufficient time can allow for users to adjust to the new conditions, while allowing staff to address concerns, evaluate challenges and successes and make minor adjustments where needed. The result of a quick-build can be a more informed determination that balances project tradeoffs. Permanent roadway reconfigurations (generally constructed with concrete) should be implemented with interim materials first, whenever feasible.

In addition to early engagement efforts, lane reconfiguration projects may benefit from continual engagement during the procurement and installation process to alert roadway users of the coming changes and help establish expectations.

Projects expected to be controversial will need additional formalized planning. In such cases, project managers and leads should develop a specific and documented evaluation plan, communication plan, and outreach plan. These should be attached to a projects' LADOT Project Charter and Inter-Agency Project Agreement.

ENVIRONMENTAL AND ENGAGEMENT CONSIDERATIONS

A. Environmental Review Requirements

Project managers and leads must satisfy project evaluation requirements defined in the Mobility Plan 2035 Settlement Agreement and should consult with the Planning and Development Review Bureau when developing the scope of the transportation analysis for environmental review.

If the project scope also includes installation of a bicycle lane as part of the lane reduction and the proposed bicycle lane is designated in the Mobility Plan 2035 Bicycle Lane Network, Bicycle Enhanced Network, or the Neighborhood Enhanced Network, then the project is statutorily exempt from California Environmental Quality Act (CEQA). However, the project lead is advised to file a Notice of Exemption (NOE), assess the impacts of the project on traffic and safety, and assess the need for a public hearing to satisfy legal or environmental requirements.

For all lane reconfiguration projects, project leads should collect pre-project traffic count data, even if the project is considered exempt and does not require traffic data analysis to complete the environmental review process. Intersection count data should be collected during the count season (see Definitions) for all potentially impacted signalized intersections. Project leads should collect new counts if the existing traffic counts are older than two years at the time of the analysis. The most updated signal timing charts should inform any simulation analysis.

For lane reconfigurations a NOE should be prepared and filed if it is found that there are no environmental impacts that need to be mitigated. Vehicle delay in of itself no longer contributes to a traffic impact under CEQA, so the NOE narrative need not include an analysis on vehicle delay.

If the project is a pilot project featuring a demonstration phase, the project team should identify the intended features that are part of a demonstration and highlight the project's objectives.

B. Public Engagement

LADOT must conduct public engagement for lane reconfiguration projects in accordance with requirements outlined in the Mobility Plan 2035 Settlement Agreement. The Settlement Agreement establishes different engagement requirements based on volume thresholds and street classifications that are separated into "Low Volume" and "High Volume" projects (see Definitions).[4] Project leads must consult the Settlement Agreement to determine engagement requirements and should incorporate these requirements into a project engagement plan.

[4] Settlement Agreement for Fix the City v. COLA, (Case Nos. BS157831 and BS159574) Exhibit A

In addition to the Settlement Agreement requirements, LADOT should consider and incorporate additional engagement components where possible to strengthen outreach, receive feedback, and provide project-related information. This can include providing information to the public on project goals, supporting data, potential design countermeasure/treatments, potential project alternatives, project evaluation criteria, and a project evaluation and phasing timeline. Project leads may consult internal LADOT resources for engagement planning and for current best practices that are most relevant to a project design or geography.

As appropriate, LADOT should send notifications through methods that ensure:

- Community reach: PMs should consider the extent of project impacts and communities impacted and select tools that reflect commensurate community reach and penetration
- Accessibility: ADA, language, and cultural relevance
- User-friendliness: Easily understood and legible information

Notifications can be sent through avenues such as local newspapers, agency websites, radio announcements, social media posts on Facebook, Twitter, Instagram, message boards, school parents group meetings, places of worship, local publications in other languages, flyers, traditional mailing, or other locally-relevant tools based on project context.

DEFINITIONS

Count Season - All traffic counts should be conducted when local schools or colleges are in session, on days of good weather, on Tuesdays through Thursdays during non-Summer months, and should avoid being taken on weeks with a holiday.

Project Evaluation Screening Threshold - Project Evaluation Screening Thresholds are defined by the Mobility Plan 2035 Settlement Agreement which establishes different requirements depending on whether a project is considered “Low Volume” or “High Volume”.

Low Volume project is defined as any Mobility Plan 2035 designated Boulevard experiencing less than 1,000 vphpl and any designated Avenue experiencing less than 900 vphpl during a peak hour threshold.

High Volume project is defined as any Mobility Plan 2035 designated Boulevard experiencing more than 1,000 vphpl and any designated Avenue experiencing more than 900 vphpl during a peak hour threshold.

APPENDIX A - BENEFITS AND POTENTIAL ADVERSE EFFECTS

BENEFITS OF ROADWAY RECONFIGURATIONS

By reorganizing the street, roadway reconfigurations typically reduce unsafe lane changes, separate vehicle turning movements from through travel, and discourage speeding.[5] Roadway reconfigurations often reprioritize the road to create more space for multimodal transportation options, since lane reconfigurations often provide opportunities for prominent crosswalk amenities such as crossing islands, create space for dedicated bicycle lanes, offer more comfortable public seating and walking options with more separation from vehicles, result in space for bus boarding islands or other transit amenities, and could result in sidewalk widening projects. Roadway reconfigurations also significantly improve the safety of pedestrians by eliminating the scenario where a left turning vehicle is passed by a through vehicle who doesn't realize a pedestrian is crossing.

The following benefits are associated with properly designed lane reconfigurations:

- A 2010 FHWA study of crash outcomes of roadway reconfigurations found a reduction in total crashes in the range of 19 to 47 percent for study sites that included data from six cities in California. These studies have demonstrated that the following crash types may be reduced by lane reconfigurations:
    - Rear End - by removing stopped vehicles attempting to turn left from the through lane (in a 4 to 3 reconfiguration)
    - Sideswipe - by reducing the need to change lanes
    - Left Turn - by eliminating the negative offset between opposing left-turn vehicles and increasing available sight distance (in a 4 to 3 reconfiguration)
    - Bicycle and Pedestrian - by separating bicycles from traffic and offering pedestrians fewer lanes to cross and a de-facto refuge area.
- Similarly, a UCLA graduate student's longitudinal analysis of five (5) Los Angeles lane reconfiguration corridors in 2016 found an average crash rate reduction of 32 percent and injury rate reduction of 36 percent after the City introduced lane reconfigurations.[6] A subsequent Los Angeles-focused analysis of roadway reconfigurations from UCLA graduate students in 2019[7] and 2022[8] have echoed similar results for a range of lane reconfigurations.

[5] Tan, C. (2011, September/October). Going on a Road Diet. Public Roads, 75 (2).
[6] Martinez, S. (2016). Who Wins When Streets Lose Lanes? UCLA Luskin School of Public Affairs
[7] Logg, M (2019). Changing Lanes. UCLA Luskin School of Public Affairs
[8] Venegas, K (2022). Taking The High (Volume) Road. UCLA Luskin School of Public Affairs. Unpublished

- Reduced speed of motor vehicles, lead to a reduction in crash severity. While a lane reconfiguration may not significantly reduce free-flow speeds enough to affect the setting of the posted speed limit, it may reduce speeds during "shoulder" periods, generally defined as periods when traffic is somewhere between congested and light, and where traffic can only move as fast as the slowest vehicle.
    - Case studies of roadway reconfigurations on Avalon Bl in Los Angeles, Cordova Street in Pasadena, and Ocean Boulevard in Santa Monica show reduced traffic speeds along these corridors after the City implemented roadway reconfigurations. On Ocean Boulevard, the City reduced injury crashes by 60 percent.
- Reduced bottlenecks caused by left-turning vehicles blocking the inner lane, and weaving brought on by such blockages (in a 4 to 3 reconfiguration). A study by Burden and Lagerwey in multiple cities determined that adding center turn lanes could increase roadway operational efficiency by up to 30 percent.
- Improved ability to make left-turn from side-streets or driveways onto the mainline roadway since there are fewer lanes to cross, slower speeds along the mainline, and the center two-way left-turn lane can facilitate a two-stage left-turn.
- New opportunities to reallocate space to bicycle infrastructure, bus lanes, on-street parking, wider sidewalks, planted medians, transit stops and/or other elements that improve multi-modal transportation or place-making conditions.
- Calm the roadway and create greater comfort for all modes by organizing the roadway space between various users and reducing speeds.
- Improved transit service speed and reliability.
- Improved first/last mile connectivity to public transit and promote transit use since most transit riders do not arrive at bus stops or transit stations by car.
- May improve emergency vehicle access and reduce instances of emergency responders being called to address traffic collisions.
- Create opportunities for urban greening, park space, and providing additional shade to a street.
- Reduced number of vehicle travel lanes a pedestrian must cross, thereby reducing exposure to potential conflict and improved pedestrian visibility at crossings.
- Create opportunities for stormwater capture and retention projects that reduce run-off, street flooding, and can improve reliability/conditions in inclement weather.

