

Vision Zero 12th Ave S Safety Corridor – Phase 2

CID International Special Review District

Historic Preservation Certificate of Approval Application – Briefing Package

Contents

1. Project Overview
 - a. Goals and Existing Conditions
 - b. Proposed Project Elements
2. 12th Ave S Outreach Process
3. Design Details and Photos
 - a. 12th Ave S
 - b. 12th Ave S and S King St
 - c. 12th Ave S and S Jackson St
 - d. 12th Ave S and S Main St
 - e. 12th Ave S and Boren St
4. Separate Attachment: draft 30% plan set

Project Overview

Vision Zero Project Goals

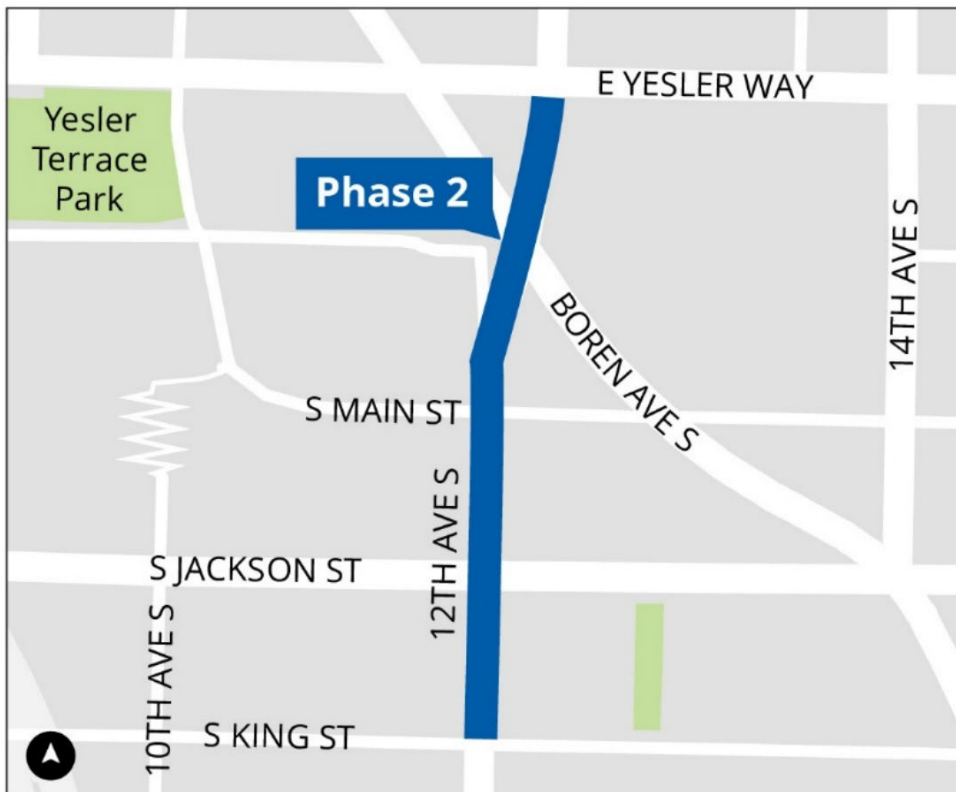
- Install safety enhancements for people walking, biking, and taking transit on 12th Ave S at S King St, S Jackson St, S Main St, Boren Ave, and E Yesler Way
- Reduce speeds of vehicular traffic on 12th Ave S
- Improve the walking and bicycle connections along and across 12th Ave S
- Create an all-ages-and-abilities bicycle facility between the S King St Neighborhood Greenway and E Yesler Way.

Opportunity Statement

Enhance safety for people of all ages and abilities that walk, bike and drive between the Chinatown International District and the Central District.

