RIGHT NOW IN LA . . .

CITYWIDE, A TRAFFIC CRASH turns fatal every 40 hours. Many of them take place in the High Injury Network of the City of Angels, the six percent of streets that account for two-thirds of all traffic fatalities. In downtown LA, a pair of parallel thoroughfares are virtual battlefields. Long crosswalks at intersections leave pedestrians vulnerable. Buses conquer bike lanes. Everyone’s fighting for their share of the street. Enter Vision Zero. As part of that safety initiative, LADOT is upgrading Main and Spring streets, with results materializing on the ground in 2019. Here’s a sneak peek.

A YEAR LATER . . .

IF ALL GOES AS PLANNED, Phase One of Main and Spring Forward will start in the fall of 2017. New striping organizes the street, parked vehicles will protect bike lanes from traffic, and bikes will have their own designated signals. Combined, these efforts and others will bring predictability and safety to the heart of public life in Downtown LA.

Before you continue, which best describes your relationship to DTLA?

Choose Answer:
- I live in DTLA.
- I work in DTLA.
- I am passing through.
- I visit DTLA for music, art, and culture.
- I visit DTLA to dine, drink, or shop.

Try to spot the upgrades at Main and Spring Streets: reflective posts, improved crossings, protected bike lanes, dedicated left turns, bike signals, clear bus routes.
ONE MORE YEAR LATER . . .
PHASE TWO IS ALL ABOUT CONCRETE. Pedestrian islands, block-long curbs, and greater protection for cyclists will emerge by 2018. Main and Spring Streets are getting even safer—for every mode of transportation.

IN THE NOT-TOO-DISTANT FUTURE . . .
THE BATTLE BETWEEN PEDESTRIANS, cyclists, and drivers will soon be a thing of the past at Main and Spring Streets, at least virtually. Thanks to Owlized technology and visualizations by Toole Design Group, area travelers are already moving in the right direction: toward LA’s Vision Zero goal of ending traffic fatalities by 2025.