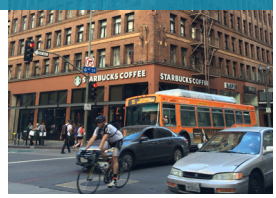
Mobility Plan 2035

An Element of the General Plan

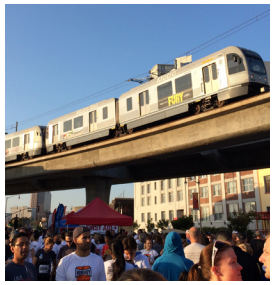






















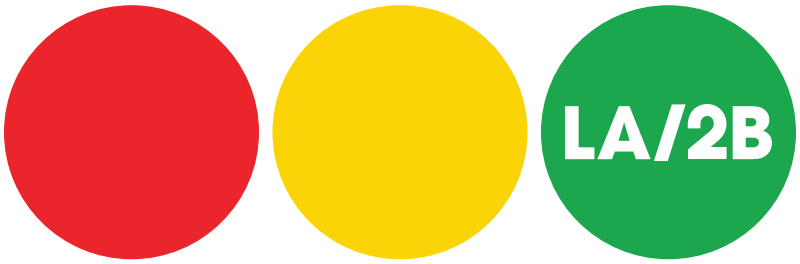

Los Angeles Department of City Planning

Approved by City Planning Commission: **June 23, 2016**
City Plan Case No. CPC-2013-0910-GPA-SPCA-MSC

Adopted by City Council: **September 7, 2016**
Council File No. 15-0719-S15

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LOS ANGELES DEPARTMENT OF CITY PLANNING



The road ahead.

Mobility Plan 2035

Activity Log

Date	Committee Amendments
August 11, 2015	Plan Adopted by City Council
November 25, 2015	Plan Amended by City Council
January 20, 2016	Plan Amended by City Council
September 7, 2016	Plan Amended by City Council

Activity Log

Date	Committee Amendments

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Acknowledgments

MAYOR
Eric Garcetti

CITY COUNCIL
Herb J. Wesson, Jr., Council President
and District 10 Councilmember
Mitchell Englander, President Pro Tempore
and District 12 Councilmember
Tom LaBonge, Assistant Council President Pro
Tempore and District 4 Councilmember
Gil Cedillo, District 1 Councilmember
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Curren D. Price, Jr., District 9 Councilmember
Mike Bonin, District 11 Councilmember
Mitch O'Farrell, District 13 Councilmember
Jose Huizar, District 14 Councilmember
Joe Buscaino, District 15 Councilmember

DEPARTMENT OF CITY PLANNING
Michael LoGrande, Director
Alan Bell, Retired
Jan Zatorski, Deputy Director
Lisa Webber, Deputy Director

CITY PLANNING COMMISSION
David H.J. Ambroz, President
Renee Dake Wilson, Vice-President
Robert L. Ahn, Commissioner
Maria Cabildo, Commissioner
Caroline Choe, Commissioner
Richard Katz, Commissioner
John W. Mack, Commissioner
Dana M. Perlman, Commissioner
Marta Segura, Commissioner
William Roschen, Former Commissioner
Regina M. Freer, Former Commissioner

PROJECT STAFF
Ken Bernstein, Principal City Planner
Claire Bowin, Senior City Planner
My La, City Planning Associate
David Somers, City Planning Associate

Past Project Staff
Jane Choi, City Planner
Bryan Eck, City Planning Associate
Steven Katigbak, Planning Assistant
Juliet Oh, Planning Assistant
Michael Sin, Planning Assistant
Norman Ornelas Jr., Student Professional Worker
Casey Osborn, Student Professional Worker
Sabina Roan, Student Professional Worker
Abraham Sheppard, Student Professional Worker
Max Thelander, Student Professional Worker
Interns: Vincent Agoe, Roland Argomaniz, Sheela Bhongir, Matthew
Braughton, Hayley Chin, Matthew Diemer, N.D. Doberneck,
Azeen Khanmalek, Ryland Lu, Adam Rabb, Joyce Tam

GRAPHICS/ GIS
John Butcher, GIS Chief
Louie Angeles, GIS Supervisor I
Cuong Fan, GIS Supervisor I
Charles Lee, GIS Supervisor I
Fae Tsukamoto, GIS Supervisor II
Shannon Wheeler, GIS Supervisor I
Cruz Ortiz, GIS Supervisor I (Acting)
Rene Gonzalez, GIS Specialist
Elvia Hernandez, Graphic Designer III
Louisa Ranick, Graphic Designer II
William Baughman, Graphic Design Consultant

DCP Staff
Community Plans Section
Patricia Diefenderfer
Conni Pallini-Tipton
Anita Cerna
Nicholas Maricich
Haydee Urita-Lopez
Melissa Alofaituli
Reuben Caldwell
Marie Cobian
Valentina Knox

Urban Design Studio
Simon Pastucha

Acknowledgments

Technical Advisory Committee, Street Standards Comittee, & Green Streets Committee

LADOT Staff
Seleta Reynolds, General Manager
Susan Bok
Tomas Carranza
Pauline Chan
Tim Fremaux
Rubina Ghazarian
Eddie Guerrero
Sean Haeri
Jonathan Hui
Christopher Hy
Jay Kim
Dan Mitchell
Michelle Mowery
Lan Nguyen
Margot Ocanas
Valerie Watson

Department of Public Works
Bureau of Engineering
Ted Allen
Michael Brown
Steve Chen
Mark Chmielowiec
Michael Kantor
Hugh Lee
Lance Oishi
Jeannie Park
Randy Price
Ali Nohass
Dale Williams

Bureau of Sanitation
Deborah Deets
Sharam Kharaghani
Wing Tam

Bureau of Street Services
Ferdy Chan
Kevin Minne
Audrey Netsawang
Greg Spotts

Mayor's Office – Great Streets Team
Nat Gale
Carter Rubin
Dan Rodman

Consultant Team
Fehr & Peers
Jeremy Klop, Principal
Sarah Brandenberg, Principal
Alex Rixey, Senior Transportation Planner

Terry Hayes Associates
Terry A. Hayes, Principal
Michael Sullivan, Senior Planner

Wendy Lockwood, Principal,
Sirius Environmental
Patricia Smith, ASLA
GOOD/CORPS
MindMixer

Task Force
American Institute of Architects, LA
Bicycle Advisory Committee
Big Blue Bus
Bikestation
Building Industry Association
Bus Riders Union
Caltrans District 7
Community Health Council
Culver City Bus
Disabled Access Commission
FilmL.A., Inc
Fixing Angelenos Stuck in Traffic
Foothill Transit
Green LA Coalition
Harbor LA
Heal the Bay
LA River Revitalization Corporation
LA County Bicycle Coalition
LA County, Department of
Public Health, PLACE
LA Department of Transportation
LAUSD - Office of Environmental
Health and Safety

Task Force (continued)
Los Angeles Business Council
Los Angeles Eco-Village
Los Angeles Chamber of Commerce
Los Angeles Walks
Metro
Multicultural Communities for Mobility
Natural Resources Defense Council
Pacoima Beautiful
Pat Smith, Landscape Architecture
Port of LA
Safe Routes to School National Partnership
Southern California Association
of Governments
Southern California Air Quality
Management District
Taxicab, Limousine and Paratransit Association
The Valley Economic Alliance
Transit Coalition
TRUST South LA
UCLA Luskin School
UPS
USC Transportation
Valley Industry and Commerce Association

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Introduction + Orientation Chapter

Introduction

Key Policy Initiatives

Plan Organization

Purpose, Adoption, & Implementation Process of the Plan

Street Classifications

Citywide General Plan Circulation System Maps

Context

Key Forces, Trends, and Concepts in 21st Century Mobility Planning

Mobility Timeline

Mobility by the Numbers

Partners

City Departments

Transit Providers

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Relationship to Other Plans

General Plan

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Public Participation

Project Website

Online Town Hall

Participation Summary

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Introduction + Orientation Chapter

Introduction

Los Angeles has historically been a bustling center where people from all over the world have come to explore the possibilities this city has to offer. The 3.8 million who have made it their home have given this city its unique identity comprised of distinct neighborhoods. Numerous places to go, things to do, warm weather, and a strong economic base all contribute to making Los Angeles a great place to live and work. A city as diverse as Los Angeles requires a transportation system that offers equally varied and viable mobility choices to accommodate all.

Mobility Plan 2035 (Plan) provides the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context."

The City's transportation system will continue to evolve to fit the context of the time and situation. Today, we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues though policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities.

Each of the goals contains objectives (targets used to help measure the progress of the Plan) and policies (broad strategies that guide the City's achievement of the Plan's five goals):

- Safety First
- Access for All Angelenos
- World Class Infrastructure
- Collaboration, Communication and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public policy health that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low-income communities. By placing a citywide emphasis on safety, access, and health the city can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.



"Complete streets" take into account the many community needs that streets fulfill. Streets do not just move people from one location to another. They provide a space for people to recreate, exercise, conduct business, engage in community activities, interact with their neighbors, and beautify their surroundings. Complete streets offer safety, comfort, and convenience for all users regardless of age, ability or means of transportation. They also lead to other public benefits, including improved transportation, a cleaner environment, and healthier neighborhoods.

- Los Angeles City Council Motion, January 28, 2014

Key Policy Initiatives:

- Lay the foundation for a network of complete streets and establish new complete street standards that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers, and more
- Use data to priotize transportation decions that strive towards equity in safety, public health, access, social benefits, and/or economic benefits
- Consider the strong link between land use and transportation
- Embed equity and environmental justice into the transportation policy framework, project implementation, and action programs
- Target greenhouse gas reductions through a more sustainable transportation system
- Promote "first mile-last mile" connections
- Improve interdepartmental and interagency communications and coordination with respect to street design and maintenance
- Increase the use of technology (applications, real time transportation information) and wayfinding to expand awareness of and access to parking options and a host of multi-modal options (car share, bicycle share, car/van pool, bus and rail transit, shuttles, walking, bicycling, and driving)
- Expand the role of the street as a public place
- Increase the role of "green street" solutions to treat and infiltrate stormwater
- Consider community input before implementation of any Mobility Plan projects
- Consider the needs of public safety when evaluating changes that implement "Complete Streets" improvements
- Use the Health Atlas, CalEPA's CalEnviroScreen tool data, Housing and Community Investment Department's socioeconomic data utilized in determining the City's 16 Family Source Center's Service Areas, and collision history data on pedestrian and bicyclist traffic related fatalities and severe injuries to prioritize transportation decisions based upon outcomes of safety, public health, equity, environmental justice, language and physical access, social benefits, and/or economic benefits

Reader's Guide

While the Plan's narrative frames the key concepts and proposals of Mobility Plan, the essence of the Plan lies in its goals, objectives, policies, and action programs. These declarative statements set forth the City's approach to various issues. Goals, objectives, policies, and action programs are described below.

Goals: A goal is a statement that describes the future condition or "end" state. Goals are outcome-oriented and achievable over time. Each goal is represented by a chapter in the Plan.

Objectives: An objective is an aspirational measure of goal attainment. In the Mobility Plan, the objectives follow the goal and precede the policies. Meeting given objectives will depend on available funding to implement the proposed programs.

Policies: A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. In the Plan, each policy is preceded by a key word or phrase alerting the reader to its main purpose. Information about the intent of the policy is described in the text following the policy.

Action Programs: The proposed action programs are located in Chapter 6 of the Plan. They comprise of proposed procedures, programs, or techniques that may be utilized to further the Mobility Plan's goals and policies. Decisions to implement specific programs are discretionary and governed by program cost, available funding, staffing, feasibility and similar considerations.

Mobility Plan 2035 is organized into six chapters. Each chapter is further organized into sections that address the specific topics described below. The 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint. Bicycle Plan programs have been incorporated into Chapter 6: Action Plan.

Introduction and Orientation. This initial chapter describes the role of the Mobility Plan and provides a brief timeline of transportation. The chapter also outlines the Plan's five goals, highlights the Plan's organizational format, describes the Plan's relationship to the City's General Plan as well as plans developed by other City agencies and regional jurisdictions and includes a glossary of transportation terms. This chapter also contains the circulation system maps with street designations.

Chapter 1: Safety First focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement.

Chapter 2: World Class Infrastructure focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, goods movement), Great Streets, Bridges, Street Design Manual, and the smart investments needed to get there.

Chapter 3: Access for All Angelenos focuses on topics related to affordability, accessibility, land use, operations, reliability, transportation demand management and community connections .

Chapter 4: Informed Choices focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.

Chapter 5: Clean Environments and Healthy Communities focuses on topics related to the environment, health,

benefits of active transportation, clean air, clean fuels and fleets and open street events.

Chapter 6: Action Plan contains the nextwork concept maps for transit, bicycle, vehicle, pedestrian, and goods movement and describes the various programs that, funding and staff permitting, will be prioritized for implementation. The action programs are organized into the following 15 categories: Communication, Data & Analysis, Education, Enforcement, Engineering, Funding, Legislation, Maintenance, Management, Operations, Parking/Loading, Planning and Land Use, Public Space, Schools, and Support Features.

Purpose, Adoption, & Implementation Process of the Plan

GENERAL PLAN PURPOSE

California State Law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city regarding the use of its land, design, character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

The General Plan may be adopted either as a single document or as a group of related documents organized either by subject matter or by geographic section within the planning area [Government Code Section 65301 (b)]. The General Plan must be periodically updated to ensure its relevance and usefulness.

Changes to the law over the past thirty years have vastly boosted the importance of the General Plan to land use decision making. A General Plan may not be a "wish list" or a vague view of the future but rather must provide a concrete direction.

State law requires that the General Plan must contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety. All of the elements must be internally consistent. The City of Los Angeles has 12 elements to better address the particular issues facing the City.

Framework Element

The City has adopted an overarching "Framework Element" that sets forth a strategy for long-range growth and development, providing a citywide context for updates to community plans and the citywide elements. The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The Framework sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. This, however, does not represent a limit on growth or a mandated level of growth in the City or

its Community Plan Areas. Traditionally, such "end-state" limits have proven ineffective in guiding growth and public infrastructure/service investments and in responding to the changing needs of a city's residents and its economy. In its place, the Framework establishes a program to annually monitor growth, its impacts, and infrastructure and service needs that will be documented in a report to the City Council and pertinent service departments and agencies. This provides decision makers and planners with the information that is essential in shaping growth in a manner that seeks to mitigate its impacts, minimize development costs, conserve natural resources, and enhance the quality of life in the City.

MOBILITY PLAN PURPOSE

The purpose of this Plan is to present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods. This Plan recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. In addition, the Plan sets forth street designations and related standards. A listing of street types with descriptions and generalized cross sections for each designation is included in the Complete Street Design Guide.

The Plan recognizes the contribution of a proper juxtaposition of land uses to the reduction of vehicle trips. Locating uses that better serve the needs of the population closer to where they work and live reduces the number and distance of vehicle trips and decreases the amount of pollution from mobile sources. The Mobility Plan provides goals, objectives, policies and programs to continually meet the changing mobility, air quality and health challenges faced by the City.

ADOPTION PROCEDURES

Commission Approval

The General Plan and any amendments thereto must be approved by the City Planning Commission following a public hearing and the approved changes must be presented to the Mayor and the City Council by the Director of Planning, together with the Commission's report and recommendations.

City Council Adoption

The General Plan and any amendment to it must be adopted by majority vote of the City Council. A two-thirds vote of the Council is required if its action is contrary to the recommendations of either the City Planning Commission or of the Mayor. A three-fourths vote of the Council is required if the action of the Council is contrary to the recommendations of both the City Planning Commission and the Mayor.

IMPLEMENTATION PROCEDURES

The Plan identifies goals, objectives, policies, and action items (programs and projects) that serve as guiding tools for making sound transportation decisions as the City matures and evolves.

Like most long-term planning documents it is not expected that all of the goals and objectives will be met nor that all of the policies and action items be completed. Instead, this Plan is both a working guide and a reference document.

The Plan is intended to guide the City and other agencies In allocating often scarce resource dollars when determining future mobility improvements. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions. This Plan reflects the ideas and challenges that the City foresees in the future- from its perspective today.

Street Classifications

Each of the city's arterial streets included in the General Plan Circulation System Maps (found in this chapter) have been re-designated from the 1999 Transportation Element to reflect the new arterial types included in the Street Standard Plan S-470. The updated S-470 includes five arterial road types (Boulevard I, II, Avenue I, II, III) whereas the current S-470 has only three (Major Highway Class I, II, Secondary Highway). The expanded range of dimensions more accurately reflects the range of street dimensions that exist today and acknowledges that there are many arterial streets that are, and should remain, narrower than their current designation would permit. In a majority of instances, today's arterial streets have not yet been expanded to reflect the full dimension envisioned by the current designation, as physical changes to the roadway are not made until adjacent parcels are redeveloped.

In recognition of this, and since the 1999 Transportation Element was last adopted, there has been growing interest in restricting streets from being widened to match their currently assigned designation. To align with this interest, as community and specific plans have been updated and/or introduced over the past 14 years (since 1999), footnotes have been added and street modifications have been made that would restrain a street from future widening. In most instances, the street retained its designation in name only, but the footnotes and modifications indicated that the street was not to be widened in the future. Unfortunately, this collection of footnotes and modified references has made it difficult for city engineers, consultants, property owners, developers and community members alike to have a full grasp of the city's long-term vision for its streets.

To rectify this situation, the Mobility Plan, in the majority of cases, assigns new street designations that are more closely aligned with the streets' current dimensions and thus future dedications and/or widenings will be smaller in dimension than would be required under the current designation. Streets that had been previously "modified" will retain their corresponding "modified" dimension under the new designations unless their "modified" dimensions are in alignment with one of the new street designations in which case the modified term will be eliminated. An inventory of modified street segments is included in Appendix F.

In the interest of protecting our adjacent land uses, living within our current right-of-way, and managing our streets efficiently, all of the City's arterial streets have been reclassified according to the new system. The former functional classification nomenclature will still remain for reference purposes. Any changes to these street designations would require a general plan amendment.

Street Designations and Standard Roadway Dimensions

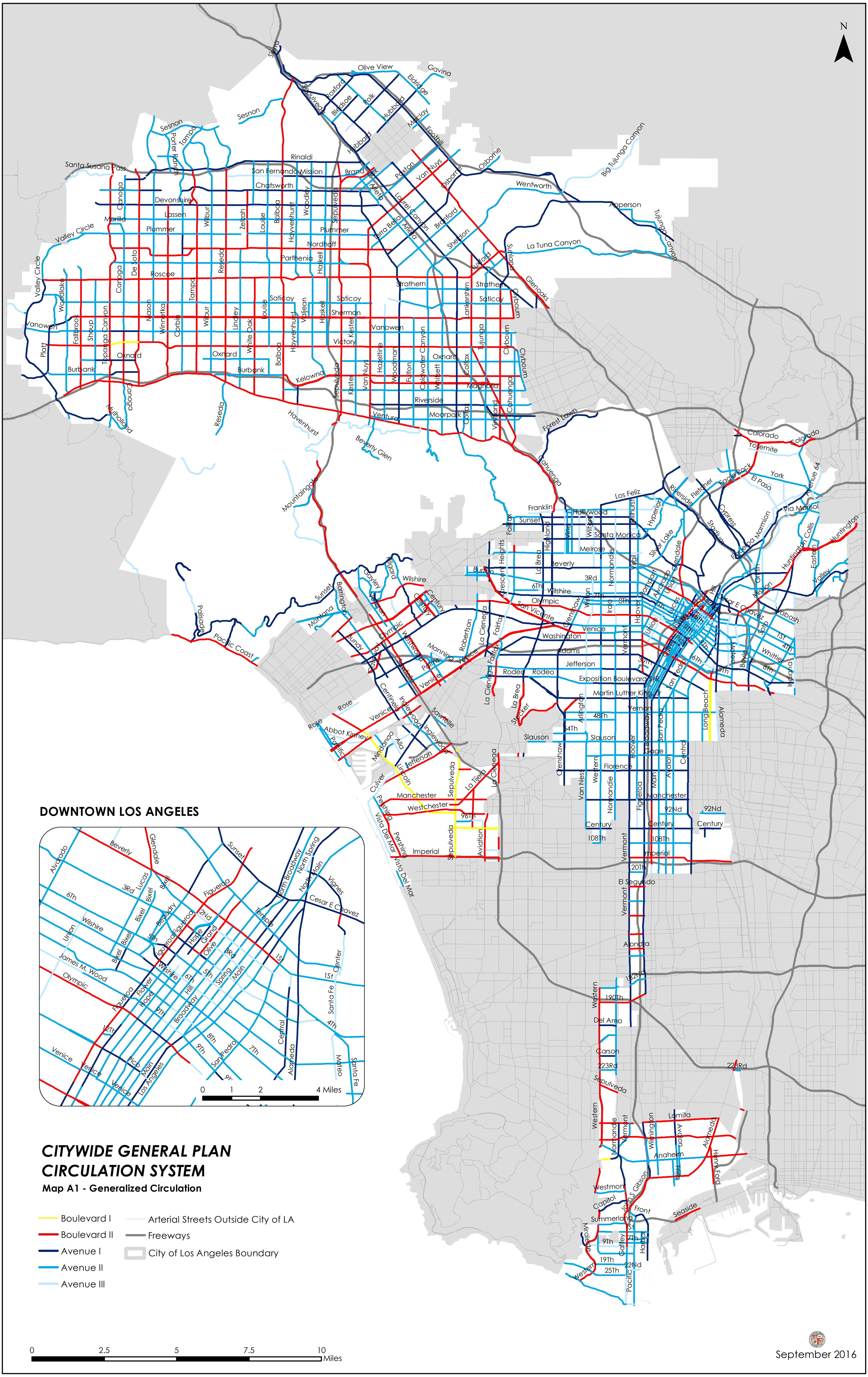
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10–25)
(New Designation)			Shared Street	(30' / 10')
(New Designation)			Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road – Adjoining Arterial Streets	(28–35/12 or 18)
			Bi-Directional Service Road – Adjoining Arterial Streets	(33–41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

Citywide General Plan Circulation System Maps

The Citywide General Plan Circulation System maps establish the designated street classifications for arterial streets, scenic highways, divided streets, and depict modified segments as well. Any changes to these street designations would require a general plan amendment.

The first maps that displays all of the arterial streets onto a single map describes the "generalized circulation" meaning that further details such as whether a street is divided, modified, or a scenic highway are not depicted. The hollowing sub-area maps provide a more detailed description of the streets' complete designation as a divided, modified, or scenic highway in addition to its primary designation as a Boulevard or Avenue.

Scenic Highways depicted within the City of Los Angeles have special controls for protection and enhancement of scenic resources. Scenic Highway Guidelines (for those designated scenic highways for which there is no adopted scenic corridor plan) are presented in the appendices of this Plan. Proposed streets are depicted in the Community Plans, consistent with General Plan standards and criteria (see Policy 3.12 on proposed streets). Community Plans also designate collector streets.



N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
CITYWIDE GENERAL PLAN
CIRCULATION SYSTEM
Map A1 - Generalized Circulation
Boulevard I
Boulevard II
Avenue I
Avenue II
Avenue III
Arterial Streets Outside City of LA
Freeways
City of Los Angeles Boundary
0 2.5 5 7.5 10 Miles
September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A2 - VALLEY SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- Divided Streets
- ★★ Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- City of Los Angeles Boundary
- / / Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

N

0 0.5 1 2 3 4 Miles

September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A3 - WEST SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 1 2 3 Miles

September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A4 - CENTRAL, MIDCITY SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local Streets/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 0.7 1.4 2.1 Miles

September 2016

N

CASP

DOWNTOWN LOS ANGELES

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A5 - CENTRAL, EAST AND CORNFIELD ARROYO SECCO PLAN (CASP) SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 0.65 1.3 1.95 Miles

September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A6 - CENTRAL, EAST SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 0.25 0.5 0.75 Miles

September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A7 - CENTRAL, CORNFIELD ARROYO SECCO PLAN SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 0.4 0.8 1.2 Miles

September 2016

CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

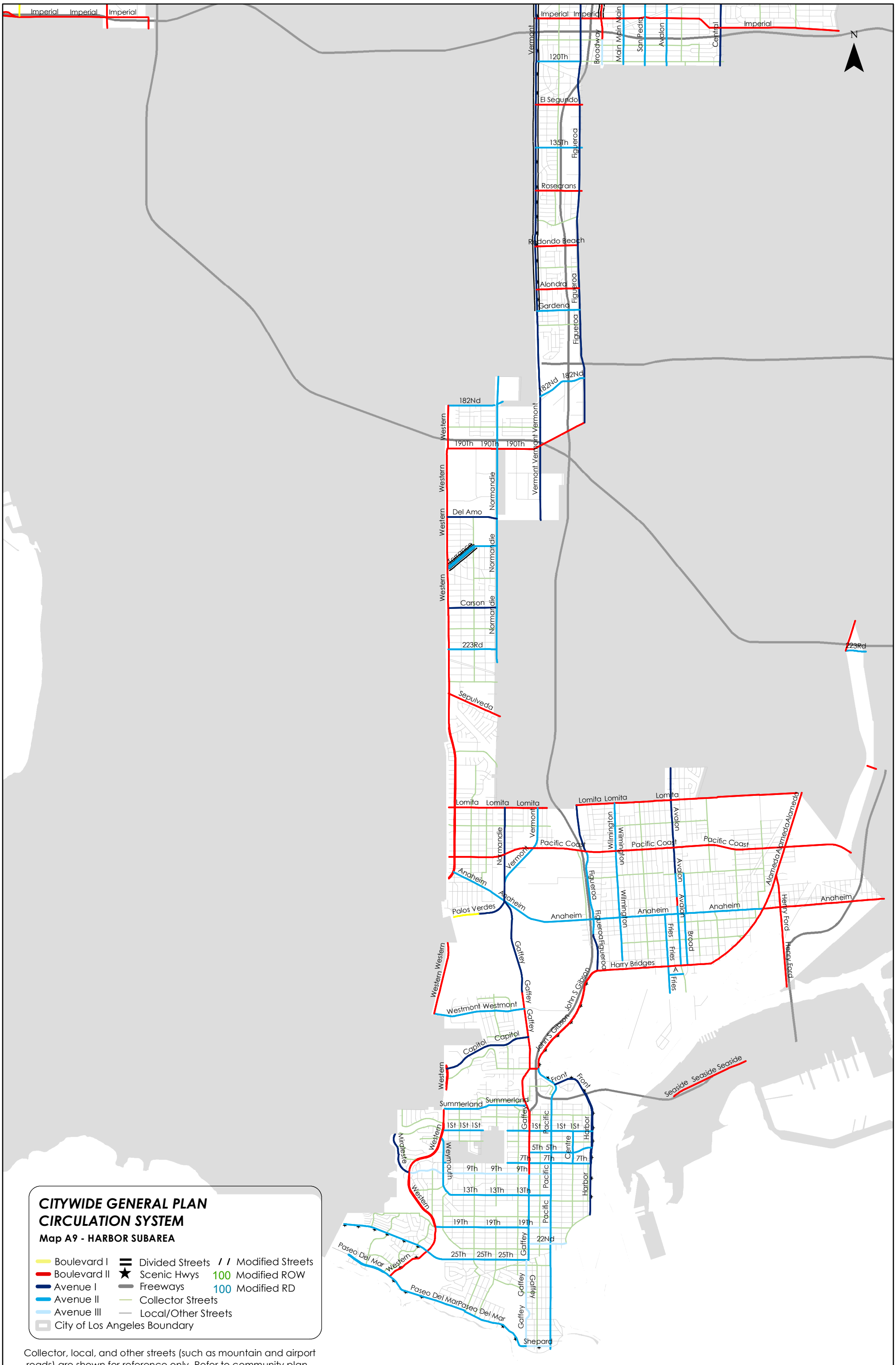
Map A8 - SOUTH SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 0.85 1.7 2.55 Miles

September 2016



CITYWIDE GENERAL PLAN CIRCULATION SYSTEM

Map A9 - HARBOR SUBAREA

- Boulevard I
- Boulevard II
- Avenue I
- Avenue II
- Avenue III
- City of Los Angeles Boundary
- Divided Streets
- Scenic Hwys
- Freeways
- Collector Streets
- Local/Other Streets
- Modified Streets
- 100 Modified ROW
- 100 Modified RD

Collector, local, and other streets (such as mountain and airport roads) are shown for reference only. Refer to community plan or NavigateLA for more detail.