POTENTIAL ADVERSE EFFECTS

Lane reductions may yield any of the following adverse impacts, which LADOT should consider and weigh with the expected benefits of the project:

- Increase in traffic congestion and delays caused by reduced capacity. Stopped or slow-moving traffic queues may result in blockages at intersections, driveways, and alleys.
- Perceived or actual difficulty making left-turns due to fewer gaps in vehicular traffic or increased queuing.
- Lane reconfigurations can be used to prioritize transit vehicles and improve the experience for transit riders getting to and from transit via first-last mile connections. However, if a lane reconfiguration dramatically slows down vehicle traffic without providing transit priority measures or other transit-focused infrastructure (such as bus lanes, boarding islands, or "queue jumpers") then a reconfiguration may result in delays to transit vehicles during times of congestion and subsequently may affect schedules and service performance.
- Traffic diversion onto adjacent parallel streets, including neighborhood streets with previously low vehicle volumes.
- Delay to emergency response vehicles if they are not able to bypass queued traffic. This may occur where roadways are constrained by raised median islands or other vertical features which make it difficult for emergency response vehicles to use left turn lanes or lanes in the opposing direction. This impact may be more acute if the reconfiguration project is on a street where a fire station or police station is located, or on a primary route used by emergency response vehicles with few or no other alternative routes.

Lane reconfigurations typically involve other operational improvements to the roadway, such as installation of parking-protected bicycle lanes, traffic signal retiming, installation of bus boarding islands for in-line bus boarding, and changes to parking. Community engagement and education of both the expected benefits and possible negative outcomes is needed. LADOT must clearly communicate potential direct and indirect outcomes of a lane reconfiguration and its effect on the neighborhood to community stakeholders. Transparency and open discussion are paramount to assess and gain community support for any project. Additionally, LADOT should receive the expressed support of the affected Council officemember(s) prior to initiating a lane reconfiguration project.

TABLE 1 - ROAD DIET INVENTORY

Table 1. LADOT - ROAD DIETS AS OF 03/22/23								
#	Street	Extent 1	Extent 2	Length (mi)	Installation Date	Year	Old Configuration	New Configuration
1	98th Street	Western Avenue	Halldale Avenue	0.35	3/15/1979	1979	1 lane eastbound, 2 lanes westbound	1 lane in each direction with curbside parking
2	98th Street	Vermont Avenue	Avalon Boulevard	1.28	3/15/1979	1979	2 lanes in each direction	1 lane in each direction with curbside parking
3	Pacific Avenue	Shepard Street	36th Street	0.3	12/10/1980	1980	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
4	Paseo Del Mar	Weymouth Avenue	Roxbury Street	0.77	12/10/1980	1980	2 lanes in each direction with curbside parking	1 lane westbound, 2 lanes eastbound, with curbside parking
5	Colfax Avenue	Valley Spring Lane	Chiquita Street	0.15	4/8/1981	1981	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
6	Colfax Avenue	Valley Spring Lane	Moorpark Street	0.24	4/8/1981	1981	2 lanes in each direction with curbside parking	2 lanes southbound, 1 lane northbound with center turn lane and curbside parking
7	Crystal Springs Drive	Los Feliz Boulevard	Griffith Park Drive	1.45	10/8/1981	1981	3 lanes in each direction	2 lanes in each direction

8	Eldridge Avenue	Polk Street	Sayre Street	0.53	1/4/1983	1983	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
9	Hope Street	18th Street	Washington Boulevard	0.09	11/4/1987	1987	2 lanes in each direction with curbside parking	1 lane in each direction with angled parking on east side of street
10	San Pedro Street	3rd Street	5th Street	0.21	9/15/1988	1988	3 lanes in each direction	2 lanes in each direction with curbside parking and center turn lane
11	Wilton Place	1st Street	2nd Street	0.14	9/14/1989	1988	2 lanes in each direction	1 lane in each direction with center turn lane
12	Aviation Boulevard	93rd Street	Century Boulevard	0.42	11/1/1989	1989	3 lanes in each direction	2 lanes in each direction with center turn lane
13	Le Conte Avenue	Hillgard Avenue	Levering Avenue	0.4	4/29/1992	1992	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
14	Pershing Drive	Westchester Pkwy	Imperial Highway	1.6	1/26/1993	1993	3 lanes in each direction	2 lanes in each direction with bike lanes
15	Wilton Place	1st Street	Beverly Boulevard	0.2	7/1/1993	1993	1 lane southbound, 2 lanes northbound	1 lane in each direction with center turn lane
16	Wilton Place	3rd Street	2nd Street	0.13	7/1/1993	1993	2 lanes in each direction	1 lane in each direction with center turn lane

17	Aviation Boulevard	Century Boulevard	Imperial Highway	1.98	7/21/1994	1994	3 lanes in each direction	2 lanes in each direction with center turn lane
18	San Pedro Street	18th Street	Washington Boulevard	0.05	11/10/1994	1994	3 lanes in each direction	2 lanes in each direction with center turn lane
19	103rd Street	Success Avenue	Compton Avenue	0.15	1/19/1996	1996	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
20	Maple Avenue	Olympic Boulevard	7th Street	0.37	1/19/1996	1996	1 lane in each direction with 2 lanes during peak hours	1 lane in each direction with curbside parking
21	Maple Avenue	7th Street	5th Street	0.24	1/19/1996	1996	1 lane in each direction with 2 lanes during peak hours	1 lane in each direction with curbside parking
22	Via Marisol	Avenue 57	Monterey Road	0.4	6/7/1996	1996	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
23	30th Street	McClintock Avenue	Royal Street	0.2	7/18/1996	1996	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
24	McClintock Avenue	Jefferson Boulevard	30th Street	0.18	7/18/1996	1996	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
25	Rose Avenue	Lincoln Boulevard	7th Avenue	0.1	10/9/1996	1996	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

26	6th Street	San Vicente Boulevard	Fairfax Avenue	0.66	5/22/1997	1997	1 lane in each direction with curbside parking. 2 lanes in each direction during peak hours	1 lane in each direction with full time curbside parking
27	Ohio Avenue	Santa Monica Boulevard	Centinela Avenue	0.3	7/16/1997	1997	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
28	Boyle Avenue	540' North of Hollenbeck Drive	4th Street	0.25	11/17/1997	1997	2 lanes in each direction	1 lane in each direction with center turn lane and curbside parking
29	Eagle Rock Boulevard	York Boulevard	Westdale Avenue	0.41	3/19/1998	1998	3 lanes in each direction with center turn lane and curbside parking	2 lanes northbound, 3 lanes southbound, with center turn lane and curbside parking
30	Eagle Rock Boulevard	Avenue 34	Avenue 36	0.24	3/19/1998	1998	3 lanes in each direction with center turn lane/median and curbside parking	2 lanes in each direction with center turn lane/median and curbside parking
31	Hauser Boulevard	6th Street	3rd Street	0.37	4/21/1998	1998	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
32	Channel Road	PCH	Mesa Road	0.26	4/21/1998	1998	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
33	Figueroa Street	Century Boulevard	108th Street	0.47	8/17/1998	1998	2 lanes in each direction with 3rd peak hour lane, center turn lane and curbside parking	2 lanes in each direction with center turn lane and full-time curbside parking

34	Channel Road	Short Street	Mesa Road	0.16	12/16/1998	1998	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
35	Pasadena Ave	Avenue 26	Avenue 35	0.5	5/6/1999	1999	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
36	York Boulevard	2 FWY Off-Ramp	Delevan Drive	0.04	5/25/1999	1999	2 lanes in each direction with center turn lane	2 lanes in each direction with median buffer
37	Silver Lake Boulevard	Berkeley Avenue	Duane Street	0.54	6/24/1999	1999	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction with curbside parking and bike lanes
38	Silver Lake Boulevard	Sunset Boulevard	Berkeley Avenue	0.26	6/24/1999	1999	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, curbside parking, and bike lanes
39	Normandie Avenue	Monroe Street	Santa Monica Boulevard	0.37	7/18/2000	2000	1 lane in each direction with second peak hour lane in northbound direction	one lane in each direction (with center turn lane pocket at Monroe St/ Hollywood FWY N/B ramp
40	9th Street	Western Avenue	Dodson Avenue	0.25	9/11/2000	2000	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
41	Westwood Boulevard	National Boulevard	Malcolm Avenue	0.1	10/24/2000	2000	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

42	Harbor Boulevard	Gulch Drive	7th Street	0.49	12/28/2000	2000	2 lanes in each direction with center turn lane	2 lanes in each direction with no center turn lane
43	8th Street	Union Avenue	Garland Avenue	0.31	1/25/2001	2001	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
44	111th Street	Aviation Boulevard	La Cienega Avenue	0.5	5/3/2001	2001	2 lanes in each direction with no curbside parking	1 lane in each direction with center turn lane
45	La Fayette Place	Beverly Boulevard	3rd Street	0.23	5/11/2001	2001	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and angled parking on west side and curbside parking on east side.
46	Palms Boulevard	Sawtelle Boulevard	McLaughlin Avenue	0.31	5/16/2001	2001	2 lanes in each direction with curbside parking	1 lane westbound, 2 lanes eastbound, with center turn lane and curbside parking
47	La Fayette Place	3rd Street	6th Street	0.28	6/27/2001	2001	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and angled parking on west side and curbside parking on east side.
48	La Fayette Place	6th Street	Wilshire Boulevard	0.09	7/5/2001	2001	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and angled parking on west side and curbside parking on east side.