Project Limits

12th Ave S between S King St and E Yesler Way



project extents: 12th Ave S between S King St and E Yesler Way



View at 12th Ave S and S King St looking north



At 12th Ave S and E Yesler Way looking north

Existing Conditions

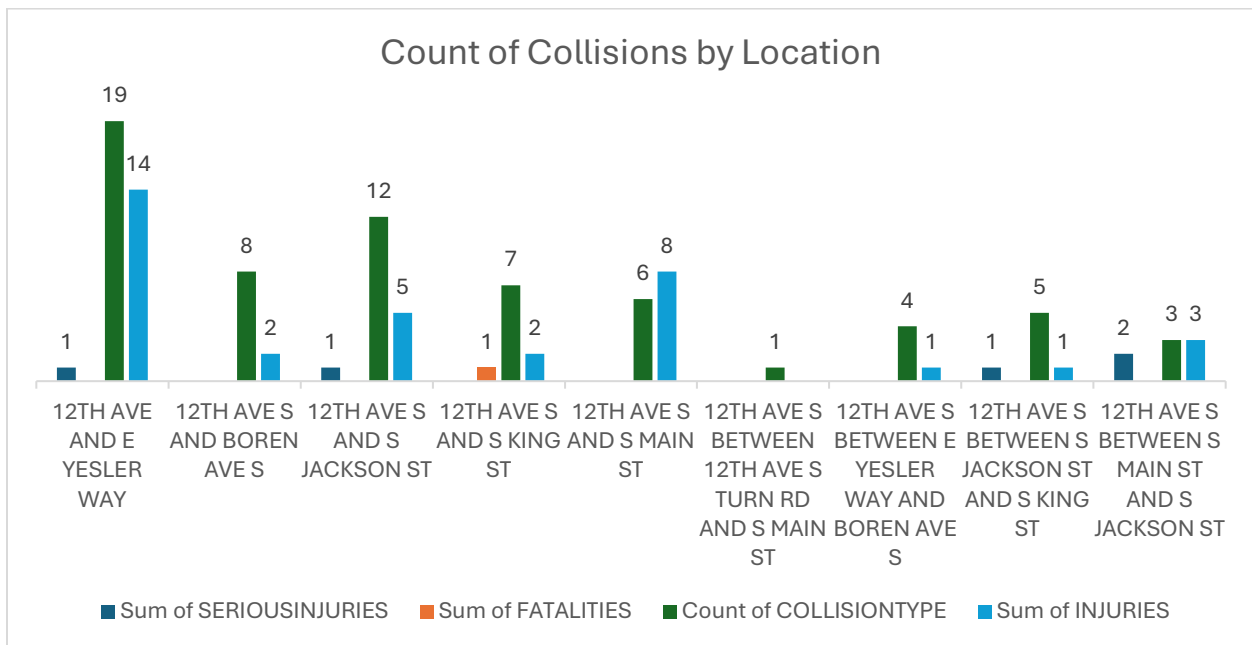
Safety Focus

This corridor was prioritized because of the number of pedestrian and bicycle collisions that have occurred along the project corridor.

Collision Data Summary

There was a total of 65 crashes that occurred from January 2021 to the end of December 2025.

- 12 total crashes at S King St
- 15 total crashes at S Jackson St
- 7 total crashes at S Main St
- 12 total crashes at Boren Ave
- 19 total crashes E Yesler Way