0 1 2 3 Miles

September 2016

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Background

The City of Los Angeles has grown from its modest size of 50,000 people and 28 square miles in 1890, to 3.8 million people and 468 square miles today. The City's population is projected to increase to 4.3 million people by 2035, according to SCAG regional growth projections. Collectively, Los Angeles, Anaheim, and Long Beach rank as one of the nation's top metropolitan economic powerhouses[1]. A robust transportation system that offers multiple options and quality infrastructure will be crucial to achieving and maintaining economic prosperity, especially in a city and region so large and expansive. In addition to being the second largest city in the country, Los Angeles is also the most diverse. Meeting the transportation and mobility needs of such a varied, growing population requires a comprehensive package of transportation strategies.

Distance, weather, comfort, time, and costs usually dictate our mode of travel. But whether we walk, bike, board a bus/train/taxi, drive a car, or fly on an airplane, we rely on transportation to get us where we want to go. As in any other city, Los Angeles residents have a variety of reasons for using public transportation including work, school, medical & dental appointments, shopping & dining, social activities, and personal business. For those without personal transportation options, the bus or train may be their only available options. According to American Fact Finder (2013 American Community Survey 5-Year Estimates) out of the 1,743,619 people 16 years of age and older in Los Angeles, 191,769 use public transportation to travel to work. About 37% of these workers are transit dependent with no car. These numbers do not take into account the large number of non-work trips that take place in the City. Increased investment in quality mobility options for this transit dependent population may reduce travel times to and from work, and provide better accessibility for personal activities. Social equity can be increased when transit becomes a preferred option rather than the only choice.

Not only does transportation move people from one place to another, but it also moves goods and materials. Cargo ships and airplanes deliver products made in far flung places to our harbor and airport, freight rail and large semi-trailers distribute goods to warehouse distribution points, and local delivery trucks bring these goods to our homes and workplaces. The multifaceted nature of our goods movement industry keeps our economy humming by not only delivering goods to retail businesses for our consumption, but also by providing bountiful employment opportunities in the logistics sector.

While Los Angeles' reputation as a car culture is not unfounded, this legacy has often ignored the early and continued presence of pedestrians, bicyclists, trains, streetcars, and delivery trucks traveling throughout the City (see timeline on subsequent pages). The popularity of each of these other transportation modes has varied over time, as economics and lifestyle preferences continually change. However, for today (2015) and for the foreseeable future (2035), a transportation system that offers multiple modal choices (with respect to time, cost, convenience, energy, etc.) will foster a culture of smarter, better informed road users. and provide increased benefits for the large transit dependent population in the City that exist today.

For many, the car is the only viable form of transportation and this Plan acknowledges the necessary and

1 *The Los Angeles-Long Beach-Anaheim Metropolitan region ranked as #2 in GDP with $765 billion; U.S. Dept of Commerce, Bureau of Economic Analyses (2012). GDP-by-Metropolitan-Area Statistics.*

continued investments that are needed to maintain our roadways. For many others, public transportation is the only affordable form of transportation. According to LA County Metro's Spring 2015 Customer Survey results, bus users have an average household income of $14,876 dollars and train users have an average household income of $19,374 dollars. While LA County as a whole has an average household income of $55,909 dollars. Likewise, there are many who cannot, or desire not to, use a car every day. This Plan, therefore, also acknowledges the necessary and continued investments that are needed to improve the variety of safe, comfortable, and viable transportation choices.

Even a relatively minor incremental shift in mode choice can yield large rewards. Cars and trucks contribute to 40% of greenhouse gas emissions. Therefore, reductions in vehicle miles traveled (VMT) will reduce the amount of carbon emissions and improves the region's air quality. Safer and more comfortable streets that encourage the use of active transportation (biking, walking) can improve a person's overall health.

This Plan recognizes the importance of our City's streets as the lifeblood of our health and economy and seeks to prioritize resources to transform and maintain our streets as complete streets that serve all users, now and into the future.

This evolution will not happen overnight. Upgrading technology and modifying or adapting street and/or rail infrastructure is not easy or cheap. It is an aspiration that we are setting for future generations.

Key Forces Influencing Shifts in Mobility Planning

Changing Demographics

This Plan responds to changing demographics, a younger population desirous of safe and accessible active transportation options (biking, walking), a growing number of residents and employees seeking alternatives to the car, and an aging population that may need to rely more and more on transportation alternatives to the automobile. In 2030, senior citizens will make up one fifth of LA County's population. This older population (as well as children and the disabled) will benefit from longer pedestrian crossing times, shorter street crossing distances, wider, shaded sidewalks, street benches, and separated bicycle facilities. Today's teens are delaying getting their driver's licenses in droves. According to a 2012 survey, 56% of respondents did not get their license within one year of being age-eligible and only 54 percent had acquired their license before turning 18 years old[2]. When teens do get their driver's license they are driving fewer miles than previous generations did at the same age. Young people between the ages of 16 and 34 drove 23 percent fewer miles on average in 2009 than they did in 2001[3]. Fewer of today's households have two cars as more are deciding (for financial and/or environmental reasons) to get by with one car or less.

2 *http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf*

3 *ttp://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf*

Transportation, Health and Land Use Connection

Information is also becoming increasingly available on the relationships between the built environment, health, and the economy. Improved urban design (wider sidewalks, street trees, street lighting, parking design, less parking, and better access to transit) increases both the utilization of active transportation modes and spurs community interaction, which in turn can improve the health of an area's residents and increase economic activity.

Technology

Technology is also dramatically altering the way we think about travel and our relationship with streets. Technology permits us to attend a meeting remotely, and bypass the morning's commute thereby reducing a trip. Increasingly, new transportation network companies are using mobile technology to connect ordinary drivers with passengers needing a ride. Car sharing companies provide easy, temporary access to a rental car. Both of these new options offer a convenient and cost-effective alternative to buying and owning a car. Increasingly, technology informs us about real-time travel options so that tomorrow's trip decisions can be aided by information as to the cost, length of trip, health benefits, departure and arrival time of multiple transportation options.

Streets as Places

In today's cities, streets not only facilitate movement but provide "places" to gather, to congregate, to sit, to watch, and to interact. This expanded definition has fundamentally changed our relationship with streets and will factor into future transportation discussions. The success of CicLAvia, coupled with the desire for improved sidewalks and more public gathering spaces speaks to the community's increasing interest in using their streets for more than just transportation. Streets are the City's public face, the places that connect us to work, entertainment, shopping, recreation, and each other. Complete street policies will help carve out a new vision for how we think about streets.

Equity and Resource Distribution

According to the World Health Organization (WHO), inequity in daily living is shaped by long standing social configurations and procedures. Social norms, policies, and practices that support and encourage unequal resource distribution results in prolonged conditions negatively affecting living conditions including but not limited to health, education, housing, and employment[1]. Income inequality can result in the less wealthy being unable to purchase personal transportation and can exclude them from living in areas with a greater wealth of resources such as jobs, grocery stores, parks, and more. Expanding mobility through better quality public transit can greatly increase access to opportunity in areas of need.

The City of Los Angeles has historically demonstrated large public health disparities when comparing a geographic area of a certain socioeconomic status to another. As shown in the City's Health Atlas[2], there is a 12 year difference in life expectancy between the most affluent and poorest parts of the City. In urban settings, poor resource distribution can negatively affect health, education attainment, and employment, which makes expanding opportunities through the City's transportation system all the more important. Increased mobility can help address these issues. Equity can be increased by investing in mobility and access for communities that have few resources and opportunities to improve their quality of life.

<?> *http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf*

L.A. Mobility Timeline

1850–1900

The timeline is divided into three sections: early years up to the adoption of the 1999 Transportation Element, years following adoption to the present, and future of the City/regional transportation system.

- Historical Event
- Project
- Legislation
- Plan or Study

- Active
- Multi-modal
- Rail
- Roads/vehicles
- Transit

1850

1851 1852 1853 1854 1855 1856 1857 1858 1859

1860

1861 1862 1863 1864 1865 1866 1867 1868 1869

1870

1871 1872 1873 1874 1875 1876 1877 1878 1879

1880

1881 1882 1883 1884 1885 1886 1887 1888 1889

1890

1891 1892 1893 1894 1895 1896 1897 1898 1899

1900

1850 Los Angeles incorporated as a municipality. California achieves statehood.





1869 Transcontinental Railroad completed, linking California (San Francisco) to the rest of the nation for the first time.

1869 21-mile **Los Angeles & San Pedro Railroad** completed, connecting downtown Los Angeles to the harbor for the first time and opening the door to **global trade**. The tracks ran along the same path as today's Alameda Corridor.



1874 First street car line in the city opens, consisting of two open cars **drawn by horses** along a 2.5-mile track running from Temple Street down Spring to 6th Street.

1876 Southern Pacific Railroad completed, **linking the city to the national rail network for the first time** and setting the stage for an era of **explosive urban growth**. Los Angeles successfully competed against San Diego to become the terminus of the railroad.



1880 Main Street becomes the **first paved roadway** in the city.

1887 Santa Fe Railroad completed, further spurring immigration to Southern California from the East and Midwest.

1887 The Los Angeles Electric Railway introduces the city's **first electric-powered streetcars**. The line goes out of business the following year when its power plant boiler bursts.





1895 Los Angeles Railway (Yellow Cars) inaugurates the city's **first interurban trolley** line, running between Los Angeles and Pasadena.

1896 State's **Bureau of Highways** issues its first plan, laying the foundation for the California highway system as it exists today.

1897 The **city's first dedicated bikeway** opens, an elevated wooden turnpike connecting Downtown Los Angeles to Pasadena. Only 4.5 of the planned 9 miles are built.

1900–1950

- Historical Event
- Project
- Legislation
- Plan or Study
- Active
- Multi-modal
- Rail
- Roads/vehicles
- Transit



1900
1901
1902 1902 Henry E. Huntington's **Pacific Electric** trolley line begins service from downtown Los Angeles to Long Beach, along the path of today's Metro Blue Line.





1903
1904
1905
1906
1907 1907 **Subdivision Map Act** enacted, giving the City legal authority to exact land dedications for street rights-of-way.
1907 A **100 mile-per-hour monorail** running from Pasadena to Santa Monica is proposed the idea does not get beyond the planning stage.
1908
1909
1910
1911
1912
1913
1914
1915 1907 **Port of Los Angeles** officially founded with the creation of the Los Angeles Board of Harbor Commissioners. That year, the Port handled $2 million worth of cargo. In 2012, the Port handled more than $280 billion worth of cargo.
1915 "**Jitneys**," automobiles operated by private citizens, offer customers flexible service and routes, threatening the business of fixed rail lines.



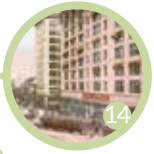


1916
1917
1918
1919
1920
1921
1922
1923 1923 State approves **first gas tax** to fund maintenance and construction of state and county roads.
1923 **First gasoline-fueled buses** in the city introduced by the People's Motor Bus Company.





1924
1924 Rapidly growing automobile ownership leads to **increasing congestion and conflicts with streetcars**. In response, a private group commissions the "Major Traffic Street Plan" by renowned city planners Frederick Law Olmsted, Jr., Charles H. Cheney, and Harland Bartholomew.
1925
1925 City adopts its **first traffic sign and signal plan.**
1925 Huntington introduces the city's **first subway,** the Hollywood Subway.



1926
1927
1928
1929
1930
1931
1932
1933
1934
1935
1936
1937
1938
1939
1925 United States Highway System establishes the **first nationwide system of standardized routes.**
1928 The city's **first airport** opens on a 640-acre bean field in Westchester. Today, LAX is the sixth busiest airport in the world and third busiest in the United States, serving 64 million passengers per year.

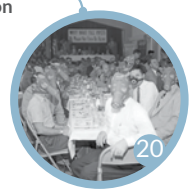




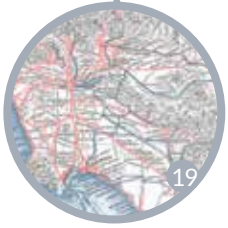


1939 **Union Station** opens.
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950
1940 California's **first non-toll highway, or "freeway,"** completed, the six-mile **Arroyo Seco Parkway** (later renamed the Pasadena Freeway).
1945 The Pacific Electric has its peak ridership, and is the **world's largest electric rail system**, with 1,164 miles of track serving 125 cities throughout Southern California.
1947 Following a severe "**smog attack**" in 1943, the Los Angeles County Board of Supervisors establishes the **nation's first air pollution control program.**
1947 The City enacts its **first parking requirements**, requiring residential units to provide at least one off-street parking spot.









1950–1975

- Historical Event
- Project
- Legislation
- Plan or Study

- Active
- Multi-modal
- Rail
- Roads/vehicles
- Transit

1950

1951 **1951 Los Angeles County Metropolitan Transit Authority** (LAMTA) established.

1952

1953 **1953 Four-level interchange** is completed, a marvel of civil engineering, connecting the Hollywood, Pasadena, and Harbor Freeways.


22

1954

1955

1956 **1956** President Eisenhower signs the **Federal-Aid Highway Act of 1956**, establishing the Highway Trust Fund and spurring a national wave of highway building.


23

1957

1958

1959 **1959** City adopts the **Highway and Freeways Element**, the first transportation element to be included in the City's general plan. The element focuses on expanding the transportation network through investments in highway and freeway infrastructure.

1960

1961

1962

1963 **1963** Undercut by buses and private automobiles, the **Pacific Electric discontinues service** on its last remaining line, from Los Angeles to Long Beach.


24

1964 **1964** The state legislature creates the **Southern California Rapid Transit District** (RTD), tasked with designing, building, and operating a regional transit system. Unlike the Los Angeles County Metropolitan Transit Authority (LAMTA) that preceded it, the RTD is authorized to levy taxes and use eminent domain.

1965


25

1966

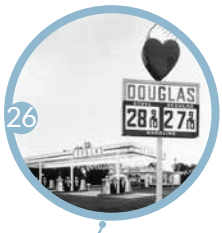
1967

1968

1969

1970 **1970** Congress enacts an expanded **Clean Air Act** and creates the **Environmental Protection Agency** to administer it.
1970 National Environmental Policy Act (NEPA) and **California Environmental Quality Act** (CEQA) enacted.

1971



26

1972 **1972** Federal **Clean Water Act** enacted.
1972 Acknowledging shifting priorities, the state legislature establishes the California Department of Transportation (aka Caltrans) to replace the Division of Highways. The new agency is charged with planning and implementing a **multi-modal transportation** system.

1973

1974 **1974** Voters approve a measure allowing gas tax revenue to be used for **non-highway projects** for the first time. The federal **Urban Mass Transit Administration** allocates funds for multimodal regional transit systems.

1975

1975–2000

Historical Event
Project
Legislation
Plan or Study

Active
Multi-modal
Rail
Roads/vehicles
Transit

1975

1976 **1976** The **first carpool (HOV) lanes** are installed on the I-10.



1977 **1977** City adopts its **first Bicycle Plan**, establishing a 600-mile citywide system of bikeways intended to serve both recreational and transportation needs. Included within the citywide system was a 300-mile backbone system.

1978



1979 **1979 Los Angeles Department Of Transportation** (LADOT) formed, consolidating most transportation-related functions into a single department.

1980 **1980** Los Angeles County voters approve **Proposition A, the first tax specifically intended to fund public transportation.**

1981



1982

1983

1984 **1984** The **Automated Traffic Surveillance and Control** (ATSAC) is initiated by the City to provide traffic congestion relief during the Olympic Games, using a combination of traffic engineering measures and traffic operation control procedures.

1985

1986

1987



1988

1989 **1989** The State establishes the **Congestion Management Program** (CMP), requiring regions to examine the impact of land use and growth on the regional transportation system.

1990 **1990** Proposition C passed sales tax for transit and alternative transportation

1990 **1990** The **Port of Los Angeles becomes the nation's busiest port**, overtaking New York City.

1990 **1990** The **Blue Line** light rail system begins service downtown Los Angeles and Long Beach, the first interurban transit service to operate since 1963.

1991



1992 **1992** The **Metrolink** regional commuter train system begins service, operated by the Southern California Regional Rail Authority.

1993 **1993** The **I-105 freeway opens**, the last new freeway to be constructed in the Los Angeles region. Other once-planned freeways including the Beverly Hills Freeway and the Laurel Canyon Freeway remain unbuilt.

1993 **1993** The state legislature establishes the **Los Angeles County Metropolitan Transportation Authority** (MTA, or Metro), consolidating the RTD and Los Angeles County Transportation Commission (LACTC).

1994

1993 **1993** Metro opens the **Red Line** subway, with service between Union Station and Westlake.

1995



1995 **1995** Metro's **Green Line** begins service between Norwalk and Redondo Beach, running largely within the median of the I-105 Freeway.

1996

1996 **1996** The City adopts a **new bicycle plan**, designating 673 miles of bikeways plus 69 miles of study corridors.

1997

1998

1999 **1999** The City adopts the **Transportation Element** of the general plan. The new Mobility Element updates and replaces this plan.

2000

2000–2010

Historical Event
Project
Legislation
Plan or Study

Active
Multi-modal
Rail
Roads/vehicles
Transit

2000

2000 Metro's **Rapid Bus Service** pilot program begins.





2001

2002

2002 The **Alameda Corridor** begins operations, linking the ports of Long Beach and Los Angeles to rail yards near downtown LA via a 20-mile-long, below-grade "rail expressway." The Corridor reduces the share of cargo moved by truck on the 710 freeway, thereby reducing congestion and emissions.



2003

2003 Metro's **Gold Line** begins operation from Union Station to Sierra Madre Villa.



2004

2005

2005 Metro's **Orange Line** bus rapid transit (BRT) service begins, connecting North Hollywood to Warner Center. The 14-mile busway is a less expensive alternative to fixed-rail transit.





2006

2006 **AB 32 (the California Global Warming Solutions Act)** enacted, setting a statewide target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050.

2006 Proposition 1B passed, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act

2007

2007 **Low Carbon Fuel Standard** established, setting a target ofreducing the carbon intensity of fuels sold in California by at least 10 percent by 2020.

2008

2008 **SB 375 (Sustainable Communities Strategy)** adopted, requiring regional planning that links transportation with land use, as a strategy for meeting the state's greenhouse gas reduction goals.

2008 Los Angeles County voters pass **Measure R** with a two-thirds majority, implementing a half-cent sales tax to finance various transportation improvements in the region.

2008 **AB 1358 (Complete Streets Act)** signed into law, requiring all cities and counties to account for all roadway users when updating transportation plans.





2009

2010

2010 The City adopts its third **bicycle plan, the most ambitious to date** in its commitment to bikeways.

2010 The **first CicLAvia event** takes place, opening up streets in downtown Los Angeles to all modes of non-motorized transportation for a single day.

2010–2020

Historical Event
Project
Legislation
Plan or Study

Active
Multi-modal
Rail
Roads/vehicles
Transit

2010

2011

2011 Metro **Gold Line extension** from Union Station to Atlantic Station opens.

2012 - LA Express Park, first demand-based parking pricing program implemented

2012 The California Air Resources Board (CARB) approves the **Advanced Clean Cars** program, setting targets for adoption of zero-emission vehicles.

2012

2012 Initial phase of Metro's Expo Line opens, connecting Downtown Los Angeles to Culver City.

2012 Metro's **Orange Line is extended** to Northridge (Chatsworth Station).


41

2013 The **Greenway 2020** campaign launches, with the vision of a continuous, 51-mile greenway adjacent to the Los Angeles River.

2013

2013 The City adopts a **Bicycle Parking Ordinance**, requiring development projects to provide bike parking and allowing reductions in required vehicular parking.

2013 **ExpressLanes/High Occupancy Tolling** (HOT) begin on the I-110 and I-10.

2013 Lyft, Uber, Sidecar and other **ridesharing services** launch in Los Angeles.

2013 - Automated Traffic Surveillance & Control (ATSAC) system completed citywide


42


43

2014

2014 **Wilshire Bus Rapid Trasit:** 12.5 miles along Wilshire Blvd. from Valencia St. to Santa Monica at Centinela Ave.

2014 **I-405 Sepulveda Pass Improvements:** Add 10 miles of HOV lanes, improve ramps, bridges, sound walls on 1-405

2015 Expected completion of the City's **first protected bike lanes (cycle tracks)** along sections of the 4.5-mile **MyFigueroa** Project.

2015Expected adoption of the City's new **Mobility Element**. Expected adoption of the **Westside Mobility Plan**, a transportation blueprint for the Westside. Expected adoption of the **Transit Neighborhood Plans** for the Exposition and Crenshaw/LAX Lines.

2015

2015 Expected completion of **Phase 2 of the Expo Line**, extending from Culver City to Santa Monica.

2016 Expected completion of **Phase 2a of the Gold Line Foothill Extension**, from Pasadena to Azusa.

2017

2018

2019

2019 Expected completion of the **Crenshaw/LAX Line**, connecting the Expo and Green Lines via LAX.

2020

2020 Planned completion of the **Regional Connector**, providing a one-seat ride for travel across Los Angeles County.

Sources:

1. Los Angeles Public Library Photo Collection
2. Los Angeles Public Library Photo Collection
3. Los Angeles Public Library Photo Collection
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37. Photo by Gary Leonard courtesy of Los Angeles Metro.
38. Photo by Gary Leonard courtesy of Los Angeles Metro.
39. http://commons.wikimedia.org/wiki/File:Ciclav ia_family_October_2012.jpg
40. Photo by Melissa Wall
41. Ludovic Hirlimann
42. Los Angeles River Revitalization Corp.
43. Photo by Sergio Ruiz

Projects and Future Milestones with Unknown Timelines or Completion Dates

→ **Gold Line Foothill Extension.** Will extend the existing Gold Line to Montclair. The current extension to Azusa will be completed in 2016; however a timeline has not been released for the phases to Montclair and the Ontario Airport.

→ **Bike Share.** Regional Metro Bike Share Program is being explored

→ **Sepulveda Pass Corridor.** Metro is studying various modal alternatives for the regional transportation corridor.

→ **Purple Line Extension** Metro plans to extend the purple line to the westside, phase 1 2023.

→ **California High Speed Rail** (CAHSR). The system would transport passengers between Los Angeles and San Francisco in under three hours.

Airport Metro Connector. Extension of the Green line to connect to LAX.