49	Wabash Avenue	Soto Street	Alma Avenue	0.7	11/6/2001	2001	2 lanes eastbound, 1 lane westbound, with curbside parking	1 lane in each direction with center turn lane and curbside parking
50	9th Street	Western Avenue	Suana Drive	0.17	4/4/2002	2002	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
51	Miraleste Drive	Suana Drive	1st Street / County Border	0.35	4/4/2002	2002	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
52	Cole Avenue	Cahuenga Boulevard	Melrose Avenue	0.84	7/15/2002	2002	2 lanes in each direction with curbside parking	1 lane in each direction curbside parking on west side and angled parking on east side
53	Fair Park Avenue	Eagle Rock Boulevard	Maywood Avenue	0.2	9/12/2002	2002	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
54	San Pedro Street	9th Street	18th Street	0.69	10/22/2002	2002	2 lanes in each direction with 3rd peak hour lane, curbside parking	2 lanes in each direction with left turn pockets at major intersections and curbside parking
55	Boyle Avenue	4th Street	1st Street	0.26	11/5/2002	2002	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
56	Commonwealth Avenue	Beverly Boulevard	Wilshire Boulevard	0.78	1/7/2003	2003	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

57	Monterey Road	City limit with South Pasadena	Huntington Drive	2	1/8/2003	2003	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
58	Avenue 64	York Boulevard	Meridian Street	0.4	1/23/2003	2003	2 lanes in each direction	1 lane in each direction with curbside parking
59	York Boulevard	Glendale City Limit	Verdugo Road	0.41	2/26/2003	2003	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction with wide curbside parking lane
60	Motor Avenue	Pico Boulevard	Monte Mar Drive	0.51	9/25/2003	2003	2 lanes in each direction with curbside parking. Made 2 lanes northbound, 1 lanes southbound, with center turn lane and curbside parking on 7/14/1998.	1 lane in each direction with center turn lane and curbside parking
61	Coliseum Street	Sycamore Avenue	La Brea Avenue	0.05	10/2/2003	2003	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
62	Motor Avenue	National Boulevard	Manning Avenue	0.31	10/2/2003	2003	2 lanes in each direction with curbside parking. Later 1 lane northbound, 2 lanes southbound, with center turn lane and curbside parking on 3/17/1999.	1 lane in each direction with center turn lane and curbside parking
63	Pacific Avenue	36th Street	22nd Street	0.86	10/22/2003	2003	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

64	Oxnard Street	De Soto Avenue	Winnetka Avenue	1.17	11/12/2003	2003	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
65	Avenue 66	York Boulevard	Meridian Street	0.5	1/12/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
66	Vista Street	Romaine Street	Willoughby Avenue	0.1	1/17/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
67	2nd Avenue	Slauson Avenue	54th Street	0.26	3/17/2004	2004	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction, angled parking on east side of street, curbside parking on west side of street
68	Fries Avenue	A Street	Anaheim Street	0.69	4/2/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
69	Bellevue Avenue	Kensington Road	Edgeware Road	0.11	4/8/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
70	Marion Avenue	Sunset Boulevard	Kensington Road	0.06	4/8/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
71	Tujunga Avenue	Dilling Street	Aqua Vista Street	0.11	4/28/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

72	Broad Avenue	Anaheim Street	Avalon Boulevard	0.73	6/22/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
73	Wilmington Boulevard	Anaheim Street	PCH	0.75	7/20/2004	2004	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound, with center turn lane and curbside parking
74	Figueroa Street	108th Street	Imperial Highway	0.47	7/27/2004	2004	2 lanes in each direction with 3rd peak hour lane, center turn lane and curbside parking	2 lanes in each direction with center turn lane and full-time curbside parking
75	135th Street	Vermont Avenue	Figueroa Street	0.48	7/28/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
76	Argyle Avenue	Dix Street	Holly Mont Drive	0.18	7/29/2004	2004	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction with angled parking on east side of street and curbside parking on west side of street
77	Hoover Street	109th Street	97th Street	0.71	10/29/2004	2004	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
78	Exposition Boulevard	Crenshaw Boulevard	Gramercy Place	1.24	12/21/2004	2004	2 lanes in each direction	1 lane in each direction with center turn lane
79	Hope Street	Venice Boulevard	Pico Boulevard	0.22	2/10/2005	2005	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane. Curbside parking on west side of

								street and angled parking on east side of street
80	Scott Avenue	Stadium Way	Elysian Park Drive	0.15	2/25/2005	2005	2 lanes in each direction	1 lane in each direction with center turn lane
81	Moorpark Avenue	525' E/O Vineland Avenue	Lankershim Boulevard	0.13	3/23/2005	2005	2 lanes eastbound, 1 lane westbound with curbside parking	1 lane in each direction with center turn lane and curbside parking
82	Moorpark Avenue	Vineland Avenue	525' E/O Vineland Avenue	0.09	3/23/2005	2005	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
83	Colfax Avenue	Valley Spring Lane	Riverside Drive	0.74	4/11/2005	2005	2 lanes southbound, 1 lane northbound with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
84	Buckingham Place / West Boulevard	Adams Boulevard	268' south of 23rd Street	0.18	7/19/2005	2005	2 lanes in each direction	1 lane in each direction with center turn lane
85	Rampart Boulevard	Beverly Boulevard	Council Street	0.1	10/12/2005	2005	2 lanes in each direction with curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and curbside parking
86	2nd Street	Spring Street	Alameda Street	0.51	11/21/2005	2005	1 lane in each direction with 2nd lane during peak hours	1 lane in each direction with curbside parking along some portions and center turn lane

87	Rose Avenue	Lincoln Boulevard	Walgrove Avenue	0.86	1/12/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
88	York Boulevard	Eagle Rock Boulevard	Avenue 55	1.3	3/16/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
89	Union Avenue	Pico Boulevard	11th Street	0.21	6/1/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
90	Union Avenue	Olympic Boulevard	9th Street	0.1	6/1/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
91	Union Avenue	11th Street	Olympic Boulevard	0.09	6/1/2006	2006	1 lane in each direction with 2 lanes during peak hours	1 lane in each direction with full-time curbside parking
92	Colfax Avenue	Riverside Drive	Burbank Boulevard	0.91	6/16/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
93	Haskell Avenue	Roscoe Boulevard	South of Roscoe Boulevard	0.26	7/5/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
94	Westchester Parkway	Pershing Drive	Georgetown Avenue	1.46	7/19/2006	2006	3 lanes in each direction with median	2 lanes in each direction with median

95	Jefferson Boulevard	Main Street	Avalon Boulevard	0.46	7/21/2006	2006	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
96	Cahuenga Boulevard	Burbank Boulevard	Whitnall Highway	0.21	9/22/2006	2006	2 lanes in each direction with curbside parking	2 lanes northbound, 1 lane southbound with center turn lane and curbside parking
97	Montana Street	Echo Park Avenue	Glendale Boulevard	0.21	2/8/2007	2007	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
98	Jefferson Boulevard	Grand Avenue	Main Street	0.21	3/7/2007	2007	2 lanes in each direction with curbside parking	1 lane westbound, 2 lanes eastbound, with center turn lane and curbside parking
99	Montana Avenue	Bundy Drive	San Vicente Boulevard	0.19	3/16/2007	2007	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
100	Montana Avenue	Barrington Avenue	Bringham Avenue	0.18	3/16/2007	2007	2 lanes southbound, 1 lane northbound, with curbside parking	1 lane in each direction with center turn lane and curbside parking
101	Montana Avenue	San Vicente Boulevard	Barrington Avenue	0.17	3/16/2007	2007	2 lanes in each direction with curbside parking	2 lanes southbound, 1 lane northbound with center turn lane and curbside parking
102	Eldridge Avenue	Aztec Street	(El Cariso Golf Course Entrance)	0.26	8/28/2007	2007	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane, curbside parking on south side and angled parking on north side