Vehicle speeds

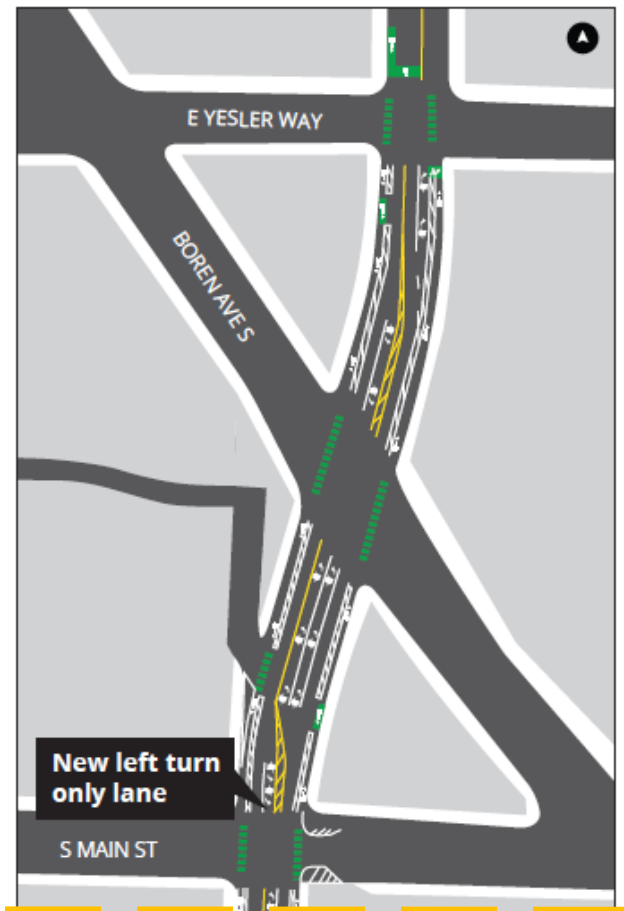
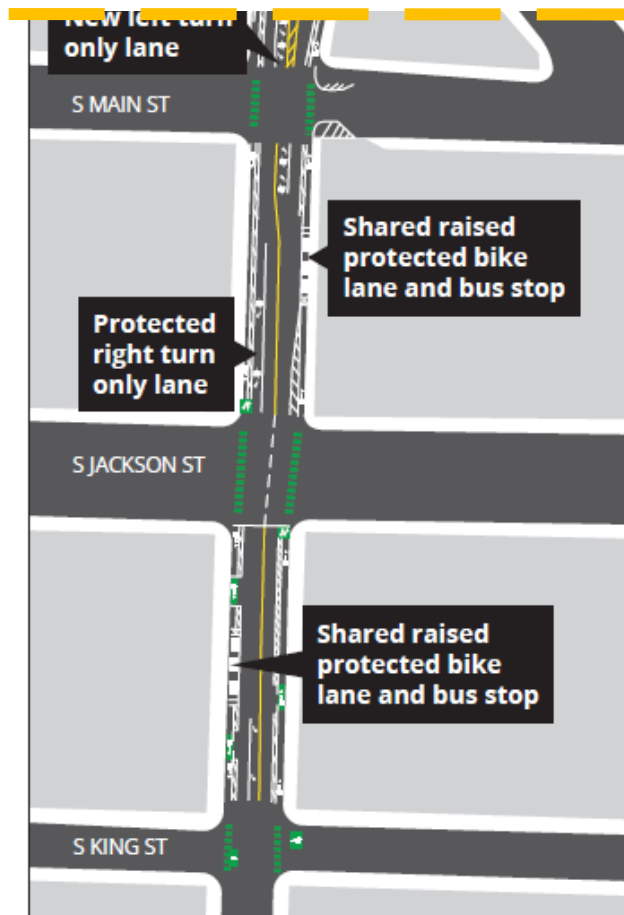
- 85th percentile speeds on these 4 blocks are 25 mph; however, certain blocks may see higher localized speeds
- Speed limit is 25 mph

Existing roadway conditions

12th Ave S currently has between four to five lanes of traffic, two northbound and one to two southbound with turning lanes at S King St, Boren Ave, and E Yesler Way. There are transit stops northbound and southbound at S Jackson St. There is a southbound protected left turn pocket at S King St, left turn restrictions at S Jackson St except for transit in the north and south bound directions, two northbound protected left turn pockets at Boren Ave, southbound protect left pocket at Boren Ave, and northbound protected right at E Yesler Way.

Proposed Project Elements

- Safety improvements:
 - Protected bike lanes in each direction
 - Raised bike and bus boarding zones at S Jackson St
 - Dedicated commercial load zones
 - Dedicated turn pockets at
 - S Jackson St (southbound right)
 - S Main St (north and southbound lefts)
 - Reducing vehicle lanes to shorten pedestrian crossing distance
- Connecting bike facilities between S King St and E Yesler Way and intersecting the S King St Neighborhood Greenway and E Yesler Way bike lanes.
- Tree planting near southbound S Jackson St
- Future neighborhood greenway on S Main St as part of Safe Routes to School



Proposed concept of the 12th Ave S Safety Corridor project

12th Ave S Outreach Process

Since November 2025, the SDOT Vision Zero 12th Ave S safety corridor team conducted outreach through multiple events and direct door-to-door engagement. We will continue our engagement throughout the project design period.