Mobility by the Numbers

Sources found in Appendix A

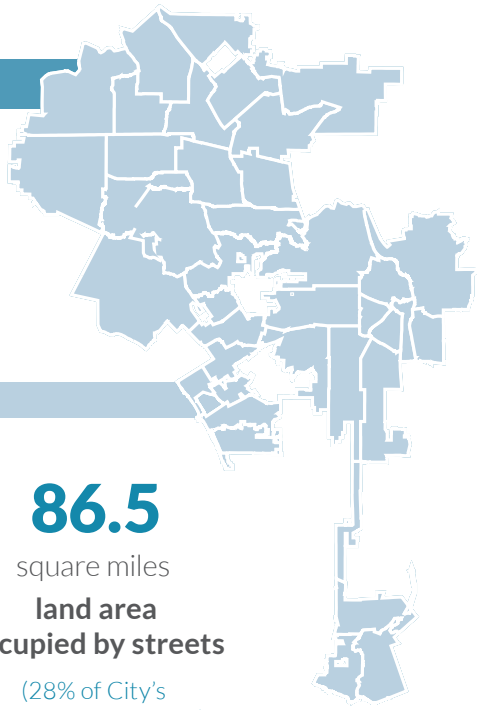
The City

POPULATION

3.8
million

LAND AREA

468
square miles



Infrastructure

STREETS

7,500
miles

60%
miles of local streets

40%
miles of "arterial" and "collector" streets

86.5
square miles
land area occupied by streets
(28% of City's total developed land)

SIDEWALKS

10,750
miles

42%
sidewalks in disrepair

800
miles of alleys

181
miles of freeways

40,000
intersections

22,000
marked crosswalks

4,398
traffic signals

38,011
parking meters

Driven in The City On An Average Day

75.2
million miles

53%
on freeways

47%
on surface streets

Goods Movement

(Port of Los Angeles & Long Beach combined)

$1.1 Billion

PER DAY

value of **cargo handled** in 2012

(more than $700,000 per minute)

39,000

PER DAY

number of **containers handled** in 2012

one, every 2.2 seconds,

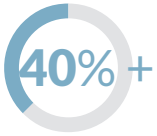
(twenty-foot equivalent units)

1st busiest in the US

(since 2000)



9th busiest port in the world

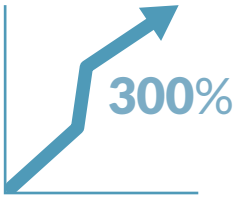


OF THE NATIONS CONTAINERIZED IMPORTS

pass through the ports

PROJECTED INCREASE

in cargo volume at ports **by 2035**



Goods Movement From The Port transforms to:



truck





truck-to-rail





rail



Air Travel

(LAX)

63.7

MILLION PASSENGERS IN 2012

175, 000 / day



1659

TAKEOFFS & LANDINGS IN 2012

one every 52 seconds

6th busiest airport in the world

(by passenger traffic)



Economic, Environmental, & Health Impacts

Obesity



INCREASE IN THE LIKELIHOOD OF OBESITY
for each additinal hour per day spent in a car

$6 Billion
ANNUAL COST OF OBESITY
in LA County
(measured in healthcare & lost productiviy)



of children are obese in the City of LA

Collisions

36,000+
angelenos injured or killed
in motor vehicle collisions per year
100 every day



of traffic fatalities are pedestrian and bicyclists

1/3
angelinos injured or killed in motor vehicle collisions per year

double
the national average
pedestrian fatality rates for children under age 4 and seniors over age 70



of pedestrians die when hit by a vehicle moving < 20 MPH



of pedestrians die when hit by a vehicle moving > 40 MPH

Cost of Living

$ 9,122
average annual cost of **vehicle ownership**





of **household income** is typically spent **on transportation**

Economic, Environmental, & Health Impacts

Air Pollution

57
UNHEALTHY AIR QUALITY DAYS
in 2012
(when air pollution levels, in LA County, exceeded federal standards)

$22
BILLION ANNUAL COST
of health impacts **from air pollution** in the South Coast Air Basin

2,000+
PREMATURE DEATHS PER YEAR
in greater Los Angeles **attributed to air pollution from vehicles**

Greenhouse Gas Emissions

160
MILLION
tons of greenhouse emissions per year
from vehicles in California

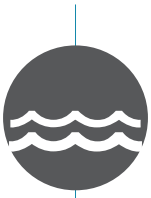




of California's greenhouse gas emissions come from transportation

Water Pollution

4 in 10
of California's most polluted beaches are in Los Angeles County





of beaches in LA County received an F grade for wet weather water quality
(2008 - 2012 average)

Signs of Change

Walking & Biking

64,000
PEOPLE WALK TO WORK
everyday in the City of Los Angeles*



16,000
PEOPLE BIKE TO WORK
everyday in the City of Los Angeles*





INCREASE IN BIKING TO WORK
2000-2010

**walk and bike commute trips only reflect a small number of total trips in the City. In the LA region it's 5% of all walking trips and 16% of all biking trips.*

Transit

1.5
MILLION PEOPLE
ride Metro rail and buses on a typical weekday

2.1
BILLION MILES
traveled by Metro rail and buses in 2013

3rd
in public transit usage of cities nationwide

80
Metro rail stations currently in service



15,967
Metro bus stops currently in service



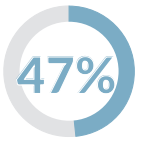


of Metro bus fleet is powered by clean-burning CNG



Signs of Change

Walking & Biking



of all trips in
greater Los Angeles
are less than 3 miles
(within walking/ biking distance)





of these trips are
currently made by car

Transit



of all roads in Los Angeles
are relatively flat
(less than 5% grade)



300

DAYS/ YEAR

with favorable weather conditions
for active transportation
(sunshine, moderate temperatures)



- new Metro rail lines currently planned or under construct
  - Expo Line Phase 2
  - Crenshaw/ LAX Line
  - Gold Line Foothill Extension
  - Purple Line Extension
  - Regional Connector
- 116 Metro rail stations planned to be in service by 2035

Transportation Partners

Managing such a sprawling and complex transportation network like Los Angeles requires coordinating between multiple State, Regional, County, and local jurisdictions, agencies, and departments. Below is a summarized list of the various players who impact the City's transportation system and who will be active partners in implementing the future changes envisioned by this Plan.

Los Angeles Department of Transportation (LADOT)

The Los Angeles Department of Transportation is the second largest provider of transit within the City, serving over 30 million passenger boardings per year. The LADOT Bureau of Transit Programs manages a fleet of nearly 400 vehicles that operate over 800,000 revenue hours and over two billion passenger miles.

Los Angeles County Metropolitan Transportation Authority (Metro)

The Los Angeles County Metropolitan Transportation Authority (Metro) serves as a transportation planner, coordinator, funder, designer, builder, and operator for the 1,433 square mile transit and track service area within Los Angeles County. It is responsible for the planning, design, and implementation of the region's Metro Rail, Metro Liner and Metro Bus systems.

Regional Transit Providers

In addition to the Metro bus and rail system, portions of the City are served by other local operators.

Santa Monica Big Blue Bus (BBB)

The Santa Monica Big Blue Bus (BBB) operates a fleet of over 200 buses. Spanning more than 51 square miles across Santa Monica and portions of the Westside (including UCLA/ Westwood, Century City, Culver City, LAX, and more), BBB serves more than 20 million people annually.

Culver City Bus

Operating a fleet of 52 buses, Culver City Bus system is comprised of 7 routes spanning nearly 26 miles on the Westside, including Venice, Culver City, Westwood, Palms, and Century City. The system serves over 5 million riders annually.

Foothill Transit

Foothill Transit, a joint powers authority of 22 cities in the San Gabriel and Pomona Valleys, serves 14 million passengers annually and currently operates 33 bus lines covering 327 square miles.

Other Agencies Serving Downtown Los Angeles

Other local agencies outside the City of LA, such as City of Santa Clarita Transit, Gardena Municipal Bus Lines, Montebello Bus Lines, and Torrance Transit outside the City of LA operate express service to Downtown Los Angeles.

Los Angeles World Airport (LAWA)

The Los Angeles World Airports (LAWA) is a proprietary department of the City of Los Angeles, under the management and control of a seven-member Board of Airport Commissioners appointed by the Mayor and confirmed by the City Council. LAWA operates three airports in the Los Angeles Air Trade Area: Los Angeles International Airport (LAX), LA/Ontario International Airport (ONT), and Van Nuys Airport (VNY). LAWA also maintains the LA/Palmdale Regional Airport (PMD).

Port of Los Angeles (POLA)

The Port of Los Angeles is the nation's premier gateway for international commerce, generating more than 3 million jobs nationally. Almost 1 million jobs are related to Port-related commerce in California alone. The Port of Los Angeles spearheads many innovative environmental initiatives and security measures, and boasts a bevy of historic and recreational facilities.

Street Design, Operations, Planning and Maintenance Partners

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) is responsible for planning, design, construction, maintenance, and operation of the state highway system. The City of Los Angeles is located within the jurisdiction of Caltrans District 7, which includes Los Angeles and Ventura counties. District 7 is responsible for 42 freeways and highways, consisting of 915 freeway and highway miles in Los Angeles County and 273 miles in Ventura County. On average, 100 million vehicle miles are traveled daily on District 7 freeways.

Los Angeles Department of City Planning (DCP)

The Department of City Planning (DCP) is responsible for preparing, maintaining, and implementing a General Plan that guides development in the City of Los Angeles. The department sets citywide and community-specific goals and policies to guide future growth and promote the social and physical health, safety, and welfare of Angelenos. DCP also helps manage ongoing residential and commercial growth along the City's corridors, in high activity centers, and around transit opportunities.

Los Angeles Department of Public Works

Bureau of Engineering (BOE)

The Bureau of Engineering is responsible for the City's vast network of infrastructure within the public right of way, including the planning, design, and construction of public facilities. BOE also manages the delivery of voter-approved public bond funds, federally funded projects, and cross-sector local government programs that serve millions of residents and businesses in diverse neighborhoods and industries.

Bureau of Street Lighting (BSL)

The Bureau of Street Lighting is responsible for the design, construction, operation, maintenance and repair of the street lighting system within the City of Los Angeles. There are currently more than 220,000 lights in the City consisting of more than 400 designs.

Bureau of Sanitation (BOS)

The primary responsibility of the Bureau of Sanitation is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users in the City of Los Angeles and surrounding communities.

Bureau of Street Services (BSS)

The Bureau of Street Services is responsible for maintaining repairing, resurfacing, and cleaning improved streets, alleys, bridges, tunnels, pedestrian subways, and related structures. The Bureau also maintains street trees, landscaped median islands and embankments.

Los Angeles Department of Transportation (LADOT)

The Los Angeles Department of Transportation is the leader in the planning, design, construction, and operation of the transportation system in the City of Los Angeles. The Department partners with sister agencies to improve transportation service and infrastructure in the City and the region.

Consistency with Other Plans

Land Use Element - 35 Community Plans and 2 Special Use Districts

The City's 35 Community Plans and two Special Purpose Districts (LAX and Port Master Plans) constitute the Land Use Element of the City's General Plan. While the General Plan provides a citywide approach to enhancing safe, accessible transportation options, the area plans that comprise the Land Use Element provide the opportunity for a more focused and nuanced transportation discussion at a community level. In this way, localized recommendations that address community-specific conditions can be developed in each of the Plans/ Districts that are consistent with and complementary to this citywide Plan.

Community Plans

The Community Plans implement, at a community level, the citywide goals and policies established in the overarching General Plan Framework and all other elements of the General Plan. They are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in each of the communities.

Special Purpose Districts

LAX

The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and region. It establishes a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment while continuing to serve as the region's principal international gateway.

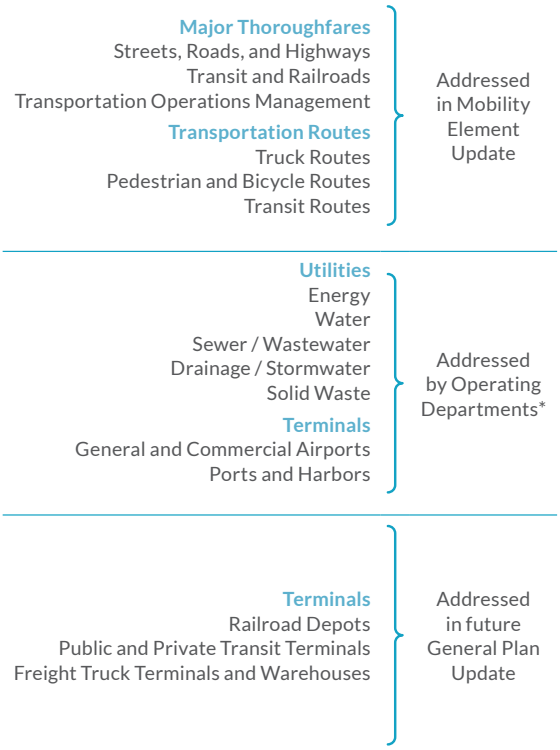
Port of Los Angeles

The Port of Los Angeles Plan is the official guide to the continued development and operation of the Port. The plan promotes an arrangement of land and water uses, circulation and services that will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the Port. The Plan also provides for additional public recreation facilities within the Port of Los Angeles consistent with sound and compatible port planning. The Plan is designed to be consistent with the Port Master Plan.

Circulation Element

Under California Government Code §65302(b), the General Plan requires the inclusion of a Circulation Element, which consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities. Since the City of LA is so vast with specialized departments, the Mobility Element covers goals, objectives, policies and programs for major thoroughfares, transportation routes, and terminals; existing planning documents by operational departments cover goals, objectives, policies and programs for utilities, airports, ports and harbors.

Consistent with the policies of the adopted Air Quality Management Plan, the Mobility Plan 2035 promotes strong linkages between land use, transportation and air quality. The Land Use Element is intended to guide the location and intensity of the private and public use of land and to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the City. The Community Plans, which comprise the Land Use Element, incorporate the Mobility Plan's Highways and Freeways system and also designate collector streets.



Sample List of Existing Infrastructure Planning Documents

LADWP Power Integrated Resources Plan 2010

LADWP Urban Water Management Plan 2010

LADWP Water Supply Action Plan 2008

Bureau of Sanitation (BOS) 5-Year Strategic Plan 2011

BOS Wastewater, Recycled Water and Stormwater Management Integrated Resources Plan 2006

BOS Water Quality Compliance Master Plan for Urban Runoff Water Quality Compliance Master Plan 2009

BOS Solid Waste Integrated Resources Plan 2009

Other Citywide Plans

In addition to the General Plan, the City occasionally adopts long-range vision plans that provide further guidance to the City in establishing priorities for funding future policy decisions and staff resources.

Los Angeles River Revitalization Master Plan (2007)

The Los Angeles River Revitalization Master Plan (LARRMP) provides a vision for the 32 miles of the Los Angeles River within the City limits. This vision balances multiple goals including flood protection, water quality, open space, habitat, recreation and non-motorized transportation opportunities. The LARRMP calls for the continued "development of non-motorized transportation and recreation elements including bicycle and pedestrian paths and multi-use trails in the River and tributary rights-of-way." The Los Angeles River plays a significant role in Los Angeles' environmental, non-motorized transportation and recreational identity.

http://boe.lacity.org/lariverrmp/CommunityOutreach/pdf/LARRMP_Final_05_03_07.pdf

Los Angeles Department of Recreation and Parks Community-Wide Needs Assessment (2009)

The Los Angeles Department of Recreation and Parks' Community-Wide Needs Assessment identifies, quantifies and prioritizes residents' needs for recreation and open space throughout the City of Los Angeles. The Needs Assessment is the first step in a citywide park master plan and a five-year capital improvement plan. The Needs Assessment underwent an extensive community outreach process that included community leaders, stakeholders and other members of the public in interviews, focus groups, community forums and surveys. When asked which parks and recreation facilities residents felt a need for, the majority of the community (63%) identified the need for walking and bicycling trails.

Community-Wide Needs Assessment (2009) http://www.laparks.org/planning/pdf/finalReport.pdf

Short Range Transit Plan 2011-12 (March 2012)

The Short Range Transit Plan provides an overview of the City of Los Angeles' transit system. It includes information about the City's transit services, areas served, ridership, and fleet and equipment inventory. The Plan also discusses budget and financial resources to support the Department's goals and objectives for fiscal years 2011-14.

The City of Los Angeles, through LADOT's Transit Bureau, provides fixed-route and demand-response (paratransit) services throughout the City.

Short Range Transit Plan http://ladot.lacity.org/pdf/PDF261.pdf

Consistency with Other Agency Plans

When preparing or revising a General Plan, cities and counties should carefully analyze the implications of regional plans for their planning area. General Plans are required to include an analysis of the extent to which the general plan's policies, standards and proposals are consistent with regional plans.

Regional plans prepared by the Southern California Association of Governments (SCAG) and other designated regional agencies (e.g. Metro) provide the legal basis for allocating state and federal funds, as in the case of transportation and water quality facilities. Other regional plans, such as air quality plans, detail measures which local governments may institute in order for the region to meet state and federal standards.

The General Plan Framework and Land Use Elements serve as subregional input to SCAG's Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) and provide a context for cooperative planning efforts between the City, adjacent cities, and the five county region.

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The CTP is prepared in response to Federal and State requirements and is updated every five years.

Southern California Association of Governments (SCAG) Regional Transportation Plan (2012) and Non-Motorized Transportation Report (2008)

The 2012 Regional Transportation Plan (RTP) is a $524.7 billion plan that provides a regional investment framework to address the region's transportation and related challenges. SCAG's vision for the region focuses on three interrelated principles (mobility, economy, and sustainability), all of which aim to create efficient transportation systems, healthier communities, and a thriving economy. The RTP outlines a plan to meet state and federal environmental goals, implement emission-free transportation technologies, and develop investment strategies for sustainable economic growth.

The Non-Motorized Transportation Report of the RTP is a technical and policy document that guides, supports and encourages the development of county and city bicycle and pedestrian networks, facilities and other non-motorized programs for the SCAG region. Particular emphasis is placed on increasing bicycling and walking as a commute option and improving safety for all forms of non- motorized transportation.

Regional Transportation Plan http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf

Metro Complete Streets Policy (2014)

The Complete Streets Policy builds upon projects and programs already underway at Metro to increase mobility options, improve air quality and health, and strengthen the economy in Los Angeles County. It is a tool to help guide Metro to better coordinate within the various functions and departments of the agency and between partner organizations that have influence or jurisdiction over the public realm.

Complete Streets Policy Draft http://www.metro.net/projects/countywide-planning/complete-streets/

Metro Long Range Transportation Plan (2009)

Metro's 2009 Long Range Transportation Plan provides a 30-year vision for Los Angeles County's transportation system to the year 2040. The Plan identifies public transportation and highway projects, funding forecasts over a 30-year timeframe, multi-modal funding availability, sub-regional needs, and project performance measures.

Long Range Transportation Plan http://media.metro.net/projects_studies/images/final-2009-LRTP.pdf

Metro Bicycle Transportation Strategic Plan (2006)

Metro's 2006 Bicycle Transportation Strategic Plan (BTSP) aims to help municipalities and agencies in the region plan for bicycling in their jurisdictions as a viable mode of transportation. The plan contains an inventory of "bike-transit" hubs in Los Angeles County. It assists in the identification of routes that may eventually provide continuity for bicyclists, while also outlining a strategy for prioritizing regional bikeway projects. As the regional transportation planning authority for Los Angeles County, Metro is the primary local funding source for bicycle transportation.

Bicycle Transportation Strategic Plan http://media.metro.net/projects_studies/bikeway_planning/images/BTSP.pdf

Los Angeles County Bicycle Master Plan (2012)

As an update to the to the 1975 Los Angeles County Bikeway Plan, the 2012 Los Angeles County Bicycle Plan seeks to both promote greater ridership and expand the mobility options for all riders throughout the county. The plan outlines proposed network expansions, ridership strategies, funding sources, and programming and implementation. In addition, the plan also addresses issues related to gaps in the network, problematic areas, and regional connectivity.

LA County Bicycle Master Plan http://dpw.lacounty.gov/pdd/bike/masterplan.cfm

Metro Los Angeles Union Station Master Plan (2014)

Union Station is the region's primary transit hub, connecting Southern California counties whose combined population totals more than 17 million. The Union Station Master Plan will develop Metro's vision and guide future development at the station, including transit operations and new private and/or public real estate development.

Union Station Master Plan http://www.metro.net/projects/LA-union-station

Connect US Action Plan

The Connect US Action Plan (formerly known as the Linkages Study) seeks to improve connections between Los Angeles Union Station and the 1st historic neighborhoods by enhancing pedestrian and bicycle travel options. The Connect US Action Plan includes a neighborhood-level assessment of arterial and collector streets, with an emphasis on bicycle and pedestrian mobility. The final report will include a community-prioritized list of improvement projects to strengthen bicycle and pedestrian (active transportation) connectivity between communities and destinations.

Connect US Action Plan http://www.metro.net/projects/linkages

LADOT Strategic Plan (2014)

LADOT released its first strategic plan outlining the organization's goals, objectives, and benchmarks, which are consistent with the ideas set forth in this Plan.

LADOT Strategic Plan http://www.ladot.lacity.org/stellent/groups/Departments/@LADOT_Contributor/documents/Contributor_Web_Content/LACITYP_029076.pdf

First-Last Mile Strategic Plan

In 2012, the Metro Board adopted the Countywide Sustainability Planning Policy and Implementation Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Joint Work Program, both of which direct the development of a First-Last Mile Strategic Plan. The goal of this plan is to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership.

These guidelines help facilitate the integration of mobility solutions in a complex, multi-modal environment. Strategies will need to be flexibly deployed to contend with widely varying environments throughout the county, yet will aim to improve the user experience by supporting intuitive, safe and recognizable routes to and from transit stations. This effort will require coordination amongst the many cities and authorities having jurisdiction over the public realm throughout the county.

http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

Public Participation

Community participation and feedback have been critical to forming the direction of the Mobility Plan 2035. An open public dialogue has been integral to each step of the planning process, from visioning and analyzing to goal and policy formulation.

The Mobility Plan is a citywide document, and community outreach for a city as large and spread out as Los Angeles is no easy undertaking. A strategic approach was used to engage a cross section of citizens at the community level in order to garner broader citywide issues.

Since the inception of the Mobility Plan in the Fall of 2011, project staff have participated in over 100 community meetings throughout the city, held four "think lab" workshops, two scoping meetings, seven community forums and public hearings, maintained a project website for easy access to materials, implemented an online town hall to hear from those unable to go to traditional meetings, and worked with various agencies, nonprofits, and community groups.

Online All the Time

Project Website: LA2B.org



LA2B.org has been the main source of information for the Mobility Plan with regular updates on the status of the plan. From the website, the public has been able to download important documents released during the process and become more informed about the analysis behind each step by reading blog posts. Website visitors can read about the project, learn how to get involved, and contact planning staff online to give their comments.

Online Town Hall : Ideas.la2b.org



As a new way of expanding the number and diversity of stakeholders, the Mobility Plan introduced an online town hall through ideas.la2b.org. This online format provided an opportunity for community members to share thoughts and opinions about the streets of Los Angeles.

The virtual town hall has allowed for a wider range of citizens to participate outside of traditional workshops and focus groups. The largest participant group was in the 25-45 age range. In addition, participants represented 79 of the 108 (73%) zip codes associated with the City of Los Angeles as well as additional participants from Culver City, Long Beach, Pasadena, Santa Monica, and the South Bay. The online format also allowed staff to identify geographical areas where there was limited participation and focus additional outreach efforts in those communities.

Activated Communities

To ensure widespread distribution of information, materials were disseminated at the Council District and Neighborhood Council levels. The Mobility Plan Team worked with the Department of Neighborhood Empowerment and Council staff to reach out to the community on a citywide scale.

Task Force

The Mobility Task Force was put into place to guide this citywide effort and community-wide discussion. The Task Force played a pivotal role in assisting the City to generate significant engagement and input for the plan. Over 50 organizations were invited including: community groups, nonprofits, major

transit providers, and civic, business, and environmental transportation leaders throughout the City.

"Great Streets, Great Neighborhoods" Activity Kit

To obtain participation on an overarching citywide scale, an activity kit was sent to over 100 Neighborhood Councils and civic organizations. This pen-and-paper activity, with a one fourth response rate, was meant to supplement the dialogue of our online town hall and included a series of brief exercises to help give input toward the development of the draft goals, objectives, policies, and programs of the Mobility Plan.

Public Workshops

In early 2012, the Departments of City Planning and Transportation held citywide workshops in central locations across the City: Van Nuys, the Miracle Mile, Downtown, and Pacoima. These "Think Labs", encouraged participants to explore L.A.'s existing mobility system through a gallery of maps that conveyed key information about the City's streets and demographics. Community members also shared ideas that complemented those submitted onto LA/2B's online Town Hall.

Scoping Meetings

The environmental analysis of the plan required a scoping period to receive input from the public and other agencies on what should be studied in the Environmental Impact Report. Two scoping meetings held in the spring of 2013 focused the analysis around the potential impacts and benefits of the proposed enhanced networks.

Community Planning Forums and Staff Level Public Hearings

The Draft Plan and Draft Environmental Impact Report were released February 2014 starting a 90 day public comment period on both documents. A series of seven meetings and staff level public hearings were held citywide to take comments and answer questions on the Plan. Resources were pooled together with The Plan for A Healthy Los Angeles and re:code LA to expand the Plan's reach to a broader audience and allow participants to participate in three related long range planning efforts being led by City Planning.



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SCHOOL BUS
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Chapter 1: Safety First

Discussion

Objectives

Policies

1.1 Roadway User Vulnerability
1.2 Complete Streets
1.3 Safe Routes to Schools
1.4 Design Safe Speeds
1.5 Railroad Crossings
1.6 Multi-Modal Detour Facilities
1.7 Regularly Maintained Streets
1.8 Goods Movement Safety
1.9 Recreational Trail Separation

Safety First

Crashes, speed, protection, security, safety education, and enforcement.

Discussion

Safety is at the foundation of a Complete Streets policy – to design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice. Safety consistently ranks as a top priority for many in the City of Los Angeles and is an important factor in creating livable neighborhoods. People want streets to be safe, stress-free places for all ages and all modes of travel. In terms of transportation, concerns for physical safety stem from traffic speeds, roadway conflict between different modes of travel, and infrastructure. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.

Safety and the Built Environment

Street quality and infrastructure have a role in improving transportation safety. Street paving in disrepair poses a safety threat for pedestrians, vehicles, and bicyclists. Sidewalks that are uneven, narrow, or physically obstructed can also force pedestrians closer to vehicle traffic or on alternate routes that are not always obvious. Safer crossings at intersections and at the middle of larger blocks are an additional area of pedestrian concern. Furthermore, pedestrians can perceive areas with lower levels of street activity and lighting, and fewer trees and plants as unsafe due to physical and psychological discomfort. While these built environment issues are fundamental to improving transportation safety, they will be further addressed in the next chapter.

Transportation Safety in Los Angeles

In recent years, there has been a shift towards creating a healthier LA that allows people to make more environmentally sustainable transportation choices. To do that, other transportation options have to be seen as safe, attractive, and convenient. With active modes of transportation on the rise as people's everyday choice, safety measures must take into account the most vulnerable users - pedestrians. A city that is safe for pedestrians is safe for all.

Creating safe streets requires a multifaceted approach. Roadway engineering, education, and enforcement all play an important role in building a safe transportation system. Roadway engineering can have the greatest impact in reducing collisions. Roadway enhancements such as separated bicycle lanes protect cyclists, while more visible crosswalks and bulb-outs provide added safety for pedestrians. Roadway interventions like these are intended to make it second nature for everyone to follow the rules of the road, which can have the added benefit of making traffic flow more predictably and consistently. Educating students on how to cross the road or drivers to share the road make for a more pleasant travel experience while also reducing collisions. Enforcing traffic laws such as speed limits underpins all the pieces that work together to make streets safe for all. Safety measures strategically implemented throughout the city can dramatically reduce the number and severity of collisions in Los Angeles.

Feedback from Online Town Hall

"Safety would be a top priority for all forms of transportation."

"A livable neighborhood is one where you need not fear that your children will be hit by cars."

"Public streets would be used to safely transport people and goods."

Vehicle speed is a significant factor in traffic collisions. Higher speeds pose a two-fold problem: 1) the faster a car is moving, the smaller the field of vision the driver can process, and 2) increased speed increases the force of collision impact, increasing the likelihood of a severe injury or fatality. As a result, faster traffic poses a higher safety risk to others on the road, especially pedestrians and bicyclists because they are smaller and less visible than vehicles.

Many policies and programs are in place and in development to promote transportation safety in Los Angeles. In recent years, the Department of City Planning authored its Urban Design Guidelines and Walkability Checklist to encourage better site design that increases safety and accessibility for the general public, regardless of mode of travel.