103	Lorena Street	4th Street	Cesar E. Chavez Avenue	0.46	11/1/2007	2007	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
104	La Tuna Canyon Road	Sunland Boulevard	3,248' E/O Elben Avenue	2.46	12/4/2007	2007	2 lanes in each direction	1 lane in each direction with center turn lane
105	Main Street	108th Street	120th Street	0.99	12/10/2007	2007	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
106	Tujunga Avenue	Strathern Street	Saticoy Street	0.48	2/26/2008	2008	2 lanes in each direction with center turn lane and curbside parking	2 lanes northbound, 1 lane southbound, with center turn lane and curbside parking
107	Santa Rosalia Drive	Coliseum Street	Hillcrest Drive	0.44	3/6/2008	2008	2 lanes southbound, 1 lane northbound, with center turn lane and curbside parking	1 lane in each direction with angled parking on west side and curbside parking on east side
108	Santa Rosalia Drive	Hillcrest Drive	Marlton Avenue	0.21	3/6/2008	2008	2 lanes southbound, 1 lane northbound with curbside parking	1 lane in each direction with center turn lane and curbside parking
109	Tujunga Avenue	Sherman Way	Saticoy Street	0.48	5/1/2008	2008	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
110	Maple Avenue	Pico Boulevard	Olympic Boulevard	0.3	7/3/2008	2008	1 lane in each direction with 2 lanes during peak hours	1 lane in each direction with curbside parking

111	108th Street	Vermont Avenue	Hoover Street	0.24	7/9/2008	2008	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
112	Anaheim Street	Farragut Avenue	Henry Ford Avenue	0.76	11/17/2008	2008	3 lanes eastbound, 2 lanes westbound, with center turn lane between Sigsbee Avenue and Farragut Avenue	2 lanes in each direction with center turn lane extended west to Henry Ford Avenue
113	Shirley Avenue	Plummer Street	Nordhoff Street	0.48	11/19/2008	2008	2 lanes in each direction	1 lane in each direction with center turn lane
114	Myra Avenue	Fountain Avenue	Santa Monica Boulevard	0.39	2/9/2009	2009	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
115	Main Street	92nd Street	99th Street	0.42	2/28/2009	2009	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
116	Via Marisol	Monterey Road	Via Mia	0.25	3/29/2009	2009	2 lanes in each direction with center turn lane	1 lane in each direction center turn lane
117	Jefferson Boulevard	Central Avenue	Avalon Boulevard	0.54	9/17/2009	2009	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
118	Hazeltine Avenue	Margate Street	350' S/O Weddington Street	0.12	10/13/2009	2009	2 lanes in each direction	1 lane southbound with 2 lanes northbound and a center turn lane

119	James M. Woods Boulevard	Hoover Street	Golden Avenue	1.1	12/3/2009	2009	2 lanes eastbound, 1 lane westbound, with center turn lane and curbside parking on north side	1 lane in each direction with center turn lane and curbside parking
120	8th Street	Hoover Street	Alvarado Street	0.39	12/17/2009	2009	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
121	Hoover Street	120th Street	109th Street	0.9	3/16/2010	2010	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
122	San Pedro Street	115th Street	120th Street	0.42	5/26/2010	2010	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
123	Louise Avenue	Lassen Street	Devonshire Street	0.48	7/28/2010	2010	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
124	Wilbur Avenue	Nordhoff Street	Mayall Avenue	1.24	8/26/2010	2010	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
125	Main Street	99th Street	108th Street	0.55	5/19/2011	2011	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
126	Via Dolce	Marquesas Way	Washington Boulevard	0.42	7/22/2011	2011	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane, and curbside parking

127	7th Street	Catalina Street	Figueroa Street	2.2	8/30/2011	2011	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
128	Spring Street	Cesar E. Chavez Avenue	9th Street	1.4	11/20/2011	2011	3 full-time southbound lanes, 1 peak-hour southbound bus lane, 1 peak-hour southbound lane	3 full-time southbound lanes north of 2nd St., 2 full-time southbound lanes south of 2nd St., 1 peak-hour southbound lane south of 2nd St.
129	Chandler Boulevard	Tyrone Avenue	Van Nuys Boulevard	0.29	12/15/2011	2011	2 lanes in each direction with median, curbside parking	1 lane west/northbound, 2 lanes south/eastbound with median, curbside parking
130	Main Street	Marine Street	Winward Circle	0.64	1/29/2012	2012	2 lanes each direction with curbside parking	1 lane each direction with center turn lane
131	Liemert Boulevard	Vernon Avenue	Sutro Avenue	0.65	2/9/2012	2012	3 lanes in each direction, landscaped median, curbside parking	2 lanes in each direction, landscaped median, angled parking
132	Main Street	16th Street	9th Street	0.68	2/12/2012	2012	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and curbside parking
133	Los Angeles Street	Alameda Street	1st Street	0.43	6/10/2012	2012	3 full-time lanes each direction with center turn lane	2 lanes each direction with center turn lane
134	Winnetka Avenue	Devonshire Street	Nordhoff Street	1.74	6/10/2012	2012	2 full-time lanes each direction, 1 peak-hour lane each direction with center turn lane	2 lanes each direction with center turn lane

135	1st Street	Grand Avenue	San Pedro Street	0.55	6/20/2012	2012	2 full-time lanes each direction with center turn lane, 1 peak-hour lane each direction	2 lanes each direction with center turn lane
136	Main Street	9th Street	Cesar E. Chavez Avenue	1.5	6/25/2012	2012	3 full-time northbound lanes, 1 full-time northbound bus lane from 9th St. to 6th St.; 3 full-time northbound lanes, 1 peak-hour northbound bus lane from 6th St. to 1st St.	3 northbound lanes from 9th St. to 5th St.; 2 full-time northbound lanes, 1 northbound peak-hour lane from 5th St. to 2nd St.; 3 northbound lanes from 2nd St. to 1st St.
137	Hoover Street	90th Street	88th Street	0.19	8/8/2012	2012	2 lanes northbound, 1 lane southbound, with curbside parking	1 lane in each direction with curbside parking
138	Adams Boulevard	Main Street	Compton Avenue	1.39	8/14/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
139	Gaffey Street	19th Street	23rd Street	0.23	9/20/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with curbside parking and center turn lane
140	Grand Avenue (S/B only)	Washington Boulevard	Wilshire Boulevard	1.3	9/23/2012	2012	4 southbound lanes	3 southbound lanes
141	Olive Street	7th Street	Washington Boulevard	1.2	9/23/2012	2012	4 northbound lanes	3 northbound lanes

142	York Boulevard	Avenue 55	Figueroa Street	0.85	10/2/2012	2012	2 lanes in each direction with center turn lane and curbside parking	1 lane westbound, 2 lanes eastbound with center turn lane and curbside parking
143	Motor Avenue	Venice Boulevard	National Boulevard	0.7	10/26/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
144	8th Street	Boyle Avenue	Olympics Boulevard	1.41	11/11/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
145	Santa Monica Boulevard	Virgil Avenue	Gateway Avenue	0.3	11/11/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
146	Opp Street	Fries Avenue	Banning Boulevard	0.38	12/12/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
147	Wilmington Boulevard	C Street	Anaheim Street	0.48	12/20/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
148	Neptune Avenue	C Street	Anaheim Street	0.48	12/21/2012	2012	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, and curbside parking
149	5th Street	Mesa Street	Harbor Boulevard	0.33	1/25/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with angled parking on both sides

150	Figueroa Street	480' N/O Diamond Street	US 101 FWY	0.17	2/8/2013	2013	2 lanes in each direction	1 lane southbound, 2 lanes northbound
151	Alla Road	Maxella Avenue	Marina Expwy. (SR-90)	0.6	2/23/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane northbound, 2 lanes southbound, with center turn lane, curbside parking
152	Rowena Avenue	Hyperion Avenue	Glendale Boulevard	0.45	3/11/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane
153	Scott Avenue	Elysian Park Drive	McDuff Street	0.09	3/14/2013	2013	1 lane in each direction with 2 lanes during peak hours	1 lane in each direction with full-time curbside parking
154	Cypress Avenue	Arroyo Seco Avenue	Idell Street	0.25	3/24/2013	2013	3 lanes westbound, 1 lane eastbound with center turn lane and curbside parking	2 lanes westbound, 1 lane eastbound with center turn lane and curbside parking
155	Griffin Avenue	Altura Street	Mission Road	0.86	3/31/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
156	San Pedro Street	Vernon Avenue	Jefferson Boulevard	0.83	3/31/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
157	Zonal Avenue	Mission Road	State Street	0.18	3/31/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking

