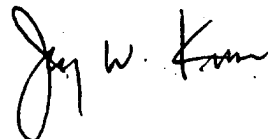


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: May 25, 2000

To: Robert H. Sutton, Deputy Director  
Department of City Planning

From: Jay W. Kim, Senior Transportation Engineer  
Department of Transportation



**SUBJECT: REDESIGNATION OF ABBOT KINNEY BOULEVARD AND ROSE AVENUE  
IN THE VENICE COMMUNITY PLAN**

As part of the Community Plan Update (CPU) process and at the request of Councilmember Ruth Galanter of Council District 6 and the Planning Department, the Department of Transportation (DOT) has reviewed the traffic demand and circulation on Abbot Kinney Boulevard between Palms Boulevard and Main Street, and on Rose Avenue between Main Street and Lincoln Boulevard. Both streets are currently designated as Secondary Highways in the Venice Community Plan and the Transportation Element. DOT recommends the following street reclassifications.

### RECOMMENDATION

Amend the (1) Venice Community Plan, (2) the Transportation Element of the General Plan, and (3) the Transportation Element Highways and Freeways Map to reclassify the streets as follows:

1. Redesignate Abbot Kinney Boulevard between Palms Boulevard and Main Street from a Secondary Highway to a Modified Secondary Highway to maintain the existing roadway configuration and provide a 50 foot roadway within a 70 foot right-of-way.
2. Downgrade Rose Avenue between Main Street and Lincoln Boulevard from a Secondary Highway to a Collector Street to provide a minimum 44 foot roadway width within a 64 foot right-of-way.

### DISCUSSION AND FINDINGS

Abbot Kinney Boulevard - DOT has reviewed the current traffic circulation and future forecasted traffic demand on Abbot Kinney Boulevard between Palms Boulevard and Main Street. Abbot Kinney Boulevard along this segment is approximately 0.63 miles (3,300 feet) in length and serves a commercial area. The posted speed limit is 30 miles-per-hour. The roadway width of Abbot Kinney Boulevard is 50 feet, within a 70-foot right-of-way (ROW) for most of the segment. A review of the Bureau of Engineering's District Maps indicates that there has been very little land dedication along Abbot Kinney Boulevard with approximately 260 feet of property frontage (of 6,600 feet of total frontage along the segment) dedicated to provide between 8 and 15 feet of additional ROW width. The street is striped for one lane in each direction with a single dashed yellow centerline. Parking is limited to one or two hours along the street between 8:00 a.m and 6:00 p.m. on weekdays. Currently, this segment of Abbot Kinney Boulevard carries approximately 1,150 vehicles (both directions) in the evening peak hour and an average daily traffic (ADT) of 12,500 vehicles. The predicted traffic demand on Abbot Kinney Boulevard for year 2010 is approximately

1,300 vehicles (both directions) in the evening peak hour with an ADT of 13,500 vehicles. Using the Venice travel demand simulation model, DOT estimated that the year 2010 ADT on Abbot Kinney Boulevard would increase to approximately 17,000 vehicles if the roadway was improved to two lanes in each direction.

Rose Avenue - DOT has reviewed the current traffic circulation and future forecasted traffic demand on Rose Avenue between Main Street and Lincoln Boulevard. Rose Avenue along this segment is approximately 0.74 miles (3,900 feet) in length and serves mostly a residential area (with some commercial development). The posted speed limit is 25 miles-per-hour. The roadway width along this segment of Rose Avenue varies between 40 and 44 feet, and the sidewalk width along both sides varies between 7 and 10 feet. The ROW width varies between 60 and 86 feet, as there has been several land dedications along different land parcels (more than half of this segment of Rose Avenue has land dedications to provide between 3 to 13 feet of additional ROW width). The street is striped for one lane in each direction with a single dashed yellow centerline. Parking is limited to one or two hours along most of the street between 8:00 a.m. and 6:00 p.m. on weekdays. Currently, this segment of Rose Avenue carries approximately 800 vehicles (both directions) in the evening peak hour and an ADT of 8,000 vehicles. Based on the results of the traffic model, not much growth is expected along this segment of Rose Avenue, as the predicted traffic demand for year 2010 is approximately 850 vehicles (both directions) in the evening peak hour with an ADT of 8,500 vehicles. The year 2010 ADT on Rose Avenue would increase to approximately 9,000 vehicles if the roadway was improved to two lanes in each direction.

The table below compares Abbot Kinney Boulevard and Rose Avenue with the generalized standards of fully dedicated and improved Secondary Highways and Collector Streets:

| Roadway Characteristics                   | Secondary Standard | Collector Standard | Abbot Kinney Bl | Rose Ave |
|---|--------------------|--------------------|-----------------|----------|
| Roadway Width (ft)                        | 70                 | 44                 | 50              | 40-44    |
| Sidewalk Width (ft)                       | 10                 | 10                 | 10              | 7-10     |
| Parking allowed (no restrictions)         | yes                | yes                | yes             | yes      |
| # of Travel Lanes (per direction)         | 2                  | 1                  | 1               | 1        |
| ADT (vehicles)                            | 10,000-30,000      | up to 10,000       | 13,500          | 8,500    |
| Peak Hour Volume (veh. / hr. / direction) | 1400               | 600                | 650             | 425      |

Clearly, the ADT and evening peak hour volume for Rose Avenue for year 2010 fall well short of the performance criteria of a Secondary Highway. Also, the roadway characteristics of Rose Avenue

fall within the standards of a Collector Street. The ADT for Abbot Kinney falls within the performance criteria of a Secondary Highway. While it is the intent of the Council District #6, the Planning Department and the Venice community to ensure that the current operational features and pedestrian-oriented appeal of Abbot Kinney Boulevard be retained, DOT agrees that, based on its research, the roadway be redesignated from Secondary Highway to a Modified Secondary Highway to ensure that there be no street widening in the updated Venice Community Plan. Therefore, in classifying Abbot Kinney Boulevard as a Modified Secondary Highway, the roadway would not be subject to street widening to Secondary Highway standards and the prevailing roadway characteristics and the walk-street appeal would be preserved.

Also, based on the results of the roadway configuration and traffic operating conditions of Rose Avenue, DOT recommends that it be downgraded from a Secondary Highway to a Collector Street between Main Street and Lincoln Boulevard to provide a minimum 44 foot roadway. This segment of Rose Avenue passes through a predominantly residential area and widening it to meet the standard cross-section of a Secondary Highway would result in significant financial impacts to several properties. Therefore, in classifying Rose Avenue as a Collector, the roadway would not be subject to major street widening to provide Secondary Highway standards. Since the minimum roadway width along this segment of Rose Avenue is 40 feet, there will remain a need for some additional roadway capacity. However, more than half of the roadway frontage has already been dedicated for future improvement.

If you have any questions, please call Tomas Carranza of my staff at (213) 485-1062.

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c: Councilmember Ruth Galanter, CD-6  
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