Objectives

- Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually.
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035. (Refer to Complete Streets Design Guide for targeted operating speeds).
- Establish 100 school slow zones operating within 1/2 mile of schools by 2035.
- Increase the percentage of females* who travel by bicycle to 35% of all riders by 2035. (*The presence of females riding on a bikeway is typically cited as an indicator that the bikeway provides a safe and comfortable environment for less experienced riders. Therefore, this measurement is a good proxy for understanding the degree to which a particular bikeway has succeeded in attracting the range of bicyclists between eight and 80 years of age).
- Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities located in the City of Los Angeles or as subsequently identified through tools utilized by the City.

Policies

1.1 Roadway User Vulnerability

1.2 Complete Streets

1.3 Safe Routes to Schools

1.4 Design Safe Speeds

1.5 Railroad Crossings

1.6 Multi-Modal Detour Facilities

1.7 Regularly Maintained Streets

1.8 Goods Movement Safety

1.9 Recreational Trail Separation





1.1 Roadway User Vulnerability:

Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Our streets need to be safe for all users. By planning and designing for the most vulnerable users, we ensure our streets will be safe for all. Roadways should operate in a manner that considers the presence of people who walk and bike, children, the elderly, and the mobility-impaired. In many cases, roadways are designed to facilitate vehicle throughput first, rather than other modes. The design and operation of our streets to create a safe and livable environment for people is a priority for our City.

1.2 Complete Streets:

Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The idea behind complete streets is to make streets safe, comfortable, and convenient for people of all mode types.

A transportation system that accommodates the needs and considers the safety of all users is at the foundation of a well-designed city. An effective transportation system allows for the use of multiple modes and in the end results in providing a variety of options for people to move around in ways that best suit them.

The approach to implementing complete streets in the City of Los Angeles has taken shape through a layered network concept. The Complete Street Network layers roadway systems that prioritize a certain mode (transit/bicycle/vehicle) within each layer. While each street will still accommodate all modes, layering networks serves to emphasize a particular mode on a particular street as part of a larger system. A layered network approach has the benefit of increasing connectivity between modes. Enhancing the system for one type of mode can have shared benefits for another while recognizing the need to balance a variety of modal options.

Expanding the active tranportation network increases opportunities for the transit dependant by better connecting people to work, education, and recreation. A transportation system that is more balanced is also more equitable by providing a means of cost-effective travel. Implementing complete street policies will ensure that the City of Los Angeles has more viable options for travel.



1.3 Safe Routes to Schools:

Prioritize the safety of school children on all streets regardless of highway classifications.

A singular focus on accommodating vehicular mobility has resulted in street configurations that disadvantage other users, especially pedestrians. Reduced crossing times, increased vehicle lanes, wide curb radii at intersections, and reduced visibility at crosswalks have made walking hazardous.

School-age children are a particularly vulnerable group of roadway users. In the City of LA, school-age children (ages 5-17) account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrians[4]. In order to increase the safety of school children as they are traveling to and from school, the City initiated a Safe Routes to School Strategic Plan during the Fall of 2013 that works to ensure that no child shall be injured or killed by a vehicle when walking or biking to/from school.

The Los Angeles Unified School District (LAUSD) has the second largest population of any public school system in the United States. There are 495 LAUSD schools within the City of LA that together contribute to a large amount of vehicle trips every morning. Implementing a Safe Routes to School Programs would create more opportunities for children to walk or bike to school and could have a secondary benefit of decreasing vehicle trips during peak travel times.

According to data from LADOT, many students are already using active forms of transportation during their commute to school. 33% of LA County students either walk or bike to school, which is almost 10% higher than the State average (26%). This trend becomes stronger when a student lives within a half-mile from school. Of those who live between a quarter-mile and a half-mile from their school, 50% walk or bike to school. Of those a quarter-mile or less, 73% walk or bike to school. Even of those students that live over a mile from their school, 19% still walk or bike. By focusing on increased safety measures to and from school, the percentage of students walking/biking to school has the potential to rise even higher.

4 *LADOT, Safe Routes to School Fact Sheet*

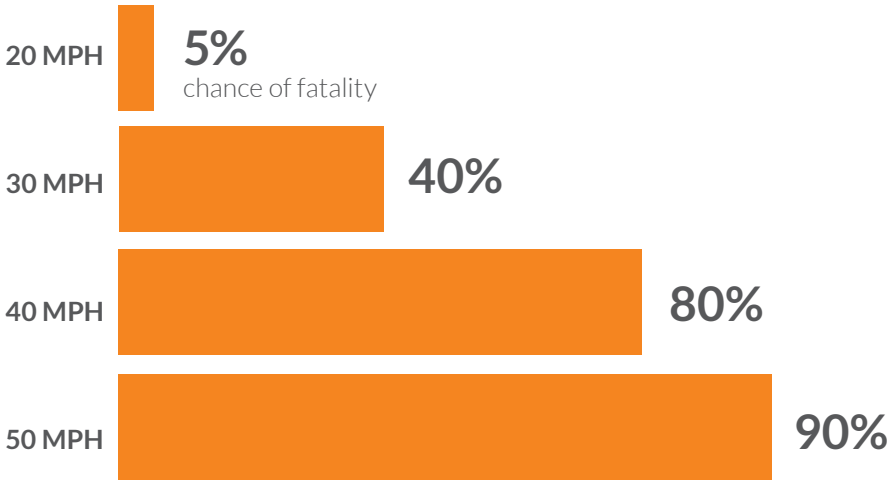
1.4 Design Safe Speeds:

Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide.

Context-sensitive roadway design is important for the safety of all roadway users. The way a street is designed has much to do with how it functions. A completely straight road with multiple lanes on each side allows for a high capacity of fast-moving vehicles, whereas a roadway with narrow travel lanes, a winding path, greenery, and pedestrian activity calls for slower travel speeds.

Speed limits have been on the rise due to state speed limit requirements. The 85th percentile rule dictates that the speed limit be set at or below the 85th percentile operating speed, meaning that if people break the law and drive faster than the posted speed limit on a particular road, the speed limit can and will be raised. This law has grave consequences for street safety and performance since it does not take into account other factors like land use context and other modes of transportation.

Given that excessive speed is a highly cited factor in collisions, targeted reductions in speed could have a big impact on reducing the number of collisions in Los Angeles. Pedestrians and bicyclists are particularly vulnerable in collisions with cars, especially when those vehicles are traveling at increased speeds. At higher speeds bicyclists and pedestrians become less visible and more vulnerable. Since the human brain can only process a finite amount of visual information, the field of vision decreases significantly as the speed of travel increases. At faster speeds the field of vision narrows and the periphery, often where pedestrians or bicycles would be located, fades from view. Also with increased speed is the likelihood of injury and death, which jumps from a 40% chance of death when a vehicle is traveling at 30 mph to an 80% chance of death when a vehicle is traveling at 40 mph[5].



5 *(National Highway Traffic Safety Administration, DOT HS 809 021October 1999 Final Report)*

1.5 Railroad Crossings:

Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.

Southern California leads the nation in fatal collisions at railroad crossings[6]. Vehicles can stack up at these crossings and sometimes cannot clear out when trains come through, leading to potentially disastrous situations. For this reason, the safety of all road users should be considered at railroad crossings in order to minimize collisions. Keeping traffic from driving across railroad tracks with a bridge or underpass minimizes the chance for conflict and is the most effective way to reduce conflicts at railroad crossings.



6 *Federal Railroad Administration, Office of Safety Analysis*

1.6 Multi-Modal Detour Facilities:

Design detour facilities to provide safe passage for all modes of travel during times of construction.

Current standards call for all users to be considered when streets are temporarily reconfigured during construction. The California Manual on Uniform Traffic Control Devices for Streets and Highways provides guidelines for temporary traffic control that provides for the safety of all when designing detour facilities.

During times of roadway construction, lane and sidewalk space are often reduced. Pedestrians can be exposed to oncoming traffic if sidewalk space is blocked off while bicyclists and vehicles are left to maneuver within the remaining roadway space. Detour facilities are needed to provide a clear route of safe passage for all modes during roadway construction. Awareness of detour facility guidelines is paramount to increasing safety in construction zones.

1.7 Regularly Maintained Streets:

Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.

At the very core of a safe street system is proper maintenance. Streets that are not regularly maintained can damage vehicles that traverse over them. In addition, inadequate streets can lead to dangerous situations for drivers and place bicyclists and pedestrians in vulnerable positions while trying to maneuver around obstacles.

Well maintained streets feel safer to travel on and attract more users. Properly maintained streetscapes that are clean and attractive are essential to making livable neighborhoods and creating streets that are welcoming to people.





1.8 Goods Movement Safety:

Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

The concept of complete streets extends to goods movement as well. As transportation systems evolve, the economic necessity of moving goods via trucks on city streets will still be an important issue to consider in the balancing act of roadway prioritization. Truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles. Land uses along heavily used truck routes should also coincide with goods movement priorities and limit interaction with residential uses.

1.9 Recreational Trail Safety:

Balance user needs on the City's public recreational trails.

The City has a limited number of recreational trails established for various mode uses such as hiking, horseback riding, and mountain biking. Given the constrained amount of trails, the first priority is keeping trail users safe and preventing conflicts between various users.



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PHOTO: LADOTBIKEBLOG, FLICKR

Chapter 2: World Class Infrastructure

Discussion

Objectives

Policies

2.1 Adaptive Reuse of Streets
2.2 Complete Streets Design Guide
2.3 Pedestrian Infrastructure
2.4 Neighborhood Enhanced Network
2.5 Transit Network
2.6 Bicycle Networks
2.7 Vehicle Network
2.8 Goods Movement
2.9 Multiple Networks
2.10 Loading Areas
2.11 Transit Right-of-Way Design
2.12 Walkway and Bikeway Accommodations
2.13 Highway Preservation and Enhancement
2.14 Street Design
2.15 Allocation of Transportation Funds
2.16 Scenic Highways
2.17 Roadway Widenings

World Class Infrastructure

Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments

Discussion

Infrastructure is the physical underpinning of the City's transportation system. In the City of Los Angeles, streets are our largest public asset and play a large role in defining the City's character. A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices. This Plan establishes a Complete Streets Network of individual roads enhanced for a particular mode (pedestrians bicycles, transit, vehicles, trucks). It also focuses attention on the benefits of flexible design standards, needed future infrastructure improvements, and funding.

Streets are a defining feature of the public realm. Beyond their function as corridors for travel, they also serve as settings for commercial activity and spaces for interaction. Pedestrian and retail activity along street corridors is vital to the economic health of neighborhoods. As the City continues to expand and invest in its infrastructure, improvements must also be made to enhance the streetscape realm, creating attractive environments for walking, biking, and transit to create a balanced transportation system.

The implementation of the Enhanced Networks would not automatically occur as a result of adoption of the Plan. Further design, development, and specific right-of-way treatments would be determined only after further study and discussion with the community and the City's leadership.

It is anticipated that both transportation infrastructure planning (as presented in the Mobility Plan) as well as future land use planning efforts (community plans, specific plans, and occasionally individual project), will be undertaken in an iterative manner. The Mobility Plan will provide the framework for future community plans and specific plans that will take a closer look at the Plan's Enhanced Networks and PEDs analysis, in specific areas of the City and may recommend more-detailed implementation strategies to realize the MP 2035. More detailed land use planning may reveal the need for changes to the networks, which will be undertaken as needed to reflect these more detailed planning efforts.

Objectives

- Establish a culturally sensitive, multilingual and neighborhood accessible public outreach approach to complete the protected bicycle lanes and Neighborhood Enhanced Network segments on Map D1 of the Bicycle Enhanced Network by 2035. Complete the Bicycle Path segments along the Los Angeles River, as depicted in Map D1 of the Bicycle Enhanced Network by 2025.

- Provide 95% on-time arrival reliability of buses traveling on the Transit Enhanced Network by 2035. Establish an off-peak 5 minute bus frequency on 25% of the Transit Enhanced Network by 2035.

- Establish an off-peak 10 minute bus frequency on 50% of the Transit Enhanced Network by 2035.

- Establish an off-peak 15 minute bus frequency on 100% of the Transit Enhanced Network by 2035.

- Achieve established performance levels on 100% of the streets within the Neighborhood Enhanced Network by 2035 (see policy 2.4 Neighborhood Enhanced Network).

- Increase vehicular travel time reliability on all segments of the Vehicle Enhanced Network by 2035.

- Bring all sidewalks to good condition by 2035. Bring all City-owned streets, tunnels, and bridges to good condition by 2035.

- Increase the number of roadway segments that have a level of B (Average Pavement Condition Index of 80) or better by 2035.

- Increase proportion of freight transportation provided by railroad and intermodal services to 50 by 2035.

- Increase share of Measure R local return funds to 20% for active transportation investments with special consideration for active transportation safety improvements.

- Dedicate 20% of road reconstruction budgets and capital improvement funds toward complete street improvements.

- Maintain the Automated Traffic Control Surveillance and Control System (ATSAC) Communications Network.

- Design and implement by 2035 Pedestrian Enhanced Districts within the City's diverse neighborhoods and regional centers around schools, parks, community and regional gathering destinations, and employment centers with a prioritization of census tracts falling within SB 535's Top 25 Disadvantaged Communities and the highest concentration of pedestrian fatalities and severe injuries.

Policies

2.1 Adaptive Reuse of Streets

2.2 Complete Streets Design Guide

2.3 Pedestrian Infrastructure

2.4 Neighborhood Enhanced Network

2.5 Transit Network

2.6 Bicycle Network

2.7 Vehicle Network

2.8 Goods Movement

2.9 Multiple Networks

210 Loading Areas

2.11 Transit Right-of-Way Design

2.12 Walkway and Bikeway Accommodations

2.13 Highway Preservation and Enhancement

2.14 Street Design

2.15 Allocation of Transportation Funds

2.16 Scenic Highways

2.17 Street Widenings

2.1 Adaptive Reuse of Streets:

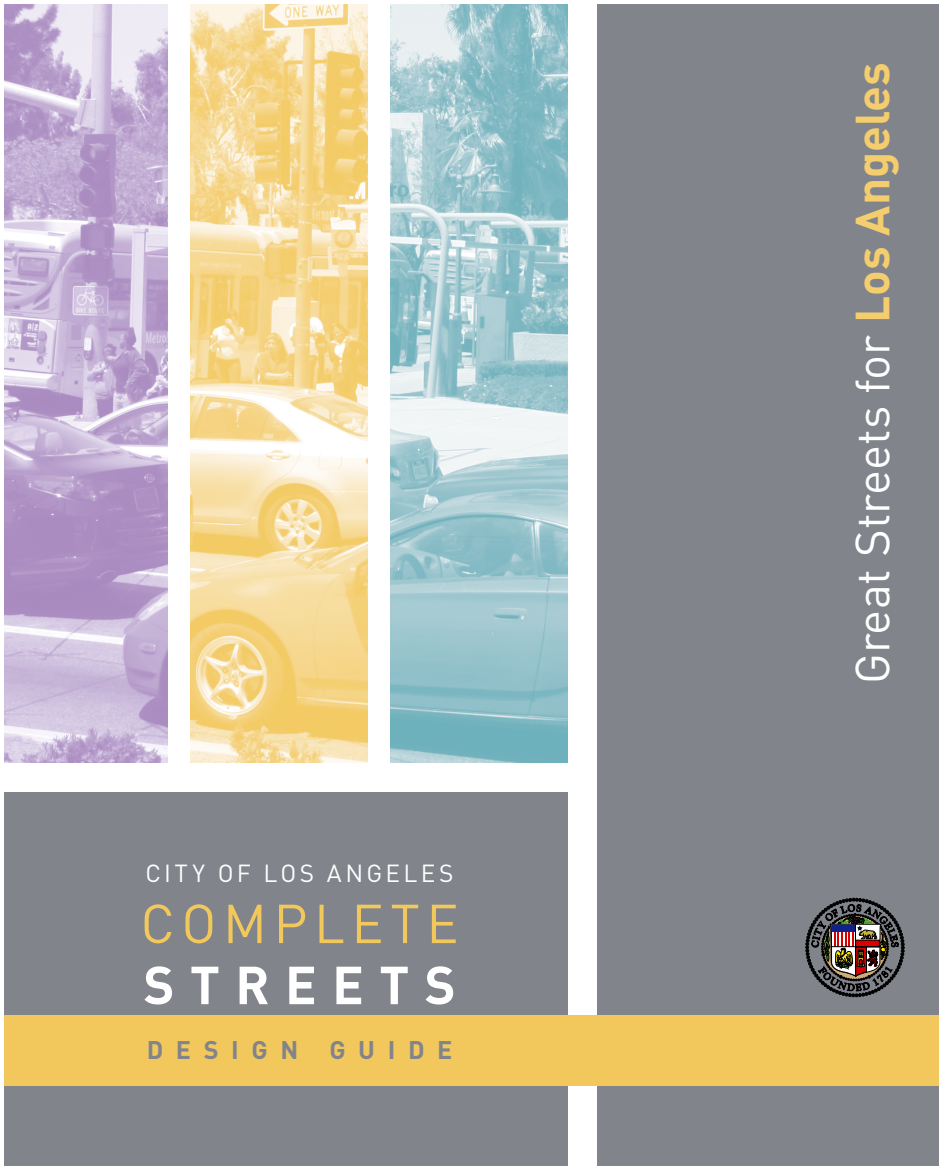
Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Streets are often thought of as conduits for travelling from one place to another, whether it is by foot, bicycle, or motorized vehicle. While a complete streets policy is about enabling safe access for all transportation users, streets also serve many other functions beyond mobility. As public spaces, they are vibrant settings for social interaction. As retail corridors, they promote the local economy and can become great destinations. As ecological infrastructure, they offer opportunities to enhance the City's sustainability with trees and stormwater collection. The City's roadway network is more than just a transportation system – it is an urban ecosystem, a complex set of interactions among objects, people, and the environment.

Numerous city departments, each with different perspectives and objectives, have a role in shaping and managing streets. However, it is vital to keep in mind the multiple purposes and benefits streets provide, and to adopt a multi-faceted approach in the planning and design process. Ideally, designs should be flexible in their nature to accommodate a diversity of uses and adapt to future needs. This is particularly true of the Complete Street Network where it may be necessary to incorporate a variety of treatments to achieve the goal of a particular street segment. Given the often unique street configurations of the City's many diverse street types, design solutions may vary from street to street regardless if they have the same street designation and/or are on a similar network. Design solutions will need to be tailored to the particular concerns of the community while also balancing the overall modal priorities of the area.







2.2 Complete Streets Design Guide:

Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.

The Complete Streets Design Guide lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. It is a living document that will frequently get updated as City departments identify and implelement streets standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right of way and provide guidance on context-sensitive design.

2.3 Pedestrian Infrastructure:

Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Walking is a vital component to a city's circulation since most every journey starts and ends with walking. There are multiple benefits to investing in pedestrian infrastructure. Enhancing the environment can promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. Providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features encourages people to take trips on foot instead of car. This helps to reduce cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

The Pedestrian Enhanced Districts (PEDs) provided in the maps section in Chapter 6 of the Plan call out initial analysis done to find out where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities. Further analysis and prioritization will be done as funding and projects come through based on safety, public health, equity, access, social, and/or economic benefit objectives.

The Neighborhood Network was established in the 2010 Bicycle Plan as a network of local streets comfortable for bicycling. The Mobility Plan recognizes that this network can also serve local neighborhood pedestrian activity. The Neighborhood Enhanced Network reflects the synthesis of the two ideas and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation.





2.4 Neighborhood Enhanced Network:

Provide a slow speed network of locally serving streets.

The Neighborhood Enhanced Network is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. This network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non-arterial streets important to the movement of people who walk and bike. Criteria for streets on the Neighborhood Enhanced Network may include vehicular travel that does not exceed 1500 vehicles a day and streets where the 85th percentile of travel speed is equal to or less than 20 mph, in order to provide a safe and comfortable experience for people who travel by walking, bicycling, or other slower moving modes. Enhancements may not be required if streets meet targeted speeds and volumes or they can take shape in the form of a variety of traffic calming features depending on local context need. Please see the Complete Street Design Guide for more discussion on Neighborhood Enhanced Network features. The Neighborhood Enhanced Network (NEN) maps are provided in the maps section in Chapter 6 of the Plan.

2.5 Transit Network:



mprove the performance and reliability of existing and future bus service.

A robust public transit network is important to a great transportation system. As of 2014, Metro reported that the Los Angeles County region averaged 1.4 million boardings a weekday, making it one of the largest transit agencies in the nation. Performance, convenience and comfort are key factors in improving the transportation experience.

The implementation of the Transit Enhanced Network (TEN), while not only an iterative process will be done in collaboration with transit operators as thet determine service levels and hours of operation.

Working in collaboration with the transit operators, combined with street improvements of city managed enhancements, the Transit-Enhanced streets outlined in the Plan strive to: provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. These corridors were selected based on a data-driven analysis of factors such as ridership, destinations, employment, and population.

Transit enhanced streets may receive a number of enhancements to improve line performance and/or the overall user experience for people who walk and take transit. Enhancements may range from streetscape improvements to make walking safer and easier, to transit shelters, or bus lanes. The Transit Enhanced Network (TEN) map is provided in the maps section in Chapter 6 of the Plan.





2.6 Bicycle Networks:

Provide safe, convenient, and comfortable local and regional bicycling facilities* for people of all types and abilities.

Bicycling is an important element to complete streets as it fulfills both long and short distance trips in the larger transportation system. The City of LA established a long term vision of improving bicycling for all types of people of varying experience with the 2010 Bicycle Plan. The Mobility Plan builds upon this idea with the vision of fully separated, protected bicycle lanes. The Bicycle Enhanced Network is comprised of protected bicycle lanes, and bicycle paths to provide bikeways for a variety of users. This low-stress network provides a higher level of comfort than just a striped bicycle lane. The Complete Streets Design Guide details various bicycling treatments and in what contexts they work best in.

There are multiple benefits to improving the bicycling network and providing fully separated bicycle lanes. Many other cities have demonstrated an increase in bicycle ridership and a decrease in traffic delay when street calming features such as protected bicycle lanes get installed. In addition, bicycling has positive benefits for public health, environmental health, and local business.

Bicycling plans and implementation strategies will continue to evolve as conditions change, but the City's long term vision will remain to provide safe, convenient, and comfortable bicycling facilities that are prioritized based on a number of factors such as public health, safety, equity and other factors consistent with the prioritization-focused policies (Policy 4.6) in this Plan. The Bicycle Enhanced Network (BEN) map and Bicycle Lane Network map is provided in the maps section in Chapter 6 of the Plan.

*bicycling facilities are ideally suited for a host of slow moving modes including but not limited to scooters, skateboards, rollerblading, rideables and other future compact personal transportation technologies.

2.7 Vehicle Network:

Provide vehicular access to the regional freeway system.

The role of vehicular movement has been significant in the development of the Los Angeles region and will continue to play a critical role in our City's circulation. The freeway infrastructure built in the 1950s helped establish vehicles as the primary mode of transportation in LA. The freeway network was designed on the heels of the 1956 Federal Highway Act that focused on designing a system emphasizing regional movement. A total of 527 miles were built countywide and 181 miles were built citywide, but the freeway system was never fully completed due to local context.

In response to the need to accommodate regional traffic to and from the freeways on city streets, the Vehicle Enhanced Network (VEN) was developed to identify corridors that will remain critical to vehicular circulation and to balance regional and local circulation needs. The Vehicle Enhanced Network (VEN) identifies 79 miles of arterials, important to vehicular movement, that carry between 30,000 and 80,000 vehicles per day, traverse 10 miles or more through the City, and provide access to freeways and critical facilities. As the Mobility Plan establishes a Complete Streets Network that provides new choices (transit use, walking, biking), the Plan also addresses maintaining access for vehicular users particularly by identifying gaps in the regional freeway system. Safety and targeted operating speeds are still key as part of the design and operation of VEN streets. The overall intent of the VEN is to provide streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.

The Vehicle Enhanced Network (VEN) map is provided in the maps section in Chapter 6 of the Plan.











2.8 Goods Movement:

mplement projects that would provide regionally significant transportation improvements for goods movement.

Goods movement is a core economic engine in Southern California, providing one of the largest employment bases in the County. In California, 76 percent of all freight is shipped by truck. Trucks also transport 98 percent of all finished goods to final destinations, according to the California Trucking Association.

The Port of Los Angeles has been the largest container port complex in the country since 2000. Combined with neighboring Port of Long Beach, they form the 9th largest container port in the world and handle 14.6 million Twenty-Foot Equivalent (TEU) containers collectively (CY 2013). The Port of Los Angeles alone is ranked fourth worldwide for volume of total cargo and second largest in the nation behind Anchorage. Most of the region's air cargo (78%) moves through LAX, making it the third busiest air cargo airport in the world. The County is also a major rail hub with both Union Pacific and BNSF operating mainlines linking the region to the national rail network. Goods movement by all these modes is projected to increase by over 80% between 1995 and 2020 (SCAG). In addition to this, the greater Los Angeles area is now the largest manufacturing center in the United States. All of this activity generates an enormous and growing volume of truck and rail trips in the City.

Goods movement is a regional issue that requires collaboration among many departments across cities in the Southern California area. As of 2014, Metro is preparing a Countywide Strategic Truck Arterial Network to identify the region's key arterials necessary for the movement of goods.

It has been demonstrated that business is attracted to and retained in areas where business-related goods deliveries, including small package delivery, are convenient and reliable. Goods movement improvements can alleviate congestion, improve mobility, remove traffic safety hazards, and promote economic health. The transportation of goods is critical to business vitality, and every effort, policy, and project that helps improve the greening and streamlining of goods movement also makes the City safer, cleaner, and economically stronger.

The Goods Movement map is provided in the maps section in Chapter 6 of the Plan.

2.9 Multiple Networks:



Consider the role of each enhanced network when designing a street that includes multiple modes.

The Mobility Plan recognizes the various modes of travel that need to be accommodated on streets (such as walking, biking, driving, goods movement, and more). The Plan proposes a number of enhanced networks that prioritize a certain mode of travel to be improved, as discussed in the prior policies. Certain streets may be included in multiple networks which may cause conflicts between modes. The Complete Street Design Guide provides a guidebook of design tools that minimize these conflicts and offers solutions that can promote multiple modes in certain circumstances. In situations where there are multiple priorities and constrained street widths, the safety of people shall be considered a priority.