158	Cylbourn Avenue	San Fernando Road	Sherman Way	0.98	4/3/2013	2013	2 lanes in each direction with center turn lane and curbside parking	2 lanes southbound, 1 lane northbound, with center turn lane and curbside parking
159	1st Street	Grand Avenue	Beaudry Avenue	0.34	4/14/2013	2013	2 full-time lanes each direction with center turn lane, 1 peak-hour lane each direction	2 lanes each direction with center turn lane
160	54th Street	7th Avenue	Arlington Avenue	0.38	4/14/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
161	Capitol Drive	Western Avenue	Gaffey Street	1.02	5/5/2013	2013	2 lanes in each direction with center turn lane and curbside parking	2 lanes westbound, 1 lane eastbound, with center turn lane and curbside parking
162	Westmont Drive	Western Avenue	Gaffey Street	1.03	5/5/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
163	E Street	Avalon Boulevard	Alameda Street	0.7	5/8/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
164	Eagle Rock Boulevard	Fair Park Avenue	Colorado Boulevard	0.19	5/10/2013	2013	3 lanes in each direction with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking
165	Montana Street	Alvarado Street	Glendale Blvd	0.07	5/10/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

166	Avalon Boulevard	L Street	Harry Bridges Boulevard	1.05	5/20/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
167	Broad Avenue	Anaheim Street	PCH	0.75	5/29/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
168	San Pedro Street	115th Street	Florence Avenue	3.1	6/9/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
169	25th Street	Mermaid Drive	Western Avenue	0.69	6/17/2013	2013	2 lanes eastbound, 1 lane westbound, with center turn lane	1 lane in each direction with center turn lane
170	25th Street	Western Avenue	Patton Avenue	0.42	6/17/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
171	E Street	Wilmington Boulevard	Alameda Street	1.4	6/17/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
172	120th Street	Hoover Street	Broadway	0.48	6/18/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
173	120th Street	Vermont Avenue	Hoover Street	0.24	6/18/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

174	Mission Road	North Main Street	North Broadway	0.77	6/30/2013	2013	2 lanes in each direction with center turn lane	1 lane southbound, 2 lanes northbound, with center turn lane
175	San Pedro Place	Main Street	41st Place	0.46	6/30/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
176	Compton Avenue	Century Boulevard	104th Street	0.3	7/1/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
177	Paseo Del Mar	Roxbury Street	Gaffey Street	0.5	7/16/2013	2013	2 lanes in each direction	1 lane in each direction with center turn lane
178	120th Street	Broadway	Main Street	0.23	8/25/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
179	Grand Boulevard	Winward Circle	Venice Boulevard	0.33	8/25/2013	2013	2 lanes in each direction with curbside parking	1 lane westbound, 2 lanes eastbound, with center turn lane and curbside parking
180	Main Street	Winward Circle	Venice Way	0.02	8/25/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
181	Colorado Boulevard	Broadway	Dahlia Drive	1.5	10/4/2013	2013	3 lanes in each direction with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking

182	Colorado Boulevard	Mount Helena Avenue	Figueroa Street	0.5	10/4/2013	2013	2 lanes in each direction with center turn lane	1 lane eastbound, 2 lanes westbound, with center turn lane
183	Crenshaw	Florence	79th St	0.48	10/17/2013	2013	Removed peak hour lane	
184	7th Street	Figueroa Street	Main Street	0.6	10/31/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
185	2nd Street	Toluca Street	Figueroa Street	0.42	11/11/2013	2013	2 lanes in each direction with center turn lane and curbside parking	1 lane westbound, 2 lanes eastbound, with center turn lane and curbside parking
186	2nd Street	Figueroa Street	Hill Street	0.37	11/11/2013	2013	2 lanes in each direction	1 lane in each direction
187	2nd Street	Hill Street	Spring Street	0.13	11/11/2013	2013	1 lane eastbound, 2 lanes westbound, with curbside parking on south side of street during off-peak hours. During peak-hours, 2 lanes in each direction.	1 lane in each direction with full-time parking on south side of street.
188	Grand Avenue	30th Street	Washington Boulevard	0.95	12/15/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
189	Clybourn Avenue	Victory Boulevard	Vanowen Street	0.48	12/31/2013	2013	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

190	Virgil Avenue	Santa Monica Boulevard	Fountain Avenue	0.32	1/17/2014	2014	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound, with center turn lane and curbside parking
191	Virgil Avenue	Santa Monica Boulevard	Melrose Avenue	0.48	1/17/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
192	Broadway	1st Street	11th Street	1.22	1/29/2014	2014	2 lanes in each direction with curbside parking and 3rd northbound peak hour lane	1 lane southbound, 2 lanes northbound, with curbside parking
193	Canoga Avenue	Devonshire Street	Germain Street	0.39	2/6/2014	2014	2 lanes in each direction with center turn lane	1 lane in each direction with center turn lane
194	Alvarado Street	7th Street	9th Street	0.22	2/19/2014	2014	2 lanes in each direction with 3rd peak hour lane	2 lanes southbound with full-time curbside parking, 2 lanes northbound with 3rd peak hour lane
195	Alvarado Street	Wilshire Boulevard	7th Street	0.09	2/19/2014	2014	3 lanes in each direction	3 lanes northbound, 2 lanes southbound with southbound right turn pocket onto 7th Street
196	48th Street	Crenshaw Boulevard	Normandie Avenue	1.73	3/13/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
197	York Boulevard	Avenue 64	Arroyo Verde Dr (South Pasadena City Limit)	0.32	4/13/2014	2014	2 lanes in each direction with center turn lane and curbside parking	1 lane eastbound, 2 lanes westbound, with center turn lane and curbside parking

198	1st Street	Vermont Avenue	Commonwealth Avenue	0.32	4/28/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
199	Chase Street	Van Nuys Boulevard	Snowden Avenue	0.84	4/28/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
200	San Vicente Boulevard	Bundy Drive	Darlington Avenue	0.58	5/17/2014	2014	2 lanes in each direction with center turn lane and curbside parking. Eastbound direction has 3rd peak hour lane.	2 lanes in each direction with center turn lane and curbside parking.
201	Grand Avenue	30th Street	39th Street	0.73	5/20/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
202	Loyola Boulevard	Westchester Parkway	Lincoln Boulevard	0.3	5/20/2014	2014	1 lane southbound, 2 lanes northbound, with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
203	West Boulevard	Slauson Avenue	68th Street	0.82	5/20/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
204	Wilmington Avenue	Century Boulevard	104th Street	0.27	5/20/2014	2014	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
205	Califa Street	Topanga Canyon Boulevard	De Soto Avenue	0.83	5/27/2014	2014	2 lanes eastbound, 1 lane westbound, with	1 lane in each direction with center turn lane and curbside parking

							center turn lane and curbside parking	
206	Foothill Boulevard	1000' east of Bledsoe Street	1300' east of Glenoaks Boulevard	1.26	6/9/2014	2014	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
207	Foothill Boulevard	Balboa Boulevard	Filbert Street	0.74	6/9/2014	2014	2 lanes in each direction with center turn lane	1 lane in each direction with center turn lane
208	Foothill Boulevard	Yarnell Street	700' east of Excelsior Street	0.32	6/9/2014	2014	2 lanes westbound, 1 lane eastbound, with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
209	Figueroa Street	Pacific Coast Highway	I Street	0.72	6/17/2014	2014	2 lanes in each direction with center turn lane and curbside parking	1 lane southbound, 2 lanes northbound, with center turn lane and curbside parking
210	Figueroa Street	F Street	I Street	0.24	6/17/2014	2014	2 lanes in each direction with curbside parking	1 lane southbound, 2 lanes northbound, with center buffer and curbside parking
211	Venice Way	Pacific Avenue	Venice Boulevard	0.32	7/2/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
212	Vineland Avenue	Ventura Boulevard	Moorpark Street	0.66	7/17/2014	2014	3 lanes in each direction with center turn lane and curbside parking	2 lanes northbound, 3 lanes southbound, with center turn lane and curbside parking