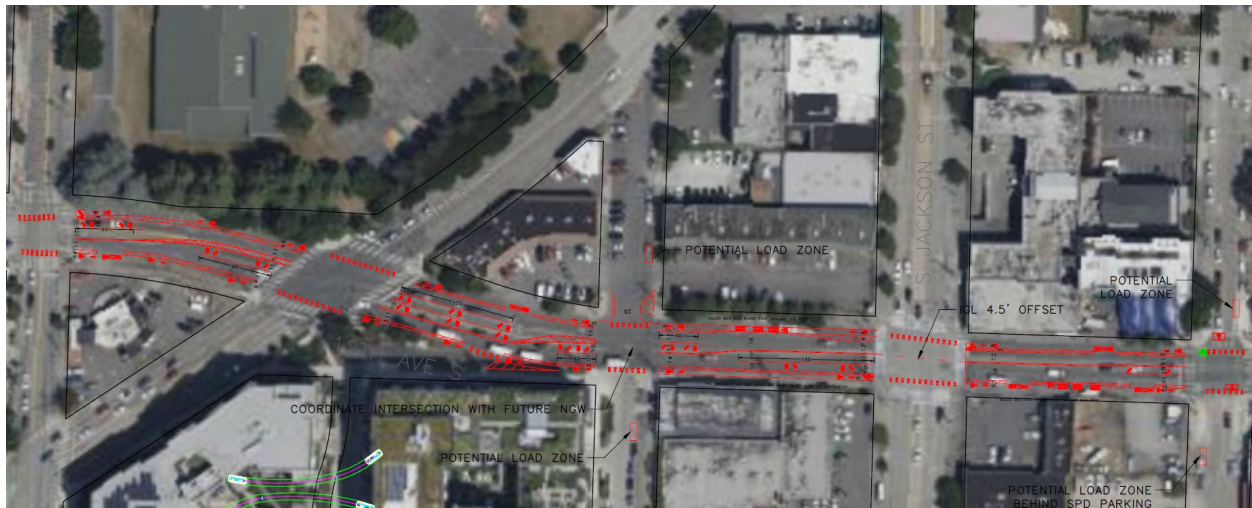
Issue/Concern	Description	Resolution
Pedestrians crossing mid-block	Businesses spoke up about pedestrians crossing mid-block, primarily around intersection of 12th Ave S & S Jackson St	SDOT does not plan on installing barriers to prevent this movement, however, the new channelization and traffic pattern will make it more challenging for people to cross midblock due to constant flow of vehicles.
Sidewalk sweep/cleaning	Inconsistent sidewalk cleaning to remove garbage and human waste	SDOT working to expand footprint of sidewalk cleaning program

Design Development for 12th Ave S

How we incorporated Community feedback

Original Scope

- Directional protected bike lanes on 12th Ave S
- Removal of dedicated southbound right pocket at S King St
- Removal of one vehicle lane in each direction on 12th Ave S
- Additional load zones on S King St and S Main St
- Add dedicated southbound left pocket at S Main St
- Shortened existing double northbound left turn pockets at Boren Ave
- Trees within landscaping strip in southbound approach to S Jackson St



Feedback received

- Concerns and frustrations from businesses about the open drug market at 12th and Jackson and want to know how the City was working to enforce rules and improve safety for the community.
- Concerns from bike community that there were no hardened barriers to prevent right hook collisions at S King St, S Main St, Boren Ave S, and E Yesler Way.
- Bicyclists shared concerns about navigating streetcar tracks at E Yesler Way.
- Bicyclists had questions about SDOT's strategy for consistent, frequent bike lane sweeping to clear leaves and broken glass.
- Bike community interested in breaks in bike barrier to avoid people spilling into the bike lanes around 12th Ave S and S Jackson St

A wide-angle street view of S King St in Los Angeles. The road is a multi-lane thoroughfare with white lane markings and crosswalks. On the left side, there is a pedestrian crossing with a green-painted area. A person is walking on the sidewalk. Further down the street, there are more pedestrians and a car. On the right side, there are several commercial buildings, including a large one with a sign that says "S KING ST" and "S. KING ST SHOPPING CENTER". There are also trees and a blue awning over a storefront. The sky is blue with some clouds.

VZ 12th Ave S Safety Corridor ISRD Application - 9

The proposed channelization at S King St includes directional protected bike lanes, a southbound raised transit stop shared with the bike lane, and one general purpose lane in each direction of 12th Ave S. In the southbound direction, the left turn pocket is retained, and the through-lane is widened at the bus stop to allow for passenger vehicles to pass while a bus is stopped.