Where more than one enhanced network is identified for a specific street, design modifications shall include elements of each enhanced network. For example, on a street that is identified as both a PED (Pedestrian Enhanced District) and a BEN (Bicycle Enhanced Network), there are multiple opportunities to look at treatments and designs that can be beneficial to the movement of multiple users. Additionally, on a street that is identified as both a TEN (Transit Enhanced Network) and a BEN, designs must include both dedicated transit facilities and protected bicycle facilities, if feasible. Alternatively, a parallel corridor can be identified during the implementation process that can meet the network connectivity needs of an area.

Where an enhanced network for one mode also includes design elements for a different mode (not on an enhanced network), the enhanced network design elements will take precedence, while keeping the safety of people a first priority as mentioned earlier. For example, on a street that is identified as a TEN but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane. The design and development process will provide the opportunity refine and identify circulation needs that can provide safety and access for a variety of modes.

The Plan proposes hundreds of miles of enhanced networks that will require additional analysis and discussion before being implemented.



2.10 Loading Areas:

Facilitate the provision of adequate on and off-street loading areas.

Many businesses depend on being able to receive deliveries, often multiple times per day. When loading and unloading areas are mismanaged or poorly designed, businesses may experience delays that can lead to greater costs, operational inefficiencies, and customer dissatisfaction.

A common problem is a lack of sufficient space (either on- or off-street) to reasonably accommodate delivery trucks and allow for their unloading. Illegally parked vehicles present another problem when they prevent delivery trucks from parking in the ideal location to load and unload goods.

When considering the design of our roadways, it is important to accommodate the delivery and unloading of goods upon which businesses depend, while also seeking to minimize the impacts of large trucks in the urban environment. Loading areas should be strategically located and designed in order to best facilitate the commercial needs of the businesses they are meant to serve. In addition, these loading and unloading areas should consider all potential vehicle maneuvers that delivery trucks can make, so as to not encroach on or block the public right-of-way.

2.11 Transit Right-of-Way Design:

Set high standards in designing public transit rights-of-way that considers user experience and supports active transportation infrastructure.

Transit rights-of-way, such as the Blue Line, Orange Line, and segments of the Gold Line and Exposition lines that have separated rights-of-way provide better operation times and an overall better experience for transit users. High-quality supporting infrastructure parallel to exclusive transit rights-of-way such as fully protected bike paths and walkways are ideal for making seamless connections from walking and biking to transit.



2.12 Walkway and Bikeway Accommodations:

Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.

New exclusive rights-of-way along transit corridors such as the Orange Line can provide new ways to improve circulation for active transportation through previously inaccessible corridors. People who walk and bike can also benefit greatly from the connectivity that bridges and tunnels provide to facilitate access across a mobility barrier.

Bridges, tunnels, and transit rights-of-way provide vital connections between areas separated by otherwise impassable barriers such as rivers, rail lines, and freeways. They have the potential to significantly enhance the mobility experience for all modes passing through the City and should be designed to reflect a balanced transportation system.

2.13 Highway Preservation and Enhancement:

Support the preservation and enhancement of the state highways consistent with the RTP/SCS and the goals/policies of the General Plan.

The state highway system is an essential component of the City's transportation network. As such, the City has a vested interest in the network performance and maintenance of these highways. Developing a strategy for how the City and Caltrans will interact on all aspects of state highway planning, maintenance, operations, and expansion can aid in streamlining the development review process. Where possible and feasible, the City will work with Caltrans to contribute to State highway improvements that directly contribute to achieving the goals and policies of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/ SCS) as well as the City's General Plan.







2.14 Street Design:

Designate a street's functional classification based upon its current dimensions, land use context, and role.

Los Angeles has a vast roadway system of about 7,500 miles of streets. Approximately 40% of the City's streets operate as arterials that serve to move people and goods long distances from one end of the City to the other. Around 60% of streets are non-arterials intended for local circulation and to serve neighborhood travel.

Every city has a hierarchy of street classifications that defines the role of each street type and how it serves the travel needs of a larger system. The new standard plan for street classifications (S-470) lays out a new nomenclature to reflect complete street policies. Major Highways are being called Boulevards and Secondarys are now Avenues. Since the functional classification of streets is tied to federal level aid from the US Department of Transportation, the old functional classification terminology will also be kept for funding purposes.

A street's designation influences its overall design. Street widths, number of lanes, land use context, and more are influenced by the designation of a street. The Complete Streets Design Guide delves into the components of a street, and the different roadway and right-of-way widths for the hierarchy of street classifications.

Due to the variety of street types and land use contexts , many streets do not completely fit into the dimensions identeified in the S-470. In these situations, a street will receive a sub-designation as "modified" as well as an alternative dimension for either the right-of-way, roadway, or both.



2.15 Allocation of Transportation Funds:

Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.

The maintenance of streets and roadways benefits all users. However, it is important to set aside funding specifically for the development of bikeways and pedestrian facilities because sidewalks and bikeways connect all users to transit, commercial centers, neighborhoods, and parks and recreational areas; they act as first mile and last mile solutions for a wide range of users (ages 8-80) for trips throughout the day.

Benefits of Investing in Complete Streets: expanding and enhancing the City's network of complete streets can result in direct and indirect benefits:

Low cost and available funding – The cost of implementing and maintaining complete streets policies are minimal compared to the cost of widening roadways.

Economic revitalization – Investing in streetscape improvements can enliven commercial corridors and boost the local economy (and increase sales tax revenue).

Improve safety – Improving the right-of-way for a wider range of modes makes safer environments and corridors for pedestrians and the most vulnerable users. Traffic calming coupled with the presence of multiple modes can help reduce vehicle speeds and the rate of collisions.

Reduce GHG - emissions and congestion – Multi-modal streets encourage the use of transit and active modes, decreasing the dependence on vehicles. The National Complete Streets Coalition reported an estimated savings from $2.3 billion (Chicago) to $19 billion (New York City) per year in transportation costs when cities provided better transit, walking, and biking facilities

2.16 Scenic Highways:

Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.

Scenic Highways include many of the City's iconic streets. Preservation and enhancement of these streets and their scenic resources need to be preserved per the Scenic Highways Guidelines in Appendix B of this Plan.



2.17 Street Widenings:

Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

Due to the often unique nature of a street segment there are situations where widening the roadway width to the standard dimension could change the character of the street in an undesirable way, prove unnecessarily expensive relative to the resulting benefits, or result in other adverse changes. The Planning Director will resolve any ambiguity with respect to whether any particular street shall be widened.





PHOTO: LADOTBIKEBLOG, FLICKR

Chapter 3: Access for All Angelenos

Discussion

Objectives

Policies

3.1 Access for All
3.2 People with Disabilities
3.3 Land Use Access and Mix
3.4 Transit Services
3.5 Multi-Modal Features
3.6 Regional Transportation & Union Station
3.7 Regional Transit Connections
3.8 Bicycle Parking
3.9 Increased Network Access
3.10 Cul-de-sacs
3.11 Open Streets
3.12 Proposed Streets

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Access for All Angelenos

Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.

Discussion

A transportation system is only useful insofar as it is accessible and convenient.

There are a number of different dimensions within the concept of accessibility. One aspect of accessibility relates to the design of the built environment. The 3.8 million people who live in the City have widely varying levels of physical ability. They include large numbers of children, seniors, and people with disabilities. A fair and equitable system must be accessible to all, and must pay particularly close attention to accommodating the most vulnerable users. These issues can be addressed by standards for streets and sidewalks, as well as site planning.

Land use is another component of accessibility. One measure of this is the percentage of destinations – such as jobs, services and residences – that can be conveniently accessed via non-vehicular modes. Current planning efforts seek to increase this percentage by expanding transit service, and by aligning higher-density land uses with existing and planned transit infrastructure.

A related concept is connectivity: how comprehensive and complete each modal network is, and how well the various networks fit together. Many trips involve using more than one mode of transportation, and a well-connected mobility network facilitates transferring from one to another as seamlessly as possible.

Still another piece of accessibility is affordability. The City's population varies widely in terms of income levels. For many families, transportation is among the most significant expenditures, along with food and housing.

Objectives

- Ensure that 90% of households are have access within one mile to the Transit Enhanced Network by 2035.
- Ensure that 90% of all households have access within one-half mile to high quality bicycling* facilities by 2035. (*protected bicycle lanes, paths, and neighborhood enhanced streets)
- Increase the percentage of 0/1 car ownership (car-light) households from 50% currently to 75% by 2035.
- Reduce the average share of household income spent on transportation costs to 10 % by 2035 through the provision of more transportation options.
- Provide a shared use vehicle within a half-mile of 75% of households by 2035.
- Provide access to bicycle sharing within a quarter-mile of 50% of households by 2035.
- Install pedestrian access curb ramps at 100% of all intersections by 2035.
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

Policies

3.1 Access for All

3.2 People with Disabilities

3.3 Land Use Access and Mix

3.4 Transit Services

3.5 Multi-Modal Features

3.6 Regional Transportation & Union Station

3.7 Regional Transit Connections

3.8 Bicycle Parking

3.9 Increased Network Access

3.10 Cul-de-sacs

3.11 Open Streets

3.12 Proposed Streets

3.1 Access for All:

Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.



The outcomes of a transportation system can be dramatically different depending on the expressed goals of a city. A city that prioritizes public transit infrastructure will be built differently from a city that prioritizes single occupancy vehicle travel. The build out and evolution of a city happens slowly based on incremental decisions that work towards a larger vision. The City of LA now has a vision to make travel safe and convenient for all modes. The first step in making a balanced transportation system is a basic acknowledgment that various modes of travel are given equally important weight from a citywide standpoint. Some travel choices will work better than others in certain areas and the incremental decisions that will arise from this policy platform will need to be context-sensitive with the larger goal still in mind.

Making changes to the built environment can, in turn, bring about dramatic shifts in behavior, such as increasing the distance someone is willing or able to walk. Today, we often get in the car even for local errands, because walking would entail negotiating a narrow, broken sidewalk with no tree canopy for shade, crossing a wide intersection with four or more lanes of fast-moving vehicles, and braving the vast parking lot in front of the store's entry. But reimagine that walk now with a wider, smooth sidewalk lined with mature trees that provide shade, disabled access ramps and street calming at the intersection to moderate vehicle behavior and reduce the crossing distance while increasing the visibility of the pedestrian, and a store entrance made more accessible by including a well-marked pedestrian pathway or relocating the parking behind the store. Communities whose environment more closely resembles the second scenario have higher rates of pedestrian mobility, with all the associated benefits: lower rates of obesity, improved air quality, and more opportunities to encounter neighbors and friends.

The Americans with Disabilities Act of 1990 (ADA) defines disability as "a mental or physical impairment that substantially limits one or more major life activities." ADA protection extends to individuals who currently have a disability and those with a record of a mental or physical impairment.



3.2 People with Disabilities:

Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Seemingly minor modifications such as adding curb cuts and audible signals at intersections, providing an occasional bench to rest, and ensuring that pathways are free of obstacles, can do much to increase the comfort and safety of all pedestrians, particularly those with disabilities[6].

6 *Federal Highway Administration California Division, Americans with Disabilities Act, (2013).*

3.3 Land Use Access and Mix:

Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

While the quality of the streetscape plays a large part in someone's decision to walk or not, so too does the proximity of the most commonly frequented neighborhood destinations such as supermarkets and schools. A community with a mix of uses clustered close together makes it much easier for someone to accomplish a number of daily errands by walking or bicycling. Better still is when these uses are clustered around a transit station, offering people the opportunity to easily take care of errands on their way to work or home, without having to go out of the way.

Neighborhoods with frequent, reliable transit seven days a week are the ideal place to cluster uses and services so that area residents, students, and/or employees can complete a number of errands within a single walk or bike trip. Likewise, it makes sense for land uses situated near major transit stops to be of the intensity and type that they attract a high number of transit riders. A major transit stop adjacent to a cluster of single family homes on 5,000 square-foot lots or larger is not going to generate the same number of riders as a regional destination such as museum, university/ college, shopping, office, or apartment complex. The greatest benefits of transit accrue when the greatest number of potential riders can be located within easy access of the transit service.

TOD Corridors

Transit-oriented development (TOD) planning has been a tool used by cities to promote the development of areas that have a mix of housing, jobs, and local services . However TOD refers to more than just the properties immediately adjacent to stations; the corridors themselves can be planned as destinations and job centers that add value to the area. Investing in elements such as first-and-last mile strategies, pedestrian-friendly street infrastructure, and bicycle parking increases the appeal and walkability of transit corridors. Corridors linked to transit have the capacity to accommodate greater densities of residential and commercial uses, while increasing access to transit connections.



3.4 Transit Services:

Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Transit services, whether buses, trains, commuter shuttles, or paratransit, offer a mobility alternative for residents, employees, students and visitors who either do not have access to, or prefer not to use, a car.

The costs of car ownership are large. In addition to the cost of the vehicle itself, one must also factor in the costs of fuel, maintenance, parking, and insurance. As a result, a number of households in the City cannot afford to own a car or choose not to. Others may feel compelled to own a car and consequently are forced to cut back on things such as housing, food, and health care.

Compared to a private vehicle, transit is more affordable. However, in order for it to be a viable alternative, it should be reasonably reliable, efficient, convenient, safe, and comfortable. The more that our regional transit system meets this description, the better it will serve its existing customer base, and the more it will succeed at attracting new riders (especially those not driven by economic necessity). When private vehicles are no longer considered to be a necessity, the cost of living decreases and quality of life improves for everyone.

3.5 Multi-Modal Features:

Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

While many of our daily trips can be well served by transit, it is rare that one's origin and destination are both located directly adjacent to a transit stop. In transportation planning, the issue of how to make these connections at the beginning and end of each journey is known as the "first-mile, last-mile" problem. As a comparison, a typical vehicle trip across the City involves driving on the freeway for most of the distance, but using local streets at the beginning and end. Similarly, a trip that utilizes a train to cover the largest leg of a journey may include a bike ride to reach the train station and a walk to reach the final destination.

A wide variety of solutions have been developed to meet first-mile, last-mile needs of transit users. The options run the gamut from simply enhancing the public realm around transit stations to encourage walking (sidewalks, street trees, street lights, wayfinding), to providing racks for bicycles on buses and trains, as well as supporting bicycle share programs, taxis, car shares, and high-frequency local shuttle service. By providing a robust array of options, a variety of different needs can be accommodated, greatly increasing the number of destinations reachable by transit.









3.6 Regional Transportation & Union Station:

Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.

Since 1939, Union Station has been the center of the region's transportation system. Union Station serves as the hub for Amtrak, Metrolink, and Metro Rail trains, as well as numerous local and long-distance buses and the Flyaway shuttle to LAX. In the future, high-speed rail is expected to join this list as well. Currently, Union Station handles a combined total of about 60,000 boardings per day, and once all Measure R Projects are completed it is estimated that this number will exceed 100,000.

Metro, the agency which has owned and operated Union Station since 2011, is currently developing a master plan for the area that will identify long-term strategies for improving multi-modal connections within the station, as well as enhancing the quality of its public spaces. The plan will also highlight mixed-use development opportunities on the 40-acre site, and propose ways to strengthen the station's connections to the downtown core, the LA river, and surrounding neighborhoods. The vision is for a station that serves as an impressive gateway, a destination in itself and one of the city's foremost landmarks, rather than simply a place to pass through.

3.7 Regional Transit Connections:

mprove transit access and service to major regional destinations, job centers, and inter-modal facilities.

In addition to the general principle of focusing neighborhood services and a mix of uses around transit stations – creating destinations around transit – an important parallel is improving transit service to the major regional destinations that already exist.

Currently, a number of the region's foremost attractions have only limited transit service. These include: the Getty Center, the Valley Performing Arts Center, Griffith Park, Sepulveda Basin, Venice Beach, San Pedro, LAX, major sports venues, and major employment centers such as Century City. Because of the large numbers of trips associated with these places, improvements in transit service in these key locations could lead to significant mobility benefits.

Key Connections:

Sepulveda Pass/405 Corridor: While not an actual destination, the 405 Corridor through the Sepulveda Pass represents a vital connection between the San Fernando Valley and the West side of Los Angeles. It carries 331,000 cars daily[7]. Despite the freeway widening to make room for an HOV lane, both short-term and long-term transit options are urgently needed to provide drivers with an alternative to driving.

Los Angeles International Airport: Based on a 2006 passenger survey, 55% of individuals travel to LAX by private car, 11% by rental car, 10% by on-call shuttle or van, 9% by taxi, 3% by Flyaway, and 1% by transit[8]. Increasing the amount of transit access and service to LAX would offer a viable non-vehicular option. In addition to accommodating passenger service, a new rail connection to LAX can assist a portion of the 50,000 employees that come to the airport for work.

North/South Connectivity: The continuation of the Crenshaw Light Rail line north to the Hollywood Bowl would expand the travel options for area residents, employees, and visitors. A visitor could arrive at LAX and travel directly north to Hollywood. The addition of this leg to Metro's rail network would greatly contribute to the flexibility and fluidity with which travelers could move about the region.

Harbor Subdivision: The Harbor Subdivision, which is an existing freight rail corridor, provides an opportunity to improve the non-vehicular mobility of residents in the South Bay, Harbor, and southern portions of the City. The rail corridor can fit seamlessly into the regional transportation network, connecting to other existing stations (Green, Blue, Union Station), stopping at major destinations (Downtown LA, LAX), and providing rail service where it is currently lacking (South LA, South Bay cities).

'The West Santa Ana Branch (WSAB) Transit Corridor, initially funded by Measure R, would provide a thirty-four mile corridor connecting Union Station to Downtown Los Angeles with the





7 *http://media.metro.net/images/Route%20I-405%20(107KB).pdf*

8 *http://www.lawa.org/uploadedfiles/lax/pdf/2006LAXPassengerSurveyFinal.pdf*

south/eastern cities of Huntington Park, South Gate, Paramount, Bellflower, Artesia and Cerritos. These connections could improve passenger mobility while providing opportunities for transit oriented development and economic development.

Employment Centers: Employment hubs in the city, such as Warner Center, Downtown, Century City, and Hollywood experience greater-than-average levels of congestion because of the density of employees working there. Transit not only to these hubs, but also to future sites of clustered employment in the city, requires improved transit access and service.

Educational Institutions: There are numerous universities and colleges across Los Angeles that would benefit from improved transit access. While there are current examples of those that have convenient transit access near their sites (e.g., Expo Line to USC, Blue Line to LA Trade Tech, Orange Line to Valley/ Pierce College, Metrolink to Cal State LA), there are still many institutions that could benefit from better service and access.

Parks and Recreation Centers: Iconic neighborhoods such as Venice Beach and Griffith Park represent only a few of Los Angeles' many parks. Just as important are the rest of Los Angeles' parks and recreation centers. As local places of lesiure and community, each deserves better transit access.

Hospitals: The City's many hospitals play an important role not only with regard to our health care needs, but also in terms of our economy. Nationally, hospitals create over 2 trillion dollars in economic activity[9].

Shopping Centers: Los Angeles' many retail attractions generate valuable sales tax revenue and foster social gatherings. Providing better transit access and service to these attractions would help contribute tow the economic viability of our city by providing consumers with an alternative means of travel.

Sports Venues: Special attention should be paid to large sporting events that require additional transit service before and after games. For example, Metro operates a dedicated shuttle bus service (Dodger Stadium Express) from Union Station to Dodger Stadium before and after the game. Also, rail line schedules should be tailored to absorb the additional demand for riders traveling to attend Lakers/Clippers/Kings and USC/UCLA games. These special accommodations, especially when well-publicized, can provide much-needed congestion relief when a game or event begins during the evening rush-hour.

9 *www.aha.org/content/00-10/2010econcontrib.pdf*

3.8 Bicycle Parking:

Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Just as the availability of vehicle parking at a destination influences one's decision about whether or not to drive there, so too does the availability of bicycle parking play a major role in making bicycling an attractive option. With the knowledge that there will be a place to safely and conveniently secure his/her bicycle for the duration of a visit, a bicyclist is much more likely to ride. Conversely, fear of theft and difficulty finding suitable parking discourage the use of bicycles for commuting and errands.

Outdoor bicycle racks are the most basic and most common parking option. These should be located as close as possible to building entrances, without obstructing pedestrian pathways, and should ideally be sheltered and well-illuminated. Educating riders on the proper ways to secure their bicycle reduces the likelihood of theft. Bicycle lockers and indoor bicycle parking offer a greater level of security, as well as protection from the elements. Regardless of the type of facility, bicycle parking should be easy to locate, with signage, when helpful.

The Los Angeles Department of Transportation (LADOT) Sidewalk Bike Parking Program installs bicycle racks in the public right-of-way at the request of local business owners or citizens[10]. Metro also provides bicycle racks and/or lockers at most transit stations, facilitating the use of bicycles for first/last mile connections. Metro is planning to open its first "Bike Hubs" in 2015 - facilities which will provide secure indoor parking along with repair stands, air pumps, and other tools and resources. Similar facilities already exist in a number of other cities in Los Angeles County[11].



Bicycle Parking Ordinance

In 2013, the City adopted a new Bicycle Parking Ordinance. The Ordinance expands bicycle parking requirements for new developments and additions, and establishes design standards. It also includes a provision allowing bicycle parking to substitute for up to 30% of required automobile parking

Bicycle Parking as Public Art

Bicycle racks can be designed so that they are not only functional, but also sculptural works of art that contribute to placemaking and add visual interest to the streetscape. "Bicycle Stops Here" was a cooperative project of the Community Redevelopment Agency (CRA), Southern California Institute of Architecture (SCI-Arc), and the Los Angeles Department of Transportation (LADOT). The project included the development of functional works of art at 10 different locations that can be used as bicycle racks.

10 *http://www.bicyclela.org/Parking.htm*

11 *http://www.metro.net/bikes/*

"Our streets are our largest public asset. They occupy 15% of Los Angeles' total land area and serve as our City's circulation system. We need them to also foster community by providing places to gather and enjoy."

-Mayor Eric Garcetti, 2014



3.9 Increased Network Access:

Discourage the vacation of public rights-of-way.

A street vacation is a term used to describe the process that turns public streets over to private property. While a vacation provides greater control and responsibility of the space to the adjacent property owner, the vacation process reduces access for all modes of travel. Streets, alleys, stairways, and other public right-of-ways play an important role in the City's mobility system by facilitating better connectivity.

Increased network access improves the mobility of travelers by breaking up long blocks and providing short-cuts that reduce the distance required to get from one point to another.

3.10 Cul-de-sacs:

Discourage the use of cul-de-sacs that do not provide access for active transportation options.

Traditional cul-de-sacs are designed with the intention of excluding through traffic and reducing street connectivity. This reduced network connectivity has greater impacts on pedestrians and bicyclists, as the increased trip distances discourage active modes of transportation.

A daylighted cul-de-sac is an alternative to the conventional closed-off design. Daylighting refers to the modification of a dead end street to allow for pedestrian and bicycle through access. In addition, there are a number of design tools available in the Complete Streets Design Guide to reduce and calm through traffic within neighborhoods.

CicLAvia

Organized by a non-profit group in collaboration with the City of Los Angeles, CicLAvia is a day-long event in which selected streets are closed to motorized traffic and opened to people. Inspired by the first "Ciclovía," which took place in Bogotá, Colombia, over thirty years ago, the event is less of a "race," as there is no designated start or finish point and movement flows in both directions. Besides riding bicycles, people participate in many different ways: running, rollerblading, walking dogs, picnicking, and socializing. A variety of impromptu events and performances take place along the route.

People St.

People St. is a program designed to facilitate partnerships between the community and the City to implement projects that transform under-used areas of street into high-quality public space. The program operates as a public-private partnership. Each project requires the active participation of neighborhood sponsors to identify a site, conduct outreach, and raise funds for implementation and maintenance.

The first People St. demonstration project, Sunset Triangle Plaza, debuted on Griffith Park Boulevard, near Sunset Boulevard, in Silver Lake in March 2012. A one-block stretch of the street has been closed to traffic and is filled with café tables and chairs, planters, a bike corral, and a basketball hoop. The plaza has hosted events including summer movie nights and a weekly farmers market. Evaluation studies on the pilot have found increased revenues for local business owners.



3.11 Open Streets:

Facilitate regular "open street" events and repurposing of the public right of way.

In many of the City's neighborhoods, open space is in short supply. Only 52% of the City's residents live within walking distance (1/2 mile) of a park, compared to 98% in San Francisco, 96% in New York, and 90% in Chicago[12]. In a city where public gathering spaces are few, creative solutions have to be employed. The flexible nature of complete streets can allow an underutilized space to be converted to other uses fitting to the situation.

Short-term repurposing of streets for non-vehicular purposes can be a highly effective means of encouraging people to get outside, promoting both physical activity and social connections.

12 *The Trust for Public Land, Center for City Park Excellence, "2012 City Park Facts"*

3.12 Proposed Streets

Plan for and accommodate future growth areas through the identification of “proposed streets” during the community planning process.

The potential future location for proposed streets are identified in the Community Plan maps to improve and/ orcomplement existing local circulation.

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DASH
CITY WEST
A
STOP# 6178
LADOT
DASH
CITY WEST
LADOT
13309
Stops
1st & Los Angeles (Westboun...
As of 02:05:35PM Monday
Live Map
Static Map
Bus Arrival Times
arriving
bus 13309 at 2:05 PM
in 21 min
bus 13311 at 2:26 PM
Is It Accurate?
in 28 min
bus 15301 at 2:33 PM
Is It Accurate?
SMS/Text Access
Text "ladot 6178" to 41411
Phone Access

Chapter 4: Collaboration, Communication & Informed Choices

Discussion

Objectives

Policies

4.1 New Technologies
4.2 Dynamic Transportation Information
4.3 Fair and Equitable Treatment
4.4 Community Collaboration
4.5 Improved Communication
4.6 Data-Driven Prioritization of Projects
4.7 Performance Evaluation
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4.13 Parking and Land Use Management
4.14 Wayfinding
4.15 Public Hearing Process

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Collaboration, Communication & Informed Choices

Real-time information, open-source data, transparency, monitoring, reporting, departmental and agency cooperation, database management, parking options, loading and unloading, goods movement

Discussion

Whether it is providing information about the cost and availability of a public parking space, the arrival of the next bus, or the current speeds on a freeway, real-time technology is changing the way we think about our travel. In recent years, the advent of mobile phone applications has resulted in better management of travel decisions due to the predictability that real-time technology provides. The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important in the future.

The amount of information made available by new technologies must be managed responsibly in the future. It is not enough to merely produce the data. It must be stored, organized, and made accessible in user-friendly formats so that it can be queried and utilized without complication. As we dive into the next 20 years, new technologies will play a major role in our communities by providing users with better information.