213	Slauson Avenue	Alsace Avenue	Alviso Avenue	0.22	8/1/2014	2014	2 lanes in each direction with center turn lane and curbside parking. 3 lanes in each direction during peak hours	2 lanes in each direction with center turn lane and full-time curbside parking
214	Slauson Avenue	Angeles Vista Boulevard	Alsace Avenue	0.2	8/1/2014	2014	2 lanes in each direction with center turn lane and curbside parking. 3 lanes in each direction during peak hours	2 lanes westbound, 3 lanes eastbound, with center turn lane and full-time curbside parking on north side of street
215	Pacific Avenue	22nd Street	15th Street	0.42	8/6/2014	2014	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
216	Clybourn Avenue	Victory Boulevard	Chandler Boulevard	1.47	9/11/2014	2014	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
217	8th Street	Alvarado Street	Union Avenue	0.34	10/21/2014	2014	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
218	Imperial Highway	Vermont Avenue	Figueroa Street	0.49	11/18/2014	2014	2 lanes in each direction with center turn lane and curbside parking. During peak-hours, 3 lanes in each direction	2 lanes in each direction with center turn lane and curbside parking.
219	Figueroa Street	Manchester Avenue	84th Place	0.14	12/20/2014	2014	2 lanes in each direction with 3rd peak hour lane, center turn lane and curbside parking	2 lanes northbound with full-time curbside parking, 2 lanes southbound with 3rd

								peak hour lane, center turn lane
220	Avalon Boulevard	Water Street	Harry Bridges Boulevard	0.28	2/21/2015	2015	2 lanes in each direction	1 lane in each direction with center turn lane
221	Venice Boulevard	7th Avenue	Arlington Avenue	0.4	3/1/2015	2015	3 lanes in each direction with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking
222	Venice Boulevard	La Fayette Road	Crenshaw Boulevard	0.32	3/1/2015	2015	3 lanes in each direction with center turn lane	2 lanes westbound, 3 lanes eastbound, with center turn lane
223	Venice Boulevard	Crenshaw Boulevard	7th Avenue	0.2	3/1/2015	2015	2 lanes in each direction with center turn lane and 3rd, peak hour lane	2 lanes in each direction with center turn lane
224	Devonshire Street	Haskell Avenue	Sepulveda Boulevard	0.47	4/23/2015	2015	3 lanes in each direction with center turn lane	2 lanes in each direction with center turn lane and bike lanes
225	Imperial Highway	Broadway	Central Avenue	1.4	7/31/2015	2015	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in each direction during peak hours	2 lanes in each direction with center turn lane and full-time curbside parking
226	Imperial Highway	Central Avenue	Compton Avenue	0.44	7/31/2015	2015	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in each direction during peak hours	2 lanes in each direction with center turn lane and full-time curbside parking on north side of street. 3rd peak hour lane in east bound direction

227	Vineland Avenue	Moorpark Street	Chandler Boulevard	1.21	8/28/2015	2015	3 lanes in each direction with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking
228	Vineland Avenue	Ventura Boulevard	Moorpark Street	0.66	8/28/2015	2015	2 lanes northbound, 3 lanes southbound, with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking
229	Pacific Avenue	15th Street	O'Farrell Street	1.05	9/10/2015	2015	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
230	Edgemont Street	Santa Monica Boulevard	Melrose Avenue	0.5	10/1/2015	2015	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction with bike lanes and curbside parking
231	Anaheim Street	Vermont Avenue	Western Avenue	0.65	12/21/2015	2015	2 lanes in each direction	1 lane westbound, 2 lanes eastbound, with center turn lane
232	Fairfax Avenue	Melrose Avenue	Willoughby Avenue/ West Hollywood City Boundary	0.21	5/5/2016	2016	3 lanes in each direction with median center turn lane and curbside parking	2 lanes in each direction with median center turn lane and curbside parking
233	Lindbrook Drive	Gayley Avenue	Hilgard Avenue	0.2	5/6/2016	2016	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound, with center turn lane and curbside parking
234	Cahuenga Boulevard	Melrose Avenue	Santa Monica Boulevard	0.48	6/8/2016	2016	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound with center turn lane and curbside parking

235	Eldridge Avenue	Sayre Street	Hubbard Street	0.25	7/26/2016	2016	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
236	Avenue 36	Eagle Rock Boulevard	Fletcher Drive	0.07	8/2/2016	2016	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
237	Fletcher Drive	Avenue 36	Delay Drive	0.56	8/2/2016	2016	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane nad curbside parking
238	Fletcher Drive	Delay Drive	San Fernando Road	0.11	8/2/2016	2016	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound, with center turn lane and curbside parking on east side
239	Pacific Avenue	O'Farrell Street	Upland Avenue	0.22	8/2/2016	2016	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
240	Pacific Avenue	Upland Avenue	Front Street	0.11	8/2/2016	2016	2 lanes in each direction with center turn lane	1 lane northbound, 2 lanes southbound with center turn lane and parking in northbound direction.
241	La Salle Avenue	Adams Boulevard	Jefferson Boulevard	0.47	9/20/2016	2016	One lane in each direction with center turn lane and on-street parking	one lane in each direction with bike lanes and on-street parking
242	Van Nuys Boulevard	Laurel Canyon Boulevard	Ilex Avenue	0.67	10/6/2016	2016	2 lanes in each direction with center turn lane and curbside parking	1 lane northbound, 2 lanes southbound, with center turn lane and on-street parking

243	Avenue 19	San Fernando Road	1000' ft w/o Humboldt St	0.25	2/1/2017	2017	2 lanes in each direction	1 lane in each direction
244	San Fernando Mission Boulevard	Reseda Boulevard	Lindley Avenue	0.53	2/15/2017	2017	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound, with center turn lane and curbside parking
245	Foothill Boulevard	Wentworth Avenue	Sunland Avenue	0.67	3/9/2017	2017	2 lanes in each direction with center turn lane	1 lane in each direction with center turn lane
246	Foothill Boulevard	600 W/O Wentworth Avenue	Wentworth	0.11	3/9/2017	2017	2 lanes each direction with center turn lane	1 lane westbound, 2 lanes eastbound with center turn lane and protected bike lane in westbound direction
247	Glendale Boulevard	Reservoir Street	Lake Shore Avenue (Southbound)	0.05	4/5/2017	2017	2 lanes southbound, 3 lanes northbound, with median and curbside parking on west side of street	2 lanes in each direction with median and curbside parking on west side of street
248	Fulton Avenue	Moorpark Street	Riverside Drive	0.48	4/28/2017	2017	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound with center turn lane and curbside parking
249	Venice Boulevard	Centinela Avenue	Beethoven Street	0.49	6/1/2017	2017	3 lanes in each direction with median center turn lane and curbside parking	2 lanes in each direction with median center turn lane, on-street parking and protected bike lane in westbound direction, buffered bike lane in eastbound direction

250	Venice Boulevard	Inglewood Boulevard	Centinela Avenue	0.3	6/1/2017	2017	3 lanes in each direction with median center turn lane and curbside parking	2 lanes in each direction with median center turn lane, on-street parking and protected bike lanes
251	North Broadway	Avenue 21	Thomas Street	0.77	6/26/2017	2017	2 lanes in each direction with center turn lane and on-street parking. 3rd lane in peak direction during rush hour	2 lanes in each direction with center turn lane and full-time on-street parking in both directions.
252	North Broadway	Avenue 18	Avenue 21	0.22	6/26/2017	2017	2 lanes in each direction with center turn lane and on-street parking. 3rd lane in peak direction during rush hour	2 lanes in each direction with center turn lane and full-time on-street parking on south side of street. 3rd peak hour lane in westbound direction.
253	North Broadway	Thomas Street	Lincoln Park Avenue	0.13	6/26/2017	2017	2 lanes in each direction with center turn lane and on-street parking. 3rd peak hour lane in eastbound direction.	2 lanes in each direction with center turn lane and full-time on-street parking in both directions.
254	Washington Boulevard	Western Avenue	Vermont Avenue	0.96	6/26/2017	2017	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in each direction during peak hours.	2 lanes in each direction with center turn lane and full-time curbside parking on both sides of the street.
255	Washington Boulevard	6th Avenue	Western Avenue	0.8	6/26/2017	2017	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in westbound direction during peak hours.	2 lanes in each direction with center turn lane and full-time curbside parking on both sides of the street.

