

CIRCULATION ELEMENT

Arterial Streets -- are generally the commercial arteries. They carry the majority of traffic entering or traveling through the City. A major arterial would contain either four or six lanes of through traffic, plus left-turn lanes. Minor arterials serve the same function as major arterials, but have four lanes of through traffic and may or may not have separate left-turn lanes. Recommended design volumes on arterials range from 34,000 to 61,000 depending on number of lands and left-turn movements.

Arterial streets are appropriate locations for median islands, such as those on San Vicente or Ocean Park Boulevards, which help to increase the capacity of the arterials by reducing the number of full-access intersections. In order to maintain progressive movement of vehicles on arterial streets, traffic signals should preferably not be installed at closer intervals than once every three blocks (about 1,000 feet apart).

Designated arterial streets include:

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- o San Vicente Boulevard
- o Wilshire Boulevard
- o Santa Monica Boulevard
- o Colorado Avenue (Ocean Avenue to 26th Street)
- o Olympic Boulevard (11th Street to eastern City limit)
- o Pico Boulevard
- o Ocean Park Boulevard (Neilson Way to eastern City limit)
- o Pacific Coast Highway
- o Ocean Avenue/Neilson Way (California Avenue to southern City limit)
- o 4th Street (Wilshire to Pico Boulevards)
- o Lincoln Boulevard (Wilshire Boulevard to southern City limit)
- o Cloverfield Boulevard (Santa Monica to Pico Boulevards)
- o 26th Street (Wilshire to Cloverfield Boulevards)

Collector Streets -- are intended to carry traffic between residential neighborhoods and the arterial street network. They are two-lane roadways and generally have a mixture of residential and commercial land uses along them. The Circulation Element designates that average daily traffic volumes on collector streets be held to below 15,000 vehicles per day in order to maintain acceptable levels of service at intersections and an environment compatible with residential land uses. It is generally appropriate to either have higher density residential land uses along collector streets or only the side yard of single family homes.

Designated collector streets include:

- o Montana Avenue
- o Arizona Avenue (Ocean Avenue to Lincoln Boulevard)
- o Broadway
- o California Incline
- o 2nd Street (Wilshire Boulevard to Colorado Avenue)
- o Main Street
- o 4th Street (Montana Avenue to Wilshire Boulevard; Pico to Ocean Park Boulevards)

- o 5th and 6th Streets (Wilshire Boulevard to Colorado Avenue)
- o 7th Street (north City limit to Colorado Avenue)
- o Lincoln Boulevard (San Vicente to Wilshire Boulevards)
- o 11th Street (Montana Avenue to Ocean Park Boulevard)
- o 14th Street (Wilshire to Pico Boulevards)
- o 20th Street (Montana Avenue to Ocean Park Boulevard)
- o 23rd Street (Wilshire to Santa Monica Boulevards; Pico Boulevard to southern City limit)
- o Cloverfield Boulevard (Pico to Ocean Park Boulevards)
- o 26th Street (northern City limit to Wilshire Boulevard)
- o Stewart Street/28th Street (Colorado Avenue to Ocean Park Boulevard)

Feeder Streets -- are similar to collectors in that they carry traffic between residential neighborhoods and the arterial street network; however, they are almost solely residential in character. Feeder streets generally have single-family or multi-family residences fronting on the street and are, therefore, intended to carry lower volumes of traffic than collector streets -- usually below 7,500 vehicle per day.

- o Barnard Way
- o 2nd Street (Montana Avenue to Wilshire Boulevard)
- o 4th Street (northern City limit to Montana Avenue; Ocean Park Boulevard to southern City limit)
- o 11th Street (San Vicente Boulevard to Montana Avenue; Ocean Park Boulevard to Marine Street)
- o 14th Street (San Vicente to Wilshire Boulevards; Pico to Ocean Park Boulevards)
- o 17th Street
- o 20th Street (San Vicente Boulevard to Montana Avenue)
- o Washington Avenue
- o Arizona Avenue (Lincoln Boulevard to eastern City limit)
- o Pearl Street
- o Marine Street

Local Streets -- are intended to carry less than 2,500 vehicle per day. Traffic control devices should be implemented to insure that the design volumes specified for the local and feeder streets are not exceeded by future traffic volumes.