The protected bike lanes will include a hardened barrier in the buffer to discourage vehicles from weaving through the corridor and people crossing the street midblock. The exact placement of the barriers will be informed by commercial loading needs at the intersection.

Adding bike boxes on S King St will provide better visibility of people biking on this Neighborhood Greenway street.



Rendering at 12th Ave S and S King St looking north

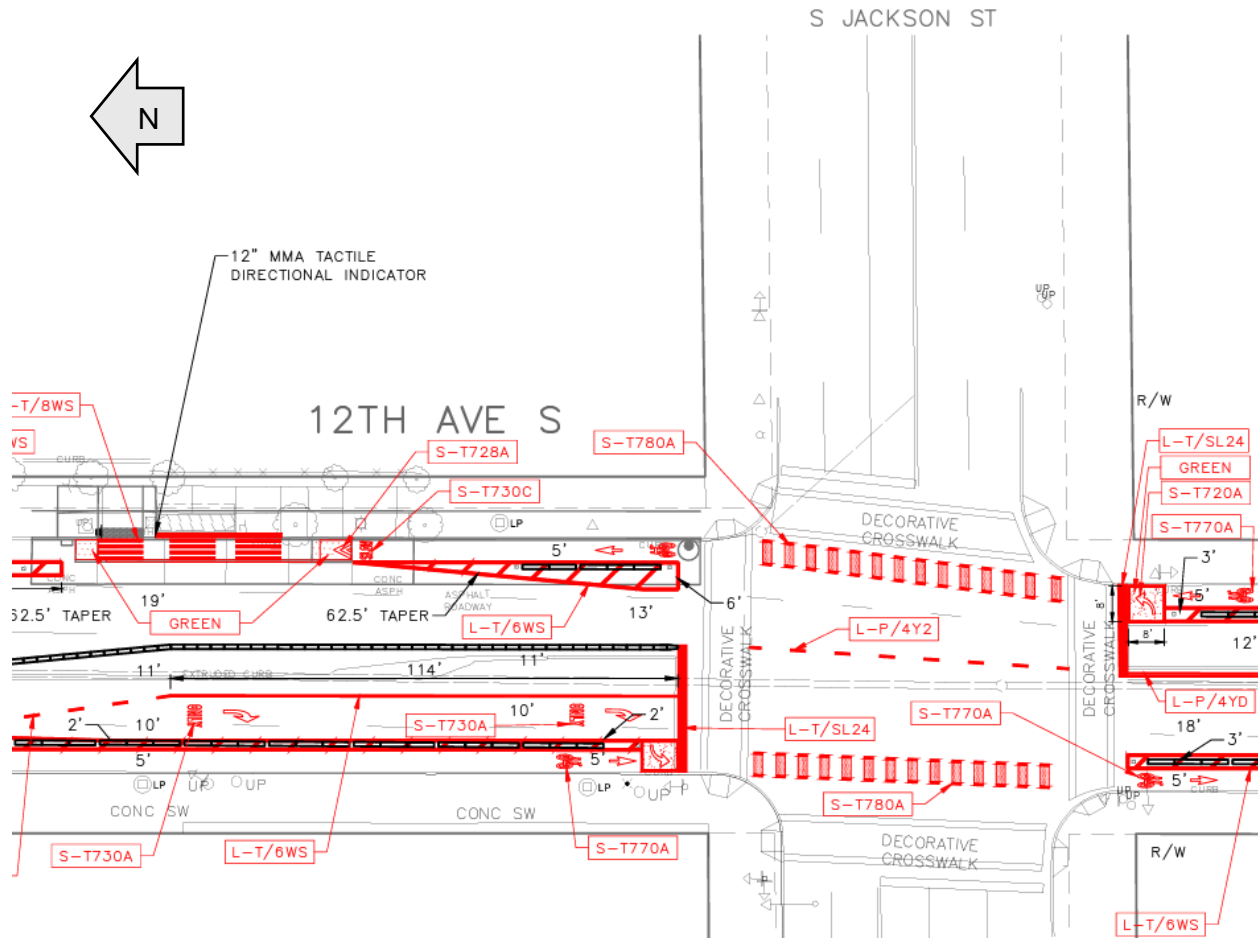
12th Ave S and S Jackson St



Existing condition of 12th Ave S and S Jackson St south leg looking north



Existing condition of 12th Ave S and S Jackson St north leg looking north



Proposed Plan at 12th Ave S and S Jackson St - 30% Design

The proposed plan continues the directional protected bike lanes through the S Jackson St with cross-bikes within the intersection and turn boxes for E-W bikes to navigate into the bike lane onto 12th Ave S in a two-stage movement. There is a dedicated southbound right turn phase to reduce conflicts with southbound bikes going through the intersection. In the northbound direction is a shared raised bike and bus boarding zone where the bus will stop in-lane. The lane at the bus stop is wide to allow passenger vehicles to pass a stopped bus. One lane of general-purpose traffic will be maintained in each direction.