Improved mobility through communication is not limited to technological innovations. New signage and traditional forms of media will continue to play an important role in wayfinding and providing place-based information on things such as parking availability, bike facilities, and local destinations.

Understanding the role that technology plays in our transportation needs is crucial to building better communication channels across the City. Whether it is communication between community members and government, the private and public sector, or various government agencies, effective communication will be paramount in streamlining processes at every level. More importantly, technology will be a vital tool for collaboration, ensuring that the policies and programs guiding our region's future are closely coordinated and well-integrated.

Objectives

- Provide real-time information at all major transit stations by 2020.
- Implement coordinated wayfinding at all major transit stations by 2035.
- Implement wayfinding along all segments of the completed Bicycle Enhanced Network by 2035.
- Install street parking occupancy-detection capability at 50% of on-street parking locations by 2035.
- Coordinate communication with regional transportation agencies and neighboring jurisdictions.

Policies

4.1 New Technologies

4.2 Dynamic Transportation Information

4.3 Fair and Equitable Treatment

4.4 Community Collaboration

4.5 Improved Communication

4.6 Data-Driven Prioritization of Projects

4.7 Performance Evaluation

4.8 Transportation Demand Management Strategies

4.9 Transportation Management Organizations

4.10 Public-Private Partnerships

4.11 Cohesive Regional Mobility

4.12 Goods Movement

4.13 Parking and Land Use Management

4.14 Wayfinding

4.15 Public Hearing Process

4.1 New Technologies:

Support new technology systems and infrastructure to expand access to transportation choices.

The way we move continues to change as technology evolves. Cities need to be prepared to adapt to technological advances as they come – from the newest mobility smartphone application to transportation technology systems that cannot be fathomed in the present day. Encouraging new technology that expands our mobility options involves being open to adapting current infrastructure, whether physical or procedural, to support the new ways we will move in the future.

4.2 Dynamic Transportation Information:

Support a comprehensive, integrated transportation database and digital platform that manages existing assets and dynamically updates users with new information.

Informed users create a cleaner, smarter, and more efficient transportation system. Information regarding road closures, traffic conditions, and arrival times for public transit is important for making better, smarter travel choices. This information affords individuals more flexibility to adjust their travel choices as changes occur in real-time.

A wide variety of relevant transportation data already exists; however, it is scattered across many different sources and sometimes is not easily available. By utilizing emerging spatial and communication technologies, a dynamic, comprehensive transportation database and digital platform could seamlessly manage and share - in real-time - the many types of data gathered locally. In addition to real-time information, the system could use historical trends to predict near-future conditions.



4.3 Fair and Equitable Treatment:

Ensure the fair and equal treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs.

Keeping open communication lines between the City and its residents is crucial. In order to facilitate the fair and equal treatment of its residents, the City should strive to inform and involve environmental justice groups, community-based organizations, and all concerned residents in the planning and monitoring process of new and ongoing transportation policies and programs. Soliciting and incorporating resident feedback will contribute toward citywide transportation policies and programs that emphasize the fair distribution of resources as well as equitable outcomes.

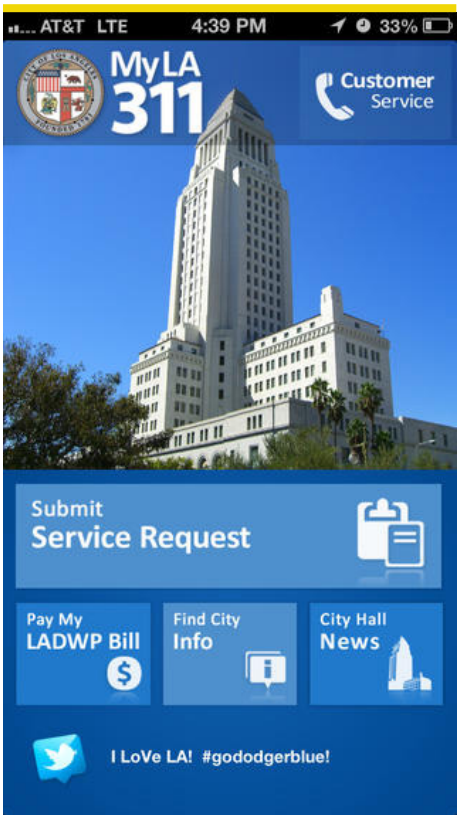
4.4 Community Collaboration:

Continue to support the role of community engagement in the design outcomes and implementation of mobility projects.

Community engagement is important to every stage of the planning phase. As projects get implemented in the City, continued engagement will be essential in finding context-sensitive solutions in various communities that may value different results.







4.5 Improved Communication:

Facilitate communication between citizens and the City in reporting on and receiving responses to non-emergency street improvements.

An open communication platform where citizens have a venue to input street improvements allows for a transparent catalogue that is easily accessible for both the front end and back end users.

In March, 2013, the City released a mobile phone application titled "MyLA311" that allowed residents to submit service requests for potholes, graffiti, broken street lights, and fallen trees in their communities.

4.6 Data-Driven Prioritization of Projects:

Make the most of limited financial resources by utilizing data to prioritize transportation projects based upon equity in safety, public health, access, social benefits, and/or economic benefits.

A data-driven process that identifies a potential list of projects that will have the most impact based on certain criteria is important to making the most of our limited transportation dollars. Because financial resources are constrained, it is important to strategically prioritize improvements to the City's transportation network. Preference can be given to integrated projects that achieve multiple objectives and benefits. Besides being a more efficient use of resources, multi-benefit projects can potentially tap into a larger number of funding sources.

This approach will require considering a wider array of data beyond vehicular throughput, which has traditionally been a primary factor guiding transportation investments. A more comprehensive set of criteria should account for the full range of benefits and impacts associated with any given investment.

4.7 Performance Evaluation:

Evaluate performance of new transportation strategies through the collection and analysis of data.

Data collection, analysis, and monitoring are instrumental to the smart investment in, and development of, programs and strategies that will improve the citywide transportation system. Information such as collision rates, traffic flows, ridership rates and roadway capacities are quantifiable factors that reflect the overall effectiveness of a program. Consistently tracking the progress and performance of new changes to a system (such as added bicycle lanes or new transit lines) allows for refinements to be made to improve the existing system.

Much of the transportation data that monitors traffic flows during peak travel times, ridership rates on various transit lines, and collision rates is collected by LADOT and Metro and is used to analyze the performance of roadway and highway improvements, new transit lines, and increased service. Such monitoring, tracking, and performance review is central to the implementation of programs that diversify the City's transportation system to include pedestrians, bicycles, transit, and vehicles - they provide hard numbers and statistics over time that can support investment in multi-modal transportation systems.

In the past, the City has focused much of its transportation funds on improving roadways for motorized vehicles. However, the growing problem of traffic congestion, air pollution, and decreasing quality of life has created an impetus for new and innovative strategies that reimagine the City's transportation future. Examples of new strategies include:

- Data collected through bicycle and pedestrian counts track the increase in non-motorized travel (citywide),[13] which can be used to improve bike and pedestrian infrastructure on heavily used streets

- LADOT's Shared Lane Marking Study measured the changes in driver and bicycle interactions, showing that sharrows improved driver behavior[14].

13 *Los Angeles County Bicycle Coalition LACBC. (2009). LA Bike Count Results. www.la-bike.org.*

14 *LADOT. (2011). Shared Lane Marking Study Final report June, 2011. Ladot.lacity.org.*



4.8 Transportation Demand Management Strategies:

Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.

In the City of Los Angeles, 67% of commute trips are made by single-occupancy vehicles [15]. The percentage of commuters who carpool has been steadily declining since the 1970s, mirroring a national trend[16]. Single-occupancy vehicle travel has contributed to severe delays due to traffic congestion, among other problems.

A variety of programs and strategies, which are collectively referred to as Transportation Demand Management (TDM), can reduce the percentage of commuters who drive alone by raising awareness of available alternatives and by offering incentives to make those alternatives more attractive.

The elements of a TDM program are already in place today among major employers. The City of Los Angeles' TDM Ordinance (LAMC 12.26.J), adopted in 1993, mandates that businesses that exceed certain square footage thresholds implement certain TDM measures. Similarly, the South Coast Air Quality Management District's Rule 2202 requires that employers with more than 250 employees at a worksite implement an emission reduction program designed to reduce vehicle miles travelled (VMT) and/or increase average vehicle ridership (AVR)[17].

Transportation Demand Management (TDM) Program Elements

- Telecommuting
- Carpool/Vanpool
- Unbundled parking/ parking cash out
- Transit pass subsidy
- Bicycle facilities (parking/lockers)
- Parking for rideshare/ carshare users
- Parking for scooter/moped/ motorcycle users
- Transportation information center
- Guaranteed ride home
- Flex work hours
- Commuter club (various benefits and incentives)

15 *2007-2011 American Community Survey 5-Year Estimates, Los Angeles City*

16 *SCAG 2012 RTP-SCS, p. 23-4*

17 *http://www.aqmd.gov/trans/rideshare.html*
http://www.aqmd.gov/rules/reg/reg22/r2202.pdf

- **Telecommuting (employees):** Telecommuting programs give employees the flexibility to work from home as opposed to in an office that they would have to travel to. Individually, the benefits of working from home can yield more productive results, as it allows for work to be done within the comforts of one's own home and affords more flexibility in one's personal schedule. Moreover, employees also bypass the stress and costs (e.g. gas, car maintenance, etc.) of having to commute, especially during the rush hour.

- **Telecommuting (employers):** Employers can also benefit from telecommuting programs. By promoting flexible work schedules, they can cut down on the amount of employee absences and tardies that occur from long-distance commutes or morning traffic. Additionally, telecommuting can compensate for a company's limited office space, equipment, and resources that employees may already have at home.

- **Carpool/Vanpool:** Commuters that utilize carpool and vanpool services save money on gas and parking costs. In addition, they can reap the time benefits of a carpool lane and help improve overall air quality from fewer greenhouse gas emissions.

- **Unbundled parking/parking cash out:** A "parking cash out" program can help reduce the amount of solo drivers by requiring employers to offer their workers the option of accepting a cash payment in lieu of a subsidized parking space[18]. A 1997 study revealed that a parking cash out program implemented by eight employers resulted, on average, in a 12% reduction in vehicle emissions[19].

- **Transit pass subsidy:** An employer-subsidized transit pass program can help promote alternative modes of transportation amongst employees or residents, especially in areas with limited parking availability. At the same time, it reduces the number of cars on the road and can save the user money on car-related expenses.

- **Bicycle facilities (parking/lockers):** Adequate bicycle parking is important because it encourages more bike trips. The inability to find bike parking can discourage bicyclists from making the trip at all, or alternatively, convince them to drive instead.

- **Parking for rideshare/carshare users:** Special parking accomodations for rideshare/carshare users not only make these services more attractivee, but also diminish the need to purchase one's own car.

- **Parking for scooter/moped/motorcycle users:** Parking for scooters, mopeds, and motorcycles takes up less space than that needed to accommodate single-occupancy users.

- **Transportation information center:** A transportation information center would assist residents, employees, and visitors with information on transit schedules, commute planning, ridesharing, telecommuting, taxis, para-transit, on-site services, and bicycle and pedestrian routes and facilities.

- **Guaranteed ride home:** A Guaranteed Ride Home (GRH) plan ensures that participating employees that do not drive to work will have access to an emergency ride service when needed. For example, this service can be utilized during the day in cases of a family emergency, or at night if employees are asked to work late into the evening past the hours that their transit service operates.

- **Flex work hours:** Flexible work hours, or "flextime," allows employees to arrive and depart outside of traditional peak-time hours. Flexible work hours help promote trips (especially vehicle trips) during non-peak hours, when roads are less congested.

- **Commuter club (various benefits and incentives):** Members of commuter clubs (i.e., individuals that choose not to drive) can benefit from many transportation services, such as subsidized vanpool or transit passes, discounted daily parking permits, and carshare credits.

18 *http://www.arb.ca.gov/research/apr/past/93-308a.pdf*

19 *http://www.arb.ca.gov/research/apr/past/93-308a.pdf*

4.9 Transportation Management Organizations:

Partner with the private sector to foster the success of Transportation Management Organizations (TMOs) in the City's commercial districts.

Because our City's commercial districts serve as major employment hubs, they face many transportation challenges that warrant specific demand management and mitigation strategies.

Transportation Management Organizations (TMOs) are nonprofit organizations comprised of private employers, property owners, and developers who work together to educate local employees about the benefits of alternative commuting solutions. TMOs function in much the same way as TDM programs, but at the larger scale of a district rather than an individual workplace. By assuming responsibility for the operation of these programs, TMOs make it easier for smaller businesses to offer TDM benefits to their employees.

In the City of Los Angeles, the Warner Center and Century City TMOs effectively work toward improving the traffic conditions and mobility options for employees in their respective areas. Their efforts provide other commercial districts in the City with a blueprint on how to manage and implement the many facets of a successful TMO.

Warner Center TMO

The Warner Center TMO in the San Fernando Valley has developed successful transportation programs that have resulted in better, more efficient circulation in the area. Created in 1988, the nonprofit coalition has developed a robust corporate membership that includes over 30,000 employees. Currently, nearly 1 in 3 Warner Center employees participate in ridesharing, which is considerably more than the regional average. Over the years, the Warner Center TMO has worked to acquire and maintain bicycling-related amenities, bus transit service from multiple agencies (including the Metro Orange Line), a comprehensive vanpool fleet, and a convenient carpooling database. In addition, the TMO works closely with commercial property owners to track ridesharing statistics and travel patterns, in order to meet long-term trip reduction goals.

Century City TMO

Century City TMO's web-based platform, Commute 90067, allows companies and their employees to log trips and accumulate points based on ridesharing participation and the number of miles saved from reduced trips. Companies and individual employees can track their commute behavior and see how they rank amongst their Century City peers. The TMO's useful trip planner feature allows commuters to compare the cost, time, distance, and carbon footprint of their trips in order to help them make the best travel decision. Additionally, the TMO sets an overall "smart commute" goal for all its members to collectively strive for and displays their progress toward that goal on the TMO website.

4.10 Public-Private Partnerships:

Encourage partnerships with community groups (residents and business/property owners) to initiate and maintain enhanced public rights-of-way projects.

The successful planning and implementation of future projects will hinge on the critical partnerships forged between the City and its citizens. Through public-private partnerships, the public sector teams up with the private sector and/or community-based groups on new projects that would otherwise be difficult to undertake single-handedly. For instance, the 2012 unveiling of the Sunset Triangle Plaza in Silver Lake has proven how the City and local community groups can work collectively to bring new, exciting projects to fruition in a shorter time period. A partnership that mutually emphasizes transparent, conscientious decision-making at every step of the process will ultimately yield successful, long-standing projects.

The City can continue to build and maintain strong partnerships with local community groups in a collaborative effort to develop new projects and sustain their long-term viability. These partnerships will allow both parties to carve out a unified vision for projects from the outset. Additionally, they will also help accelerate project timelines by ensuring that the associated risks and responsibilities will not fall squarely on only one party's shoulders. For example, potential issues related to liability insurance, financing mechanisms, and facility management will be negotiated early on by both parties. Moreover, the success of these partnerships will rely on strong leadership from elected officials and community leaders that will see the development process through its entirety and ensure the long-term sustainability of these projects.



4.11 Cohesive Regional Mobility:



Communicate and partner with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.

Most people's daily journeys take them across multiple jurisdictional boundaries. For a transportation system to serve their needs effectively, it must work seamlessly. This can only be accomplished through close cooperation between government agencies representing cities and counties throughout the region, along with relevant state and federal partners.

These partnerships must emphasize the importance of having clear communication lines, so as to avoid duplicative services, bureaucratic roadblocks, and conflicting visions. Regularly scheduled coordination meetings between agencies can help ensure that all parties are on the same page. Agencies would also benefit from a web-based application designed to keep all parties up-to-date on the status and timeline of ongoing projects.

Moreover, each agency and department should recognize that data and research produced internally could also be valuable to their partner agencies in accomplishing shared goals. The unobstructed sharing of expertise across jurisdictions will benefit the region as a whole and allow transportation projects to avoid unnecessary delays.





4.12 Goods Movement:

ncrease public awareness about the importance and economic value of goods movement in the Los Angeles region.

Goods movement represents a vital component of our regional economy. Industries directly and indirectly dependent on goods movement (e.g., manufacturing, wholesale trade, retail trade, construction, and warehousing) account for over a third of Southern California's jobs and a third of our region's gross domestic product[20]. These industries are expected to grow substantially in the next 20 years, as greater consumer demand is expected to follow increases in population and employment[21].

The Ports of Los Angeles and Long Beach make up the nation's largest container port complex, moving 43% of the nation's containerized cargo[22]. In 2012, the ports collectively handled nearly $384 billion worth of cargo, or more than $1 billion per day. In addition, both ports generate billions of dollars in local and state tax revenue annually[23].

20 *http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf*

21 *http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf*

22 *http://www.octa.net/pdf/goods_facts.pdf*

23 *http://portoflosangeles.org/pdf/POLA_Facts_and_Figures_Card.pdf*

4.13 Parking and Land Use Management:

Balance on-street and off-street parking supply with other transportation and land use objectives.

Parking in Los Angeles is a crucial but often overlooked element of the larger mobility system in the City and region at large, with significant implications for travel behavior as well as urban form.

An oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal mobility system.

An abundance of free parking has the effect of incentivizing automobile trips and making alternative modes of transportation less attractive.

Moreover, parking consumes a vast amount of space in the urban environment, land which could otherwise be put to any number of valuable alternative uses. Large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities.

When planning for parking-related needs, it is important to consider ways of effectively managing parking demand. By appropriately pricing short-term on-street and off-street parking, mobility needs can be accommodated while reducing adverse impacts.



4.14 Wayfinding:

Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.

First-time visitors and long-time residents alike depend on wayfinding signage to navigate through the City. The essential function of wayfinding is to facilitate reaching one's destination by indicating directions and distances. The most effective wayfinding also provides information on alternative ways of getting there, and highlights additional points of interest along the way. When designed well, wayfinding can enhance one's surroundings and contribute to a neighborhood's civic pride and unique sense of place, in addition to providing information.

Wayfinding should be a ubiquitous element of the cityscape so as to always be readily accessible. It is particularly important in and around key destinations, along major corridors and at intersections, and at multi-modal mobility hubs such as transit stations.

In addition to traditional signage, technology serves an increasingly valuable role in wayfinding, enabling directions to be individually customized, and delivering a wealth of place-based information.

4.15 Public Hearing Process:

Require a public hearing for the proposed removal of an existing Class II or Class IV bicycle facility.

Open communication in changes to a still nascent network of bikeways benefits stakeholders and maintains the integrity of the long range vision of our transportation system.

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Chapter 5: Clean Environments & Healthy Communities

Discussion

Objectives

Policies

5.1 Sustainable Transportation
5.2 Vehicle Miles Traveled (VMT)
5.3 Alternative Metrics
5.4 Clean Fuels and Vehicles
5.5 Green Streets

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Clean Environments and Healthy Communities

Environment, public health, clean air, clean fuels and fleets

Discussion

Transportation is deeply implicated in the health of both human beings and natural systems. Mobility directly impacts human health and wellness, both physical and mental. Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.



The transportation sector is by far the largest source of greenhouse gas (GHG) emissions and the largest consumer of energy. Transportation is also among the most significant sources of air, water, and noise pollution in the urban environment.

Air Pollution

Despite significant improvements in the last several decades, the Los Angeles region continues to suffer from the worst air quality in the United States[25]. Los Angeles residents are at greater risk for asthma attacks, heart attacks and premature deaths due to air pollution. The Los Angeles Basin is uniquely predisposed to poor air quality, as atmospheric inversions and the surrounding mountain ranges trap air pollutants.

Researchers estimate that air pollution is responsible for more than 7,500 premature deaths per year in the Los Angeles metro area, of which more than 2,000 can be attributed to vehicle emissions alone[26]. Statewide, vehicle emissions result in more than twice as many premature deaths as car crashes[27]. The economic impact of this public health burden is estimated at $22 billion per year in the South Coast Air Basin (in lost days at work, lost days at school, health care, and premature death)[28].

Increases in both the regional population and the stringency of federal air quality standards will pose a significant challenge to cities throughout Southern California. As of August 2013, the South Coast Air Basin is in non-attainment of federal standards for three of the six criteria pollutants: ozone, lead, and fine particulate matter (PM2.5). Under the Clean Air Act, non-attainment areas are required to develop implementation plans outlining specific measures they will take to reduce pollution levels sufficiently to meet the standards. Additionally, all federally supported highway and transit project activities in non-attainment areas are required to demonstrate that they will not cause new air quality violations, worsen existing violations, or delay timely attainment of the standards[29]. The AQMD's 2012 Air Quality Management Plan focuses on bringing the Basin into attainment with the 24-hour PM2.5 standard[30].

In addition to the National Ambient Air Quality Standards (NAAQS)

14 *http://www.stateoftheair.org/2013/city-rankings/most-polluted-cities.html*

26 *Caiazzo, Fabio, et al. "Air pollution and early deaths in the United States. Part I: Quantifying the impact of major sectors in 2005." Atmospheric Environment (2013).*

27 *http://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx*

28 *Vision LA, 3*

29 *2012 Air Quality Management Plan (AQMP), 4-14*

30 *South Coast AQMD, 2012 Air Quality Management Plan (AQMP), ES-5*

established by the U.S. EPA, the state of California has set standards for certain pollutants (such as particulate matter and ozone) which are more stringent than the corresponding federal standards. California has also set standards for some pollutants that are not addressed by federal standards.

In 2010, transportation accounted for more than 34% of California's greenhouse gas emissions, the largest by far of any sector[31]. 80% of the transportation-related emissions come from passenger vehicles, equivalent to 160 million tons of carbon dioxide per year[32].

Water Pollution

Urbanization and community development patterns have degraded Los Angeles' local water resources over time in two ways. One is the physical alteration of creeks and streams when they were channelized or buried underground so that development could occur on top of them. This prevents natural ecological and water purification processes from occurring. The second is the runoff from impermeable surfaces, such as streets and parking lots. This increases the volume of water in the creeks and streams during storm events, which makes restoring a natural condition in those waterways difficult. It is also the most significant source of water pollution in local rivers and beaches.

When rain falls on paved surfaces, it picks up an array of pollutants, including pesticides and fertilizers, oil and automotive fluids, heavy metals, animal waste, and litter, before entering the storm drain system. This water is not treated before being released into the ocean, and as a result, Los Angeles County is home to 7 of the 10 most polluted beaches in California[33]. These pollutants endanger the health of plants and animals that inhabit local ecosystems, as well as humans who engage in recreational water-based activities.

"Green infrastructure" and "low impact development" rethink how streets and parking lots are designed. These approaches have the potential to address many problems in the urban environment simultaneously: reducing water pollution levels, flooding problems, and the urban heat island effect; increasing local groundwater supplies; and improving habitat quality and aesthetics[34].

Noise Pollution

Automobile and truck traffic is a leading source of noise in the urban environment, increasing stress levels and reducing quality of life. In contrast, non-motorized modes of transportation such as walking and bicycling generate little or no noise.

Human Health

A 2004 analysis found that each additional hour spent in a car per day was associated with a six percent increase in the likelihood of obesity[35]. Walking to transit or biking adds a fitness element to an everyday routine.

Long commutes can also take a toll on mental health – each hour spent alone in a car is an hour not spent with friends or family. Commuters ensconced in their own cars are deprived of opportunities for serendipitous encounters with neighbors - of the sort that happen on

31 *http://www.arb.ca.gov/cc/inventory/data/graph/graph.htm*

32 *http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-10_2013-02-19.pdf*

33 *http://www.nytimes.com/2013/04/08/us/los-angeles-plan-to-turn-pollution-into-drinking-water.html?_r=0*

34 *TreePeople, Second Nature: Adapting L.A.'s Landscape for Sustainable Living, http://www.treepeople.org/sites/default/files/images/learn/Second%20Nature%20.pdf*

35 *SCAG 2012 RTP-SCS, 30*

a sidewalk. The stresses associated with commuting can occasionally manifest in episodes of "road rage."

Objectives

- Decrease VMT per capita by 5% every five years, to 20% by 2035.
- Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP).
- Convert 100% of City General Services Division vehicle fleet to alternative fuels and/or zero emission vehicles by 2035.
- Convert 100% of City refuse collection trucks and street sweepers to alternative fuels by 2020.
- Reduce transportation-related energy use by 95% and reduce maintenance requirements of City vehicle fleet.
- Reduce port-related diesel particulate matter emissions by 77%, NOx by 59%, and SOx by 93% by 2023, relative to 2005.
- Reduce the number of unhealthy air quality days to zero by 2025.
- Reduce the pollutant load of stormwater runoff to meet Total Maximum Daily Load standards.
- Install more than 1,000 new publicly available EV charging stations throughout the City.

Policies

5.1 Sustainable Transportation

5.2 Vehichle Miles Traveled (VMT)

5.3 Alternative Metrics

5.4 Clean Fuels and Vehicles

5.5 Green Streets

5.1 Sustainable Transportation:

Encourage the development of a sustainable transportation system that promotes environmental and public health.

A healthy transportation system complements a healthy city by allowing people to make choices that are more environmentally sustainable and physically beneficial transportation choices. To do that, other options like walking, biking, and transit have to be seen as a safe, attractive, and convenient mode choice. Giving people options to make healthy choices by putting the same thought and investment into making walking, biking, and transit viable options is key to improving the health of the City and the people who live here. Sustainable transportation also extends to the circulation of goods movement. Goods movement is important to the City's economic health and a goods movement system that considers local context and integrates clean truck corridors can promote healthy and environmentally safe communities. See Policy 1.8 on goods movement safety.

5.2 Vehicle Miles Traveled (VMT):

Support ways to reduce vehicle miles traveled (VMT) per capita.

Greenhouse gas (GHG) emissions are closely correlated with Vehicle Miles Traveled (VMT)[36]. Reducing VMT is therefore an important component of the overall strategy to reduce GHG emissions. Efficient fuels and alternative vehicle technologies, which produce fewer GHG emissions per mile traveled, are another component.