256	Washington Boulevard	La Brea Avenue	Wellington Road	0.75	6/26/2017	2017	2 lanes in each direction with center turn lane and curbside parking. 3rd lane during peak hours	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in westbound direction only during peak hours
257	Manchester Avenue	Haas Avenue	Saint Andrews	0.33	6/29/2017	2017	2 lanes in each direction with curbside parking and center turn lane. 3rd eastbound lane during peak hours	2 lanes in each direction with center turn lane, and full-time curbside parking.
258	Manchester Avenue	Saint Andrews	Western Avenue	0.1	6/29/2017	2017	2 lanes in each direction with center turn lane and curbside parking. 3rd lane in both directions during peak hours	2 lanes in each direction with center turn lane, and full-time curbside parking.
259	Jefferson Boulevard	Vermont Avenue	Royal Street	0.54	7/20/2017	2017	2 lanes westbound, 2 lanes eastbound with 3rd peak hour lane, center turn lane	2 lanes in each direction with center turn lane
260	Chandler Boulevard	Blakeslee Avenue	Tujunga Avenue	0.35	11/7/2017	2017	2 lanes in each direction with center turn lane and curbside parking	1 lane westbound, 2 lanes eastbound with center turn lane and curbside parking
261	6th Street	Fairfax Avenue	Curson Avenue	0.36	1/15/2018	2018	2 lanes in each direction with curbside parking	1 lane eastbound, 2 lanes westbound with center turn lane and curbside parking
262	Monterey Road	Via Marisol	Pullman	0.31	2/13/2018	2018	2 lanes northbound, 1 lane southbound with center turn lane,	1 lane in each direction with center turn lane, on-street

							on-street parking and bike lanes	parking and buffered bike lanes
263	La Tuna Canyon Road	Honolulu Avenue	4190' w/o Honolulu Avenue	0.79	6/8/2018	2018	2 lanes in each direction	1 lane in each direction
264	La Tuna Canyon Road	South La Tuna Canyon Road	3040' W/O South La Tuna Canyon Road	0.57	6/8/2018	2018	2 lanes in each direction	1 lane in each direction
265	La Tuna Canyon Road	W/B Foothill Fwy Off-Ramp	4190' w/o Honolulu Avenue	0.23	6/8/2018	2018	2 lanes eastbound, 1 lane westbound	1 lane in each direction
266	La Tuna Canyon Road	W/B Foothill Fwy Off-Ramp	South La Tuna Canyon Road	0.19	6/8/2018	2018	2 lanes in each direction	1 lane in each direction with turn pockets
267	La Tuna Canyon Road	4910' W/O South La Tuna Canyon Road	7600' W/O South La Tuna Canyon Road	0.51	6/8/2018	2018	2 lanes in each direction	1 lane in each direction
268	Alhambra Avenue	Druid Street	Lowell Avenue	1.1	6/28/2018	2018	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane, curbside parking, and bike lanes
269	Alhambra Avenue	Lowell Avenue	Alhambra City Boundary	0.1	6/28/2018	2018	2 lanes in each direction	1 lane eastbound, 2 lanes westbound with center buffer and eastbound buffered bike lane

270	Alhambra Avenue	Brawley Street	Druid Street	0.09	6/28/2018	2018	2 lanes in each direction with center turn lane and curbside parking	1 lane eastbound, 2 lanes westbound, with center turn lane, curbside parking and bike lanes
271	11th Street	Flower Street	Figueroa Street	0.06	7/1/2018	2018	2 lanes westbound with left turn and right turn pockets, with 1 lane eastbound	1 lane in each direction with 1 left turn and right turn pockets in westbound direction
272	11th Street	Broadway	Flower Street	0.35	7/1/2018	2018	2 lanes westbound, with curbside parking	1 lane westbound, with curbside parking
273	Figueroa Street	23rd Street	Venice Boulevard	0.5	7/1/2018	2018	3 lanes northbound with 4th bus only lane, 2 lanes southbound, center turn lane and curbside parking	2 lanes northbound with 1 full-time bus lane, 2 lane southbound, center turn lane
274	Figueroa Street	Exposition Boulevard	30th Street	0.5	7/1/2018	2018	3 lanes northbound with 4th peak hour lane, 2 lanes southbound with 3rd peak hour lane, center turn lane, and curbside parking.	2 lanes in each direction with center turn lane, curbside parking
275	Figueroa Street	Venice Boulevard	11th Street	0.48	7/1/2018	2018	3 lanes northbound with 4th peak hour bus lane, 2 lanes southbound, center turn lane, curbside parking in northbound direction	2 lanes northbound with 1 full-time bus lane, 2 lanes southbound, center turn lane, curbside parking in northbound direction

276	Figueroa Street	30th Street	23rd Street	0.48	7/1/2018	2018	3 lanes northbound with 4th peak hour lane, 2 lanes southbound, center turn lane and curbside parking	2 lanes in each direction with center turn lane, curbside parking
277	Figueroa Street	9th Street	8th Street	0.12	7/1/2018	2018	3 lanes northbound with 4th peak hour bus lane, curbside parking	3 lanes northbound with 1 full-time bus lane and curbside parking
278	Figueroa Street	11th Street	Olympic Boulevard	0.08	7/1/2018	2018	3 lanes northbound with 4th peak hour bus lane, 2 lanes southbound, center turn lane, curbside parking in northbound direction	2 lanes northbound with 1 full-time bus lane, center turn lane, and 1 lane southbound
279	Figueroa Street	Olympic Boulevard	9th Street	0.08	7/1/2018	2018	3 lanes northbound with 4th peak hour bus lane, curbside parking	2 lanes northbound with 1 full-time bus lane and curbside parking in northbound direction
280	Figueroa Street	8th Street	Wilshire Boulevard	0.16	7/18/2018	2018	4 lanes northbound with bus lane and curbside parking	3 lanes northbound with full-time bus land and curbside parking
281	Spring Street	3rd Street	9th Street	0.73	9/30/2018	2018	2 lanes southbound with 3rd peak hour lane on east side of street, curbside parking on both sides.	2 lanes southbound with full-time curbside parking on both sides

282	Chatsworth Street	Arleta Avenue	Chatsworth Drive	0.67	10/31/2018	2018	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
283	Hoover Street	Martin Luther King Jr. Boulevard	Vernon Avenue	0.49	3/6/2019	2019	2 lanes in each direction with curbside parking in both directions	1 lane in each direction with center turn lane and curbside parking
284	Winnetka Avenue	Vanowen Street	Victory Boulevard	0.53	5/30/2019	2019	2 lanes in each direction with center turn lane and curbside parking. 3rd peak hour lane southbound in AM and northbound in PM	2 lanes in each direction with center turn lane and curbside parking
285	19th Street	Walker Avenue	Western Avenue	0.42	9/9/2019	2019	1 lane in each direction with center turn lane and curbside parking	1 lane in each direction with curbside parking
286	Main Street	215' north of 9th Street	8th Street	0.07	11/26/2019	2019	2 northbound lanes with left turn lane and curbside parking on both sides	2 northbound lanes with left turn pocket and curbside parking on both sides
287	Main Street	8th Street	1st Street	0.84	11/26/2019	2019	3 northbound lanes and curbside parking on both sides	2 northbound lanes with left turn pocket and curbside parking on both sides
288	Main Street	1st Street	Temple Street	0.14	11/26/2019	2019	4 northbound lanes and curbside parking on both sides	3 northbound lanes with left turn pocket, right turn pocket curbside parking on both sides.

289	Main Street	Temple Street	Aliso Street	0.1	11/26/2019	2019	3 northbound lanes, right turn lane and parking on east side	2 northbound lanes, right turn pocket, and parking on east side
290	Main Street	Aliso Street	Arcadia Street	0.02	11/26/2019	2019	3 northbound lanes	2 northbound lanes, 1 left turn lane
291	Main Street	Arcadia Street	Paseo Luis Olivaris	0.1	11/26/2019	2019	3 northbound lanes with parking on both sides	2 northbound lanes with parking on both sides
292	Main Street	Paseo Luis Olivaris	Cesar E. Chavez Avenue	0.07	11/26/2019	2019	3 northbound lanes and left turn lane with parking on east side	2 northbound lanes, left turn pocket, right turn pocket, and parking on east side
293	Burbank Boulevard	Kester Avenue	185' east of Kester Avenue	0.03	1/17/2020	2020	2 lanes westbound, 3 lanes eastbound, with center turn lane and curbside parking	2 lanes in each direction with center turn lane and curbside parking
294	Winnetka Avenue	Victory Boulevard	Colvert	0.22	5/15/2020	2020	2 lanes in each direction with center turn lane, parallel parking and southbound peak hour right turn lane	2 lanes in each direction with center turn lane with fulltime parallel parking
295	Oxnard Street	Vineland Avenue	Cahuenga Boulevard	0.48	6/24/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
296	5th Street	Central Avenue	Wall Street	0.39	7/25/2020	2020	3 lanes westbound with curbside parking	2 lanes westbound, 1 bus lane, with protected bike lane