Rendering at 12th Ave S and S Jackson St looking north

VZ 12th Ave S Safety Corridor ISRD Application - 14

The proposed plan includes directional protected bike lanes with cross-bike markings going through the intersection. There is a future neighborhood greenway on S Main St which is scoped to install a pedestrian half signal at this intersection. This proposed lane layout will be coordinated to future-proof the layout with the future pedestrian crossing. Painted curb bulbs are proposed on the east leg. Left turn Only lanes are being introduced in both north and southbound directions. Commercial load zones are proposed on either side of S Main St.

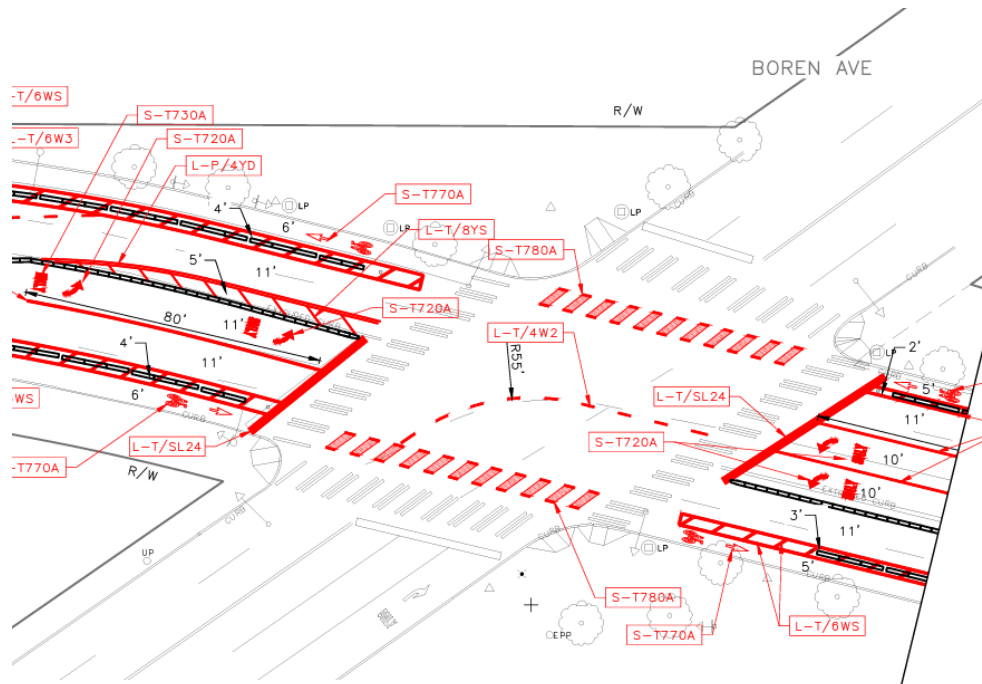


Rendering at 12th Ave S and S Main St looking north

12th Ave S and Boren Ave



Existing condition at 12th Ave S and Boren Ave south leg looking north



Proposed plan at 12th Ave S and Boren Ave

The directional protected bike lanes continue with cross-bikes within the intersection.



Rendering at 12th Ave S and Boren Ave S looking north

[illegible]

Proposed plan at 12th Ave S and E Yesler Way south leg

The directional bike lanes continue to E Yesler Way and end at the south leg of the intersection. Green bike turn boxes will be marked to direct bikes to make a two-stage left turn from Yesler on to 12th and 12th on to Yesler.



Rendering at 12th Ave S and E Yesler Way looking north