Reducing VMT requires a combination of sustainable approaches working together:

- Land use policies aimed at shortening the distance between housing, jobs, and services that reduce the need to travel long distances on a daily basis
- Increasing the availability of affordable housing options with proximity to transit stations and major bus stops.
- Offering more attractive non-vehicle alternatives, including transit, walking, and bicycling
- Transportation Demand Management (TDM) programs that encourage ride-sharing
- Pricing mechanisms that encourage commuters to consider alternatives to driving alone, including:
  - Congestion or cordon pricing, which would charge vehicles entering into a congested area (such as downtown during rush hour)

36 *SCAG 2012 RTP-SCS, p. 106*

5.3 Alternative Metrics:

Support a range of transportation metrics to evaluate the multiple purposes that streets serve.

Many jurisdictions have traditionally used the "level of service" (LOS) metric to evaluate potential transportation impacts from development projects. LOS measures vehicle delay at intersections and on roadways, and is represented as a letter grade A through F, with F representing congested conditions.

Because the LOS metric only considers impacts on vehicular movement, it often has the effect of discouraging projects that support alternatives to driving such as public transit, bicycle lanes, pedestrian safety features, and urban infill development. Roadway widening is the typical mitigation measure required for projects that exceed LOS standards. However, wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, leading to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term.

SB 743

Senate Bill (SB) 743, enacted in September 2013, creates a process to change the way that transportation impacts are analyzed. The bill tasks the Governor's Office of Planning and Research with proposing an alternative to LOS for evaluating transportation impacts from development projects, particularly in areas served by transit. The new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Potential metrics may include vehicle miles traveled (VMT) and automobile trips generated (both overall and per capita). Once developed, the new metrics will be implemented through an amendment to CEQA (California Environmental Quality Act) Guidelines and Thresholds of Significance[37].

37 *http://www.opr.ca.gov/s_sb743.php*

5.4 Clean Fuels and Vehicles:

Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Low and zero emission fuel source vehicles are a way of reducing greenhouse gas emissions and air pollution. Reducing vehicle miles traveled is another approach to meeting these outcomes (Policy 5.2). Since vehicles will continue to be a common mode of transportation for the foreseeable future, improving their efficiency is an important complementary policy.

5.5 Green Streets:



Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.

Impervious surfaces such as streets and alleys disrupt the natural hydrological cycle, with numerous consequences. Rain that falls on these surfaces picks up an array of pollutants and carries them into local bodies of water. This stormwater cannot soak into the ground, meaning that local groundwater supplies are not replenished. It also increases the volume of runoff entering storm drains and streams during storm events, which creates the need for engineered flood control channels.

The City's Green Streets Initiative is a program that seeks to address these interrelated problems through the use of stormwater Best Management Practices (BMPs) that mimic natural hydrological functions. Goals of the program include:

- Reducing pollutant levels in stormwater through natural filtration, to improve local water quality and meet regulatory requirements
- Increasing local water supplies by recharging groundwater basins, thereby decreasing dependence on imported water
- Improving air quality and reducing the heat island effect
- Enhancing aesthetics, which can increase pedestrian use of sidewalks and encourage the use of bicycles
- Reducing stormwater runoff to restore the natural stormwater runoff hydrograph of the land mobility pathways occupy.
- Reducing flooding.

Best Management Practices (BMP) include canopy trees, planters, bioswales, pervious paving, infiltration trenches, curb extensions., designing mobility pathways that daylight and restore creeks and streams where they have been buried underground, and focusing on "parkway" areas between the roadway and sidewalk, where stormwater can be easily directed from streets and sidewalks

These BMPs vary in terms of their cost, effectiveness, and the applications for which they are best suited.


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Chapter 6: Action Plan

Introduction

Network Concept Maps

Program Categories

Communication
Data + Analysis
Education
Enforcement
Engineering
Funding
Legislation
Maintenance
Management
Operations
Parking/Loading Zones
Planning + Land use
Public Space
Schools
Support Features

Action Plan

Discussion

An implementation program is a coordinated series of actions the City hopes to take in the future that are broadly intended to advance, over the long term, the General Plan's goals, policies, and objectives. An implementation program is thus a follow-up measure and Chapter 6 is a menu of such programs the City will consider pursuing. Taken as a whole, these programs represent the City's best thinking today on what actions should be taken to make sure that the Plan's aspirations are achieved. Many of these programs can be pursued through initiatives already underway, such as the current effort to rewrite the City's zoning code and LADOT's Strategic Plan. Other programs will require the securing of additional resources. As such, the precise programs the City may pursue, in which order, and when, will in part be opportunity-driven, dependent on the availability of funding, staffing, and other necessary resources.

Program implementation is in large part contingent upon the availability of adequate funding. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies. None of the projects included here can be implemented unless specific funding is made available.

The Mobility Plan 2035 is implemented by a broad range of programs which encompass amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; coordination of economic development/development review processes; and interagency/interjurisdictional coordination. The Action Plan describes each of the implementation programs and identifies the City agencies responsible for implementation. The programs are organized into 15 categories and each program includes reference to the pertinent policies that it implements.

The implementation of programs should prioritize the use of diverse culturally-tailored, multilingual, and neighborhood-based public outreach formats, and include data performance collection protocols that are inclusive of the City's diverse ethnic, disabled, and low income populations. Programs prioritized for implementation should include (as funding and staff is made available) pedestrian safety education, multimodal access and transportation informational campaigns.

The Action Plan also includes the programs that were originally included as part of the 2010 Bicycle Plan and those programs have subsequently been integrated into this plan.

Network Concept Maps

The following maps depict the modal priorities established by the Mobility Plan today. The Plan also recognizes that cities are dynamic and transportation systems may need to be modified over time. Therefore the networks described herein are identified as aspirational network concepts that do not require a plan amendment in order to be modified. While the network concepts are not part of a street's official designation any future changes would still need to comply with State planning law consistency requirements and therefore, meet the goals, objectives and policies of the Mobility Plan. Future projects to improve City right of ways for the enhanced networks, including selecting alternative streets, would be required to be reviewed under CEQA, including under CEQA Guidelines 15162 to determine if a subsequent or supplemental EIR would be required, or whether a completely new CEQA review and clearance would be required.

The Plan also recognizes that flexibility is needed in implementing all or portions of a street segment that may be on one or more of the networks. Given the many street types found throughout the City and the process by which cities evolve it is anticipated that future street improvements may not always fully realize the full design changes that have been conceived and/or articulated here. For example, a street on the Transit Enhanced Network that was identified as being "comprehensive" - meaning that it might ultimately receive a full-time bus lane - might initially receive only a bus lane in the peak period. Or, a street identified as a Tier 1 Protected Bicycle Lane on the Bicycle Lane Network might ultimately be comprised of successive segments that could include a bicycle lane, a protected bicycle lane and even perhaps a short segment that includes a sharrow. The Plan is not intended as a recipe book that must be followed to the letter but simply a preliminary roadmap to guide the City in making future multi-modal improvements that improve the overall safety of the City's streets while increasing Angelenos' access to multiple modal choices.

The street segments indicated on the Networks represent potential opportunities to connect major destinations, but they are not intended to represent the full range of street options that may be considered during the implementation phase. For example, while Westwood Boulevard is identified on the BEN as a plausible north-south means of connecting UCLA with designations to the south, parallel north-south corridors may be substituted to implement Westwood bicycle enhancements and provide an alternative connection to the citywide network, based upon more detailed operational studies and community engagement.

Map B – Transit Enhanced Network: The following map depicts a network of streets prioritized for transit. The Transit Enhanced Network is described in Policy 2.5 of this Plan and sample treatments are presented in the Complete Streets Design Guide. The Transit Enhanced Network covers approximately 300 miles throughout the City of Los Angeles.

Map C1-C5 – Neighborhood Enhanced Network: The following maps depict a network of approximately 800 miles of collector, local, and some arterial streets identified to provide a calm and safe environment for walking, biking, and circulation of slower moving modes. The Neighborhood Enhanced Network is described in Policy 2.4 of this Plan. Examples of treatments for Neighborhood Enhanced Network components are presented in the Complete Streets Design Guide.

Map D1 – D2 – Bicycle Enhanced Network and Bicycle Lane Network: The following maps depict a network of arterial streets and other rights-of-way prioritized for bicycle movement.

The Bicycle Enhanced Network is described in Policy 2.6 of this Plan. Segments of the Neighborhood Enhanced Network have been identified to provide gap closures to the protected bicycle lane system within the Bicycle Enhanced Network. Sample treatments are presented in the Complete Streets Design Guide. The Bicycle Enhanced Network consists of:

Bicycle Paths - Bicycle facilities outside of the roadway, such as the LA River bicycle path. Bicycle Paths cover approximately 150 miles.

Tier 1/ Protected Bicycle Lanes - Bicycle facilities on arterial roadways with physical separation. Protected Bicycle Lanes cover approximately 300 miles.

Neighborhood Enhanced Network - Bicycle facilities on neighborhood serving streets that provide connections within the protected bicycle lane system. Covers approximately 50 miles.

The Bicycle Lane Network consists of: Tier 2 and Tier 3 Bicycle Lanes - Bicycle facilities on arterial roadways with striped separation Tier 2 bicycle lanes consist of approximately 400 miles. Tier 3 bicycle lanes consist of approximately 200 miles of bikeways. Tier 2 bicycle lanes are more likely than Tier 3 bicycle lanes to be built by 2035.

Map E – Vehicle Enhanced Network: The following map depicts a network of streets prioritized for vehicular movement. The Vehicle Network is described in Policy 2.7 of this Plan. The

Vehicle Enhanced Network covers approximately 80 miles of arterials throughout the City of Los Angeles.

Map F – Pedestrian Analysis: The following map depicts targeted areas on arterial streets prioritized for pedestrian safety enhancements. Pedestrian infrastructure is described in Chapter 2.3 of this Plan and sample treatments are presented in the Complete Streets Design Guidelines. This analysis is a snapshot in time and will require update as implementation occurs.

Map G – Goods Movement: The following map depicts the existing freight movement facilities (including the major intermodal terminals: LAX, Van Nuys Airport, Port of Los Angeles). Goods Movement is discussed in Policies 1.8, 2.8, and 4.12 of this Plan. Goods movement is further discussed on a regional level in Metro's Countywide Strategic Truck Arterial Network.

Program Categories

Communication

Data + Analysis

Education

Enforcement

Engineering

Funding

Legislation

Maintenance

Management

Operations

Parking/Loading Zones

Planning + Land use

Public Space

Schools

Support Features

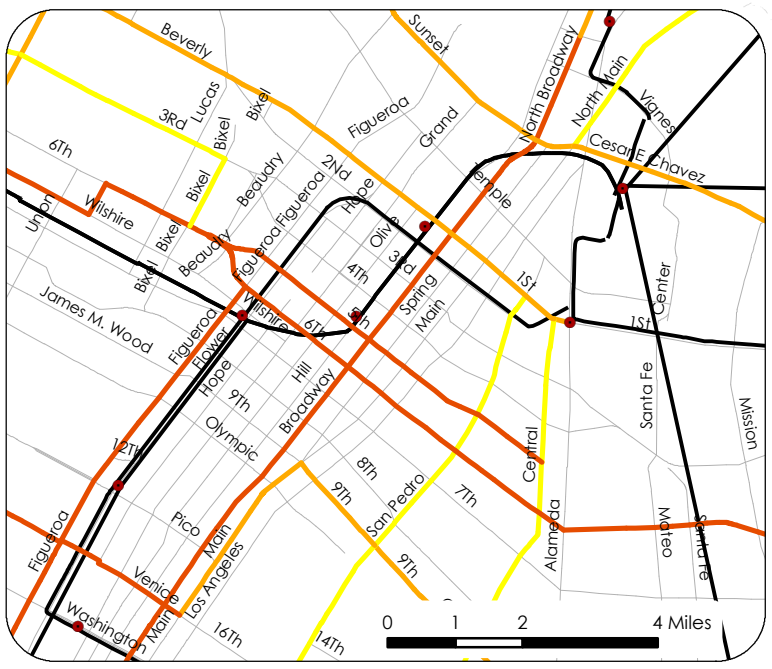
It is important to emphasize that none of the programs described in Chapter 7 represent a mandatory duty or other official obligation on the part of the City. On the contrary, priorities and perspectives continually evolve. New techniques and superior methods to achieve the Plan's aspirations may be identified. Conversely, what worked at one time may no longer work. As such, the program strategies the City may pursue are subject to change. The City thus retains the flexibility to make adjustments and mid-course corrections as deemed advisable, and may do so without formally amending the Mobility Plan, including changes to the Network Concept Maps.

Implementation of the Plan depends on four factors:

1. Significant and sustained funding for projects and staff, particularly by prioritizing projects in federal, state, and local transportation programs
2. A commitment by key city agencies to implement the recommended strategies
3. A strong partnership with the community
4. Political support

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DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

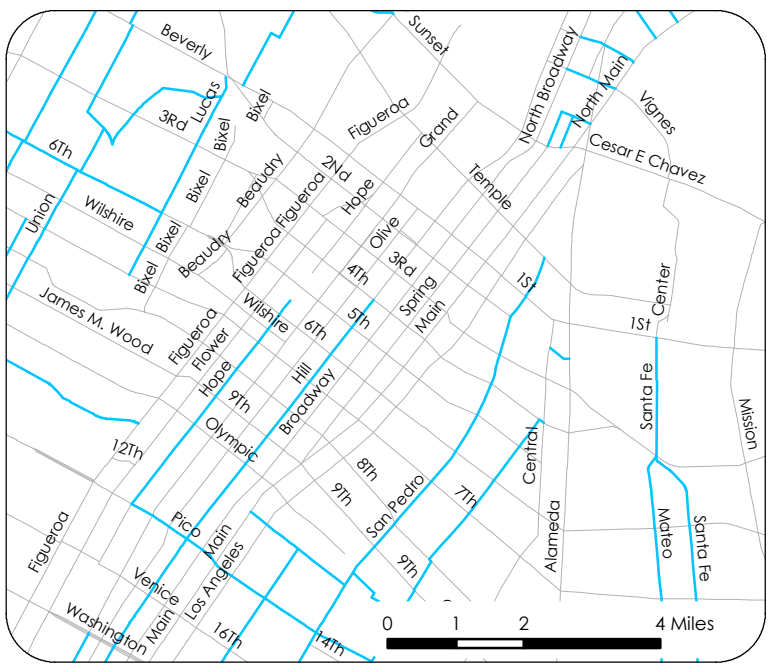
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 2.5 5 7.5 10 Miles

September 2016

N

DOWNTOWN LOS ANGELES



Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.

NEIGHBORHOOD ENHANCED NETWORK

Map C1

- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

0 2.5 5 7.5 10 Miles

September 2016

NEIGHBORHOOD ENHANCED NETWORK - VALLEY SUBAREA

Map C2

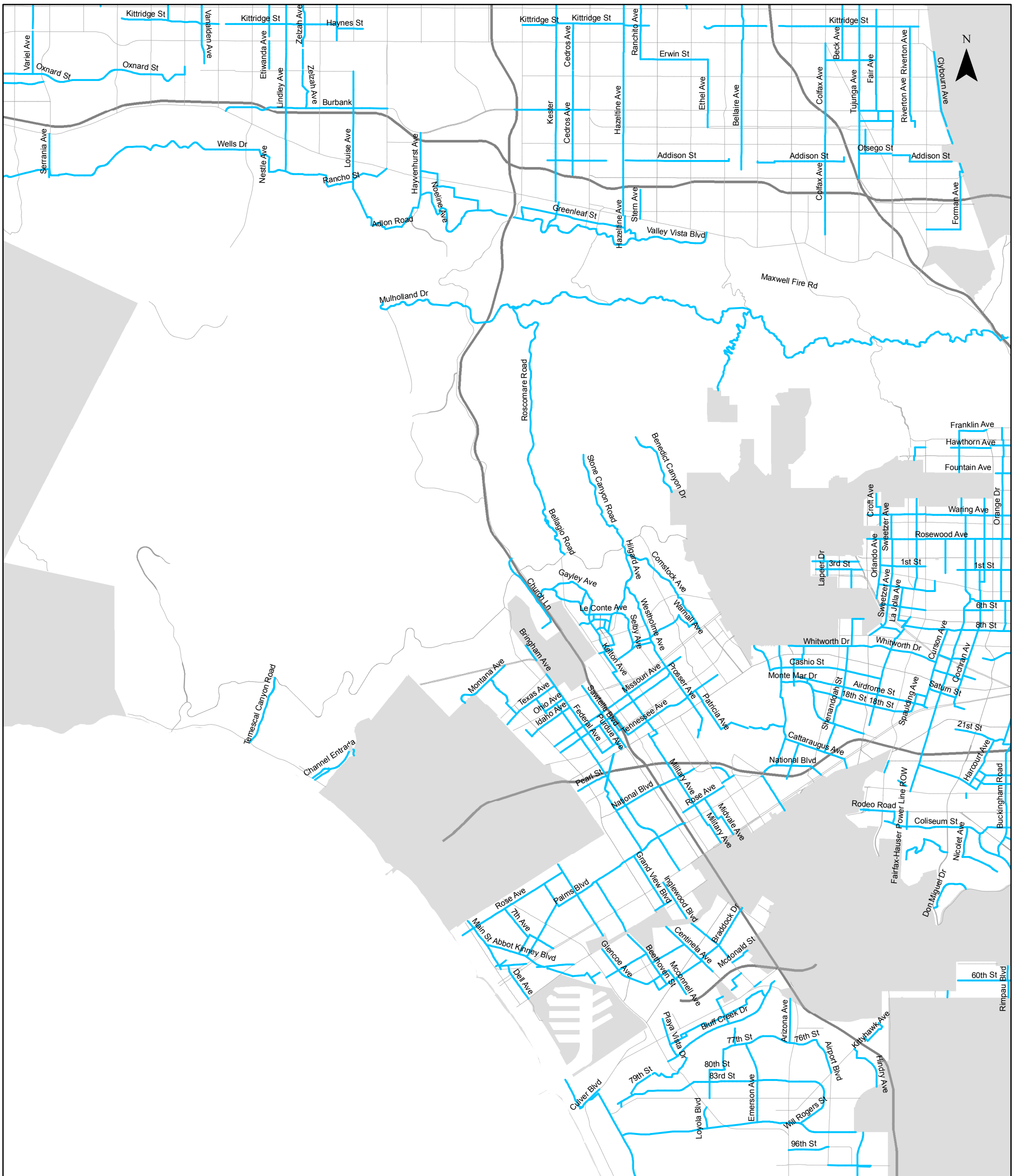
- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

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N

0 2 4 6 Miles

September 2016



NEIGHBORHOOD ENHANCED NETWORK-WEST SUBAREA

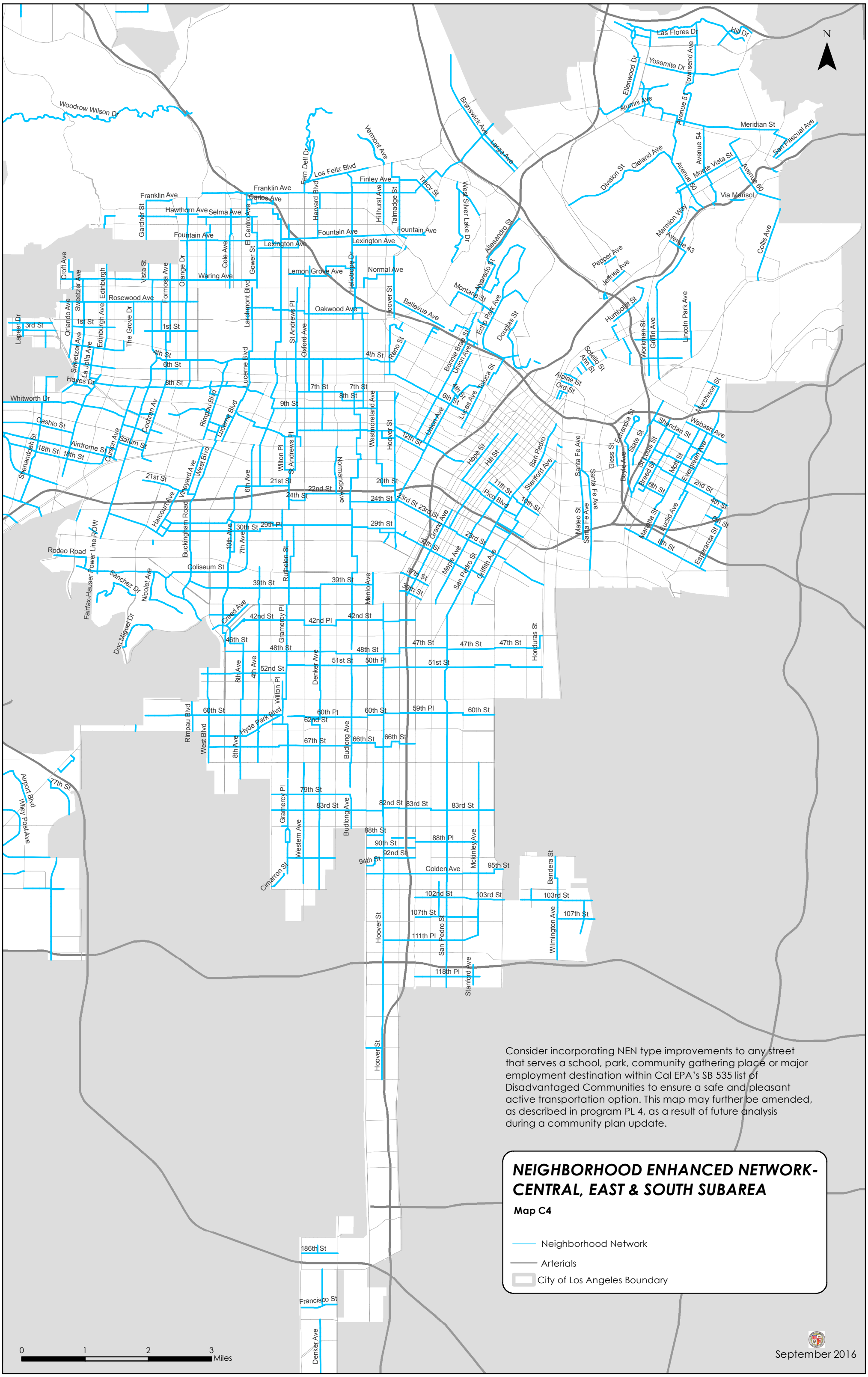
Map C3

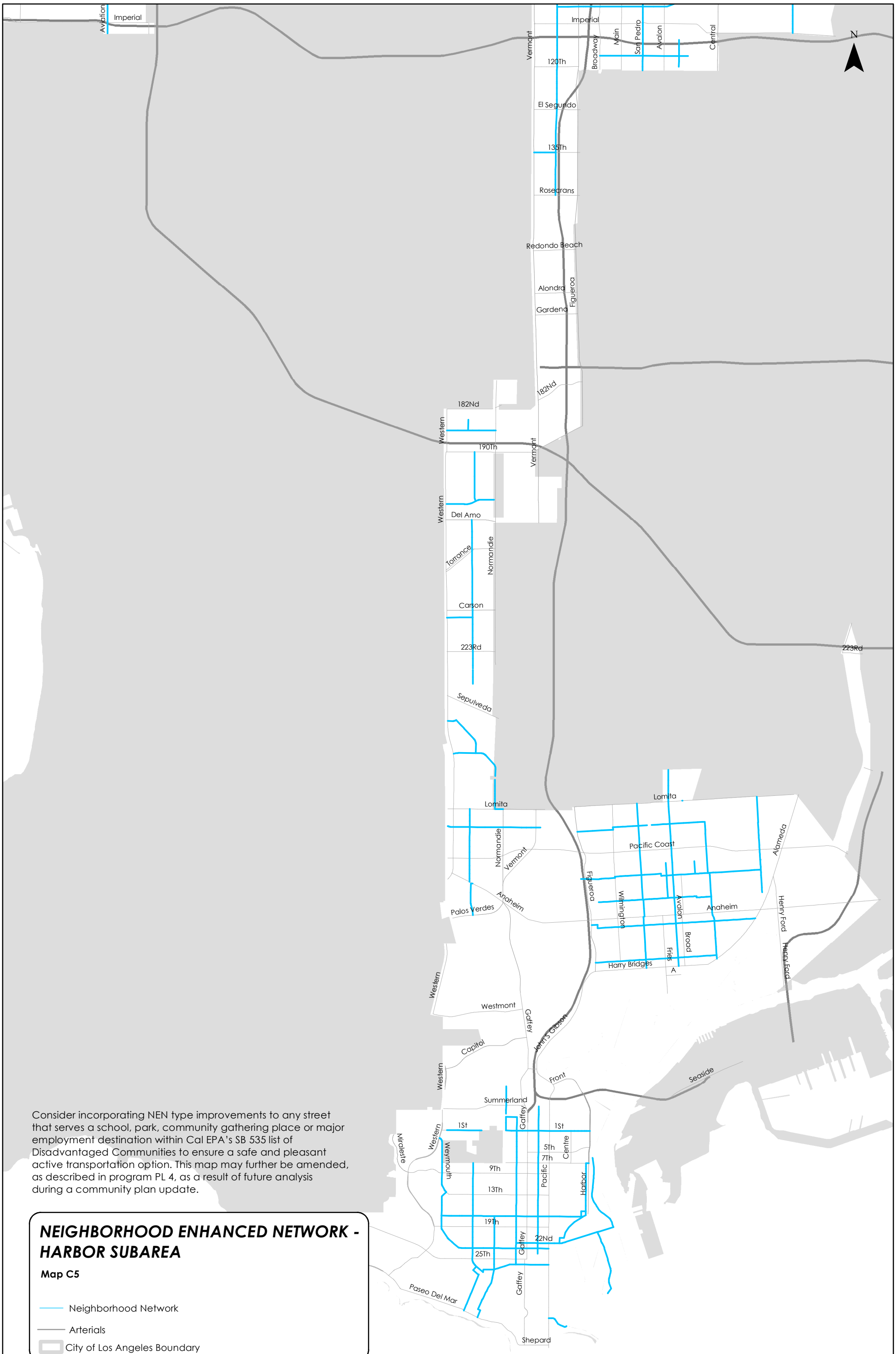
- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.