297	5th Street	Wall Street	Spring Street	0.26	7/25/2020	2020	3 lanes westbound with 4th peak hour lane	2 lanes westbound, 1 bus lane, with protected bike lane
298	5th Street	Spring Street	Lindley Place	0.1	7/25/2020	2020	2 lanes westbound with 2 additional peak hour lanes	2 lanes westbound, 1 peak hour bus lane, with full time curbside parking on one side
299	5th Street	Lindley Place	Olive Street	0.1	7/25/2020	2020	3 lanes westbound with 4th peak hour lane	3 lanes westbound with peak hour bus lane
300	5th Street	Olive Street	Grand Avenue	0.05	7/25/2020	2020	4 westbound lanes and 1 left turn lane	3 westbound lanes, 1 left turn lane, and bus only lane
301	6th Street	Central Avenue	San Pedro Street	0.35	7/27/2020	2020	4 lanes eastbound with curbside parking	2 lanes eastbound with bus only lane, protected bike lane and curbside parking
302	6th Street	San Pedro Street	Los Angeles Street	0.25	7/27/2020	2020	3 lanes eastbound with 4th hour peak lane and curbside parking	2 lanes eastbound with bus only lane, protected bike lane and curbside parking
303	6th Street	Los Angeles Street	Spring Street	0.12	7/27/2020	2020	3 lanes eastbound with 4th hour peak lane and curbside parking	2 lanes eastbound with bus only lane, and protected bike lane
304	6th Street	Spring Street	Hill Street	0.13	7/27/2020	2020	2 travel lanes with 2 additional peak hour lanes	2 lanes eastbound with bus only lane and curbside parking
305	6th Street	Hill Street	Olive Street	0.06	7/27/2020	2020	3 lanes eastbound with 4th peak hour lane	2 lanes eastbound with bus only lane

306	6th Street	Olive Street	Grand Avenue	0.06	7/27/2020	2020	4 lanes eastbound with 1 left turn lane	2 lanes eastbound with left turn lane and bus only lane
307	6th Street	Grand Avenue	Hope Street	0.05	7/27/2020	2020	4 lanes eastbound with 1 left turn lane	3 lanes eastbound with bus only lane
308	Broadway	88th Place	Century Boulevard	0.74	7/27/2020	2020	3 lanes in each direction with landscaped median/left turn pockets and parallel parking	2 lanes in each direction with landscaped median/left turn pockets and parallel parking
309	Broadway	Century Boulevard	103rd Street	0.17	7/27/2020	2020	3 lanes in each direction with landscaped median/left turn pockets and parallel parking	2 lanes northbound, 3 lanes southbound, with landscaped median/left turn pockets and parallel parking
310	Eldridge Avenue	Harding Avenue	375' north of Cranston Avenue	0.37	7/28/2020	2020	1 lane in each direction with center turn lane and parallel parking in southbound direction and angled parking in northbound direction	1 lane in each direction with parallel parking in southbound direction and angled parking in northbound direction
311	Camarillo Street	Clybourn Avenue	Forman Avenue	0.04	10/8/2020	2020	2 lanes southbound (merging), 1 lane northbound with center turn lane and parallel parking	1 lane in each direction with center turn lane and parallel parking
312	Avalon Boulevard	120th Street	116th Street	0.3	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

313	Avalon Boulevard	116th Street	Imperial Boulevard	0.18	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane northbound, 2 lanes southbound with center turn lane and curbside parking on east side of street
314	Avalon Boulevard	111th Place	109th Place	0.16	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane southbound, 2 lanes northbound with center turn lane and curbside parking on west side of street
315	Avalon Boulevard	109th Place	104th Street	0.36	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
316	Avalon Boulevard	104th Street	99th Street	0.33	10/15/2020	2020	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
317	Avalon Boulevard	99th Street	95th Street	0.22	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
318	Avalon Boulevard	95th Street	88th Place	0.42	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
319	Avalon Boulevard	88th Place	87th Place	0.11	10/15/2020	2020	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
320	Avalon Boulevard	87th Place	Manchester Avenue	0.11	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking

321	Avalon Boulevard	Manchester Avenue	52nd Street	2.41	10/15/2020	2020	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
322	Avalon Boulevard	52nd Street	35th Street	1.3	10/15/2020	2020	2 lanes in each direction with curbside parking	1 lane in each direction with center turn lane and curbside parking
323	Avalon Boulevard	35th Street	Jefferson Boulevard	0.05	10/15/2020	2020	2 lanes in each direction with center turn lane and curbside parking	1 lane in each direction with center turn lane and curbside parking
324	Broadway	Manchester Avenue	88th Place	0.24	10/15/2020	2020	3 lanes northbound, 2 lanes southbound with center turn lane and parallel parking	2 lanes in each direction with center turn lane and parallel parking in northbound direction
325	Broadway	88th Place	Century Boulevard	0.73	10/15/2020	2020	3 lanes in each direction with center turn lane/median and parallel parking	2 lanes in each direction with center turn lane/median and parallel parking
326	Broadway	Century Boulevard	103rd Street	0.17	10/15/2020	2020	3 lanes in each direction with center turn lane/median and parallel parking	2 lanes northbound, 3 lanes southbound with center turn lane/median and parallel parking
327	Figueroa Street	Century Boulevard	Gage Avenue	2.53	1/1/2021	2021	2 lanes in each direction with center turn lane and off-peak hour parking/3rd peak hour lane	2 lanes in each direction with center turn lane and full-time parallel parking

328	Broadway	Century Boulevard	103rd Street	0.17	1/5/2021	2021	2 lanes northbound, 3 lanes southbound with center turn lane/median and parallel parking	2 lanes in each direction with center turn lane/median and parallel parking
329	Broadway	103rd Street	Imperial Highway	0.8	1/5/2021	2021	3 lanes in each direction with center turn lane/median and parallel parking	2 lanes in each direction with center turn lane/median and parallel parking
330	Broadway	Imperial Highway	115th Street	0.04	1/5/2021	2021	2 lanes in each direction with center turn lane and parallel parking	1 lane southbound, 2 lanes northbound with center turn lane and parallel parking
331	Beverly Glen Boulevard	Almayo Avenue	Keswick Avenue	0.17	4/27/2021	2021	2 lanes in each direction with parallel parking	1 lane northbound, 2 lanes southbound with center turn lane and parallel parking
332	Chatsworth Street	Columbus Avenue	Chatsworth Drive	0.21	5/7/2021	2021	2 lanes in each direction with center turn lane and parallel parking on both sides	1 lane westbound, 2 lanes eastbound with center turn lane and parallel parking on both sides
333	Chatsworth Street	Chatsworth Drive	235' northeast of Los Alimos Avenue	0.21	5/7/2021	2021	2 lanes in each direction with center turn lane and parallel parking on both sides	1 lane in each direction with center turn lane and parallel parking on both sides
334	Chatsworth Street	235' northeast of Los Alimos Avenue	200' northeast of Arleta Avenue	0.35	5/7/2021	2021	2 lanes in each direction with parallel parking on both sides	1 lane in each direction with center turn lane and parallel parking on both sides

335	Maxella Avenue	Sunnyside Avenue	Redwood Avenue	0.05	6/10/2021	2021	2 lanes westbound, 1 lane eastbound with parallel parking in eastbound direction	1 lane in each direction with parallel parking in eastbound direction
336	Adams Boulevard	Fairfax Avenue	Crenshaw Boulevard	2.04	10/1/2021	2021	2 lanes in each direction with center turn lane and parallel parking on both sides	1 lane in each direction with center turn lane and parallel parking on both sides
337	Yosemite Drive	Algoma Avenue	Wiota Street	0.68	1/25/2022	2022	1 lane in each direction with center turn lane and parallel parking	1 lane in each direction with parallel parking
338	Riverside Drive	Los Feliz Boulevard	Glendale Boulevard	0.54	3/22/2022	2022	2 lanes in each direction with center turn lane and parallel parking on both sides	1 lane northbound, 2 lanes southbound, with center turn lane and parallel parking on both sides
339	Idaho Avenue	Centinela Avenue	Bundy Drive	0.26	4/1/2022	2022	1 lane in each direction with center turn lane and parallel parking on both sides	1 lane in each direction with parallel parking on both sides and left turn pocket at signalized intersection
340	1st Street	Mission Road	Alameda Street	0.59	4/15/2022	2022	2 lanes westbound	1 lane westbound
341	Tujunga Avenue	Chandler Boulevard	Cumpston Street	0.12	6/14/2022	2022	2 lanes northbound, 1 lane southbound with center turn lane and parallel parking	1 lane in each direction with center turn lane and parallel parking
342	1st Street	Alameda Street	San Pedro Street	0.16	9/29/2022	2022	2 lanes in each direction with parallel parking	1 lane in each direction with center turn lane and parallel parking

343	San Vicente Boulevard	Curson Avenue	Redondo Boulevard	0.62	10/4/2022	2022	3 lanes in each direction with parallel parking and left turn pockets	2 lanes in each direction with parallel parking and left turn pockets
344	San Vicente Boulevard	Redondo Boulevard	La Brea Avenue	0.2	10/4/2022	2022	3 lanes in each direction with parallel parking and left turn pockets	2 lanes in eastbound direction, 3 lanes in westbound direction with parallel parking and left turn pockets