0 1 2 3 4 Miles

September 2016


N
Woodrow Wilson Dr
Las Flores Dr
Hill Dr
Yosemite Dr
Townsend Ave
Ellenwood Dr
Alumni Ave
Avenue 51
Meridian St
San Pascual Ave
Brunswick Ave
Larga Ave
Vermont Ave
Fern Dell Dr
Los Feliz Blvd
Finley Ave
Franklin Ave
Carlos Ave
Harvard Blvd
Hillhurst Ave
Talmadge St
Tracy St
West Silver Lake Dr
Allesandro St
Division St
Cleland Ave
Avenue 54
Monte Vista St
Avenue 60
Via Marisol
Marmion Way
Avenue 43
Collis Ave
Gardner St
Hawthorn Ave
Selma Ave
Centro Ave
Fountain Ave
Lexington Ave
Cole Ave
Gower St
Waring Ave
Lemon Grove Ave
Heliotrope Dr
Normal Ave
Hoover St
Bellevue Ave
Montana St
Alvarado St
Echo Park Ave
Douglas St
Pepper Ave
Jeffries Ave
Humboldt St
Workman St
Griffin Ave
Lincoln Park Ave
Sotello St
Alm St
Alpine St
Ord St
Croft Ave
Sweetzer Ave
Edinburgh
Vista St
Formosa Ave
Orange Dr
Rosewood Ave
Orlando Ave
Edinburgh Ave
The Grove Dr
Laurel Dr
3rd St
1st St
La Jolla Ave
Hayes Dr
Lucerne Blvd
Larchmont Blvd
St Andrews Pl
Oxford Ave
Oakwood Ave
4th St
6th St
8th St
7th St
9th St
Reno St
Bonnie Brae St
Union Ave
Lucas Ave
Toluca St
Whitworth Dr
Cashio St
Shenandoah St
Curson Ave
Cochran Av
Saturn St
Airdrome St
18th St
Rimpau Blvd
Vineyard Ave
West Blvd
Wilton Pl
Normandie Ave
Westmoreland Ave
Hoover St
12th St
Hope St
Hill St
San Pedro
Stanford Ave
Santa Fe Ave
Gless St
Echandia St
Boyle Ave
State St
St Louis St
Breed St
Mott St
Evergreen Ave
Sheridan St
Wabash Ave
Murchison St
2nd St
4th St
6th St
8th St
Marietta St
Euclid Ave
Esperanza St
21st St
22nd St
24th St
20th St
11th St
Pico Blvd
10th St
23rd St
Harcourt Ave
Buckingham Road
6th Ave
10th Ave
7th Ave
30th St
29th Pl
29th St
Grand Ave
Maple Ave
San Pedro St
Griffith Ave
Mateo St
Santa Fe Ave
Rodeo Road
Fairfax-Hauser Power Line ROW
Coliseum St
Sanchez Dr
Nicolet Ave
Ruthelen St
39th St
37th St
Menlo Ave
Don Miguel Dr
Creed Ave
42nd St
42nd Pl
Gramercy Pl
46th St
48th St
47th St
Honduras St
8th Ave
4th Ave
52nd St
51st St
50th Pl
Denker Ave
Wilton Pl
60th St
60th Pl
62nd St
59th Pl
Rimpau Blvd
West Blvd
Hyde Park Blvd
67th St
66th St
Budlong Ave
77th St
Airport Blvd
Wiley Post Ave
79th St
83rd St
82nd St
88th St
88th Pl
90th St
92nd St
94th St
Western Ave
Cimarron St
Mckinley Ave
Colden Ave
95th St
Bandera St
102nd St
103rd St
107th St
111th Pl
118th Pl
Stanford Ave
Wilmington Ave
Hoover St
186th St
Francisco St
Denker Ave
Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.
NEIGHBORHOOD ENHANCED NETWORK-CENTRAL, EAST & SOUTH SUBAREA
Map C4
Neighborhood Network
Arterials
City of Los Angeles Boundary
0
1
2
3
Miles
September 2016



Consider incorporating NEN type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update.

NEIGHBORHOOD ENHANCED NETWORK - HARBOR SUBAREA

Map C5

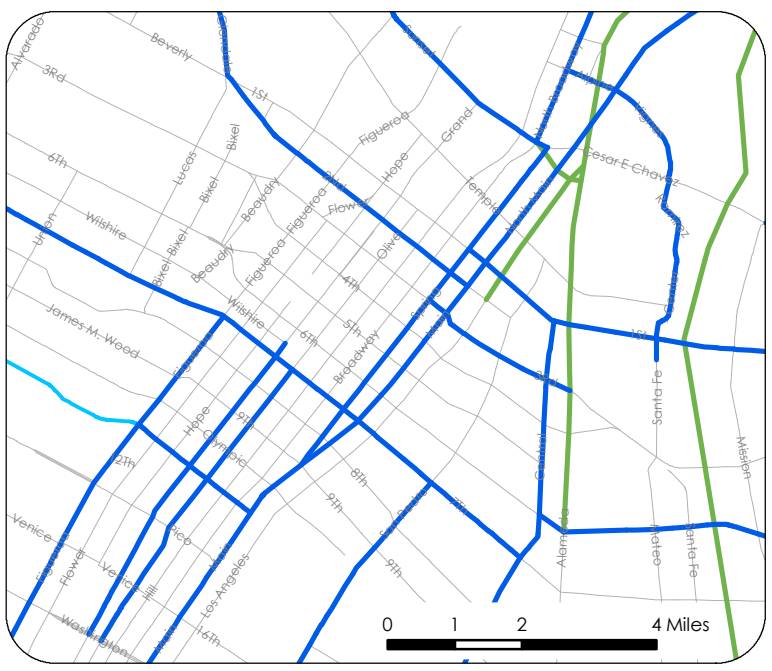
- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

0 1 2 3 Miles

September 2016

N

DOWNTOWN LOS ANGELES



BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

Map D1

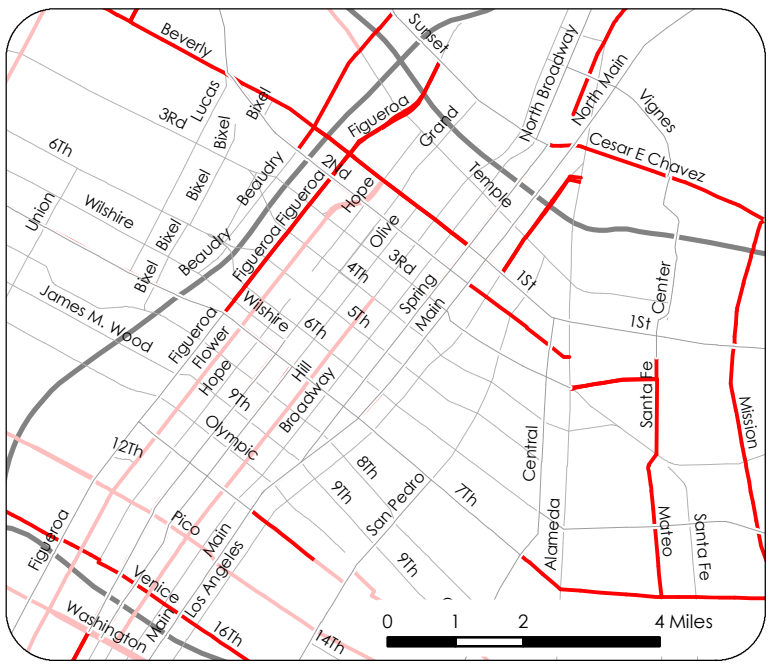
- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- BEN Segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

September 2016

N

DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

0 2.5 5 7.5 10 Miles

September 2016

VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 2.5 5 7.5 10 Miles

September 2016

N

DOWNTOWN LOS ANGELES



PEDESTRIAN ENHANCED DISTRICTS

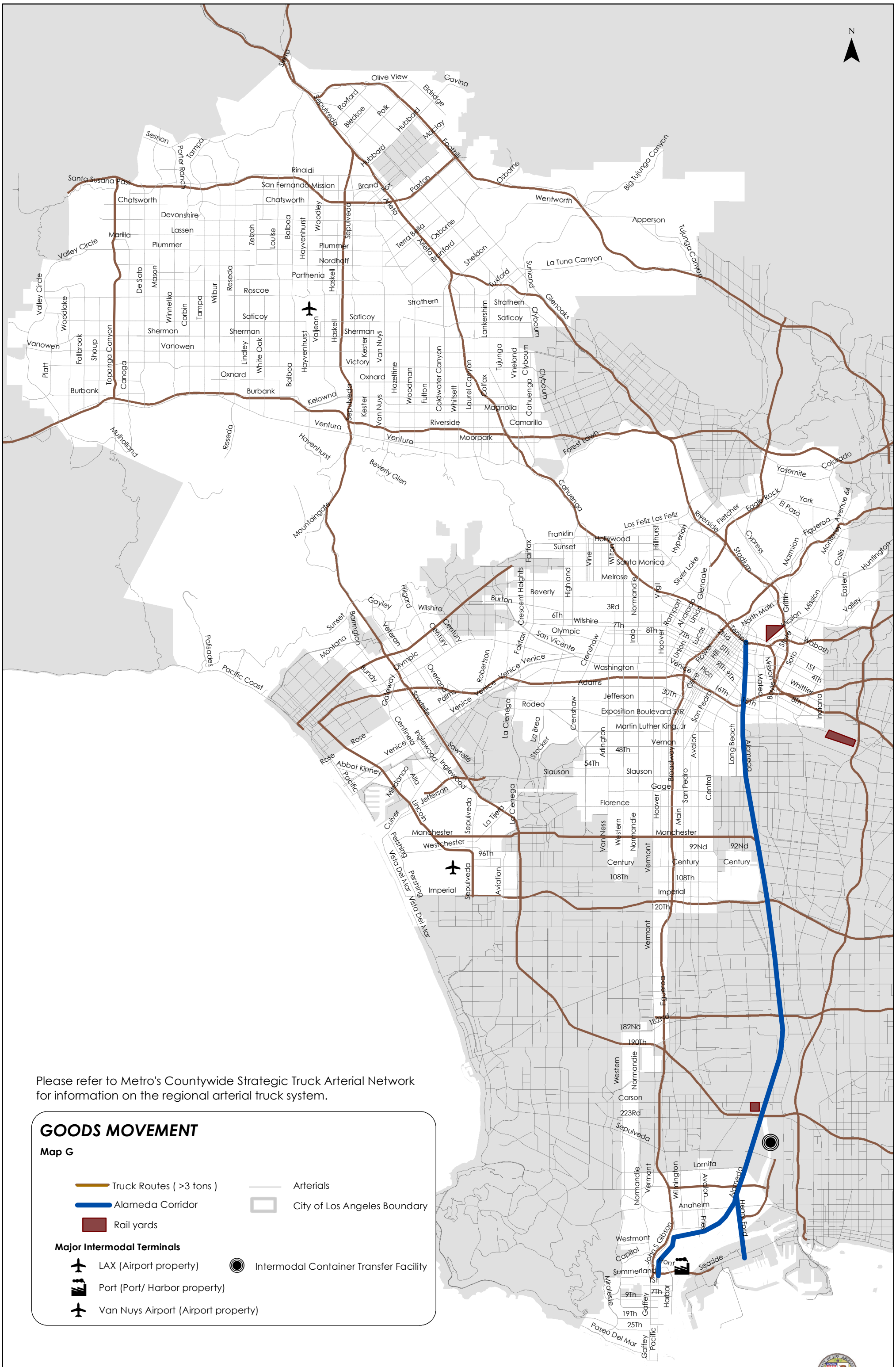
An Analysis of Walkability and Safety Factors
Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary

Consider incorporating pedestrian type improvements to any street that serves a school, park, community gathering place or major employment destination within Cal EPA's SB 535 list of Disadvantaged Communities to ensure a safe and pleasant active transportation option. This map may further be amended, as described in program PL 4, as a result of future analysis during a community plan update

0 2 4 6 8 Miles

September 2016



Please refer to Metro's Countywide Strategic Truck Arterial Network for information on the regional arterial truck system.

GOODS MOVEMENT

Map G

- Truck Routes (>3 tons)
- Alameda Corridor
- Rail yards
- Arterials
- City of Los Angeles Boundary

Major Intermodal Terminals

- LAX (Airport property)
- Port (Port/ Harbor property)
- Van Nuys Airport (Airport property)
- Intermodal Container Transfer Facility

0 2.5 5 7.5 10 Miles

September 2016

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Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
C.1	Bicycle Ambassador Program. Develop a Bicycle Ambassador program to attend public events including health fairs and communitiy bike rodeos to broaden awareness of bicycling and provide safety information.	DOT, bicycle nonprofits	3.5, 2.6, 4.4,	Communication
C.2	Bike to Work Week. Expand the regional efforts of Bike-to-Work Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Program Websites.	Mayor, Council Offices, LAUSD, DOT, SCAG, Metro	5.1, 2.6, 1.3	Communication
C.3	Bus Arrival Information. Work with Metro, municipal transit providers, and local businesses and organizations to provide bus arrival information near station and stop areas.	Metro, DOT, Mayor's Office, BSS, Council Offices	4.2, 4.11	Communication
C.4	Car Free Days. Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Work with Metro and City Council offices to provide incentives and disseminate materials to event participants.	DOT, DPW, Council Offices, Mayor, SCAG, Metro	5.2, 4.8	Communication
C.5	Citywide Active Transportation Map. Provide and distribute physical and electronic copies of the City's existing bikeway facilities, neighborhood greenways and safe routes to school along with information about public bicycle parking facilities and mobility hub facilities.	DOT Systems, Planning, DOT Bikeways, Metro, Council Offices	4.14	Communication
C.6	Citywide Bicycle Transportation Website. Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information.	DOT	4.14, 1.6	Communication
C.7	Multi-Modal Access Campaign. Develop a Multi-Modal Access Campaign, in collaboration with Metro, SCAG and other transportation providers, to highlight the availability (all day, every day) of multiple transportation options (transit, vanpool, car share, bikeshare, bicycling, walking, etc.) across the region.	Metro, SCAG, DOT, BBB, Culver City Bus, Metrolink, Foothill Transit, Orange Transit, Gardena Transit	3.5, 4.11	Communication
C.8	Neighborhood Network and Business District Maps. Work with local Business Improvement Districts, Neighborhood Councils, Homeowner Associations and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the existing bikeways, neighborhood network streets, and bicycling supportive businesses.	DOT, Council Offices	4.14	Communication
C.9	Poster Campaigns. Promote awareness of the various networks, streetscape, and green or "great street" improvements through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.	DOT, Mayor's Office, Council Offices	4.14	Communication
C.10	Roadway Safety Campaigns. Conduct outreach citywide to advance vision zero goal.	DOT, LAPD, Caltrans, OHS, LAUSD, LASPD, Council Offices	1.2	Communication
C.11	Timely Information. Provide timely information on current roadway work, including scheduled maintenance, work in progress and completed projects. Use temporary signage, social media, and web banners to warn users and provide detour strategies for vehicles, pedestrians and bicyclists. Promote the State-wide 511 Real Time Travel Information System.	DOT, BOE, BSS, Council	4.2, 1.6, 4.14	Communication

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
C.12	Wayfinding. Develop and install a comprehensive way-finding program throughout the City to provide information about transportation routes, schedules, bikeways urban trails, and area amenities including schools, parks, cultural and retail activities.	DOT, DCP, Mayor's Office, BSS, Council Offices	4.14	Communication
C.13	CSTAN. In collaboration with Metro support efforts to promote goods movement traffic to the CSTAN and identify funding to maintain corridors.	DOT	4.14	Communication
D.1	Analysis of Existing Paths. Identify and map paved paths within City parks suitable for bicycling. Emphasize opportunities for gap closures in the active transportation network.	RAP, Council Offices	2.6	Data & Analysis
D.2	Annual Counts of Bicyclists and Pedestrians (Active Transportation). Initiate a long term strategy to count the number and type (by sex, age, disability, income and geography) of bicyclists and pedestrians traveling for all trips on the Networks and other City streets each year . Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coaliton (LACBC) in 2009 as the baseline; implement a methodology that is consistent with SCAG and Metro/UCLA Luskin Center.	DOT, DCP, Mayor's Office of Technology, LAPD, Council Offices	4.11, 3.1, 1.4, 2.3, 2.6, 2.15	Data & Analysis
D.3	Semi-Annual Survey. Conduct in-person and on-line interviews annually about active transportation implementation. In particular, identify on-going concerns and listen to suggested improvements. Collect data on problem areas (not just where collisions have occurred but where "near-misses" frequently occur) and identify solutions.	DOT, DCP, Council Offices	4.11, 4.10	Data & Analysis
D.4	Collision Monitoring and Analysis. Annually identify locations with high levels of auto, pedestrian, and bicycle collisions and develop and implement strategies to improve the safety of these areas and reduce overall collision rates. Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources to evaluate the impacts of prior improvements. Use collision data to produce hot zone maps (GIS maps that reflect crash data citywide) and to conduct case studies of potential improvments to reduce collisions. Coordinate engineering and enforcement reporting systems to avoid duplication and/or overlooked emergency room data; with support and data from LAPD, LAFD and LAUSD.	DCP, DOT, LAPD, LAFD, Council Offices	1.1, 4.11	Data & Analysis
D.5	Data Collection Protocols. Establish before and afer data collection protocols for all projects.	DOT, DCP	4.6, 4.7	Data & Analysis
D.6	Goods Movement Information. Compile goods movement data from the Port of Los Angeles, Los Angeles World Airport and regional goods movement providers to monitor and assess economic fluctuations.	Port, LAWA	4.12, 4.6	Data & Analysis
D.7	Greenhouse Gas Emission Tracking Program. Quantify total reduction in GHG from vehicle miles traveled reductions. Include data in the Citywide Climate Action Plan and the Climate Action Registry. Maintain a database of completed infrastructure projects; track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.	Mayor's Office on Environment and Sustainability, DCP, Council, SCAQMD	5.1, 5.4, 4.11	Data & Analysis

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
D.8	Mountain Trail Spillover and Conflict Resolution Analysis. Conduct a spillover analysis to determine the extent to which mountain biking use spills over onto trails where biking is prohibited. Examine other jurisdictions to understand how they accommodate mountain biking and how they have managed conflicts.	RAP, DPW, Council Offices	1.9	Data & Analysis
D.9	Off-Road and Park Trail Bicycle Database. Develop a database and create maps of mountain and park bicycling trails within and adjacent to the City of Los Angeles.	RAP, DCP, DOT, LAPD, Council Offices	1.9	Data & Analysis
D.10	Revised Traffic Analysis Methodology. Establish a revised Traffic Analysis Methodology (TAM) that takes into consideration a project's location, design and density, based on CEQA revisions, OPR guidelines, and other state/regional authorities	DOT, DCP	5.3	Data & Analysis
D.11	Unimproved/Off-Road Database. Inventory all unimproved roads and determine their suitability for mountain biking and off-road facilities.	RAP, DCP, DOT, LAFD, Council Offices	1.9	Data & Analysis
D.12	Strategic Capital Planning Group. Establish an inter-departmental Group to determine , using data and prioritization criteria,a list of priority projects and match to funding sources.	CAO, DCP. BPE. BSS. BSL, BOE, Council Offices	4.6, 4.11, 4.7, 2.15	Data & Analysis
ED.1	Bicycle Parking Training. Develop a Bicycle Parking Requirement Training Presentation and Handbook and post on the Bicycle website. Provide training sessions to the Departments of Building and Safety, Planning, Engineering, and all other public counter staff on the LAMC bicycle parking requirements.	DBS, DOT, DCP	2.6, 3.8	Education
ED.2	Design Workshops. Host/participate in workshops on active transportation facility design.	DOT, DCP, Council Offices	1.4, 2.2, 4.4, 4.10	Education
ED.3	Goods Movement Awareness. Develop and implement strategies to increase coordination of issues relating to goods movement and increase awareness of economic role of goods movement.	POLA	1.8, 2.8, 4.12, 2.10	Education
ED.4	LAPD Officer Training. Train officers on the rights and responsibilities of all roadway users and improve their ability to evaluate conflicts and collisions between different modal users.	LAPD	1.2	Education
ED.5	Rail Crossing Safety. Work with local and regional passenger and freight services to educate all users about safe at-grade crossing practices.	DOT, Mayor's Office, Council Offices	1.5	Education
ED.6	Roadway Safety Education. Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all City employees, and roadway users on the rights of, and need for safe motoring skills, around non-motorized active transportation uses. Develop educational/ promotional materials to inform roadway users about the benefits of active transportation facilities.	DOT, POLA, LAUSD, GSD, LAPD, Council Offices	1.1, 1.2, 1.4	Education
ED.7.	Roadway Safety Public Service Announcements. Continue to produce a series of Roadway Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage.	DOT, LAPD, ITA	1.1, 1.2, 1.5	Education
ENF.1	Commercial Loading Zones. Target enforcement efforts against parking by vehicles not in the act of loading/unloading in Commercial Loading Zones.	DOT	2.10	Enforcement

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
ENF.2	Enforcement Stings. Target enforcement efforts against unsafe behavior by roadway users, especially in school and commercial loading zones. Publicize the stings to encourage healthy interaction among all roadway users.	LAPD, Council Offices	1.1	Enforcement
ENF.3	Local Truck Use. Target enforcement efforts against truck use on local streets where cut-through traffic has been expressly forbidden.	DOT, LAPD, Council Offices	1.8	Enforcement
ENF.4	Speed Limit Enforcement. Execute speed limit enforcement checks 48 hours prior to calculating prevailing speeds in Engineering and Traffic Surveys used for adjusting speed limits.	LAPD, DOT	1.4	Enforcement
ENF.5	Truck Inspection Areas. Develop a Truck Inspection Program in coordination with Highway Patrol and Port of Los Angeles.	DOT, POLA, LAPD	2.8, 4.12	Enforcement
ENF.6	Enforcement Program. Utilize LAPD and LADOT Traffic Officers to identify bicycle lane parking violations and issue citations.	LAPD, DOT, DPW	1.1	Enforcement
ENG.1	ATSAC. Continue to implement and update as needed the City's signal management program (ATSAC) to monitor and manage the traffic flows.	DOT	4.11, 4.2	Engineering
ENG.2	Bicycle-Sensitive Detectors. Continue to install bicycle sensitive detectors at all actuated signal controlled intersections, including pavement markings for bicyclists.	DOT	2.6, 1.2	Engineering
ENG.3	Transit Enhanced Network. Collaborate with transit providers to implement the TEN, an approximately 300 mile network ofroadway improvements to provide a frequent and reliable bus system that interfaces and supports the fixed-transit lines.	DOT, DCP, Metro, Mayor's Office, Council Offices	2.5	Engineering
ENG.4	Bridge Design Program. Incorporate bicycle and pedestrian facilities when designing new or retrofitting bridges. Particular attention to bridge underpasses that cross existing or future bicycle/walking paths to ensure design integration.	DOT, BOE	2.12	Engineering
ENG.5	Caltrans Design. Work with Caltrans to develop and implement design improvements to freeway entrances and exit ramps to transition motorists from freeways speeds to an urban environment that includes vulnerable roadway users.	DOT, Caltrans	1.1, 1.4, 2.2	Engineering
ENG.6	Bicycle Enhanced Network. Create and maintain an interconnected bicycle network of 150 miles of bicycle paths and 300 miles of protected bicycle lanes to provide a regional low-stress bicycle system.	DOT, DCP, Council Offices	1.4, 2.6, 4.14	Engineering
ENG.7	Flexible Installation Standards. Use engineering judgement and the approval of the City transportation engineer or designee, in lieu of warrants, to install facilities that will improve safety and comfort for bicyclists and pedestrians.	DOT, City Attorney, Caltrans, BOE, BSS, BSL	1.4, 2.1, 2.2	Engineering
ENG.8	Grade Crossing Elimination. Work with Southern California Regional Railroad Association (Metrolink) as well as with freight rail operators to eliminate rail/ street at-grade crossings on regional passenger rail and freight lines.	BOE, Port of LA, DOT, FRA, FTA, FHWA, CPUC, Metro, Expo Authority, City Attorney, Railroad Owners and Operators.	1.5	Engineering

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
ENG.9	Green Alleys Program. Continue the Green Alleys program to introduce low-impact development stormwater features and improve the overall quality and safety of neighborhood alleys.	BOS, DOT, LASAN, Council Offices	5.5, 2.3, 1.2, 1.7	Engineering
ENG.10	Industrial Street Infrastructure. Provide adequate street infrastructure in established industrial areas; revise geometric design standards for intersections in/around industrial areas with high truck volumes.	DOT, DCP, BOE	1.7, 1.8, 2.8	Engineering
ENG.11	Manual of Policies and Procedures. Update LADOT Manual of Policies and Procedures to incorporate innovative engineering standards and traffic control devices (for all modes of transportation) included in the City's Complete Street Design Guide. Regularly update both manuals as new standards and devices are adopted by the California Traffic Control Devices Committee in the MUTCD and/or the CA Highway Esign Manual and/or Federal Highway Administration.	BOE, DOT, DCP, LASAN	2.2, 1.4, 1.2	Engineering
ENG.12	Complete Street Design Guide (CSDG). Utilize the CSDG to guide decisions about specific complete street enhancements and potential cross-section designs of streets on the BEN, Bicycle Lane, TEN, PED, and VEN networks.	DCP, BOE, DOT, LASAN, LAPD, LAFD	2.2	Engineering
ENG.13.	Neighborhood Traffic Calming and Slow Zones. Establish a procactive neighborhood traffic management program and institute "slow zones" in targeted areas. Support and advocate for 20 new zones.	DOT, DCP, CLA, LAPD, Council Offices	1.4, 2.4, 3.1, 3.2	Engineering
ENG.14	Neighborhood Enhanced Network. Implement the NEN, an approximately 800 mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been priortized to fill gaps in the protected bicycle lane system defined by the Bicycle Enhanced Network.	DOT, DCP, LASAN, Council Offices	2.4, 3.1, 3.2	Engineering
ENG.15	Vehicle Enhanced Network (VEN). Implement the VEN, an 80 mile roadway system of existing city streets that have been prioritized for vehicular movement due to their ability to improve vehicular access to the regional freeway system.	DOT, DCP, BOE, BSS, Council Offices	2.7	Engineering
ENG.16	Los Angeles River. Implement Greenway 2020 (a locally led effort to complete the bicycle path along the entire 32 mile stretch of the Los Angeles River by 2020.) and Los Angeles River Greenway Trail to provide a multi-generational trail and provide active transportation options to disadvantaged communities.	RiverWorks Team and local non-profit partners, Council Offices	2.3, 2.4, 2.6, 3.1	Engineering
ENG.17	Bicycle Lane Network. Implement and maintain an interconnected 700 mile bicycle lane system 300 of which are intended to be upgraded to protected bicycle lanes. See above BEN.	DOT, DCP, Council Offices	1.4, 2.6, 4.14	Engineering
ENG.18	Pedestrian Enhanced Districts. Implement pedestrian improvements on targeted intersections and arterial street segments based on a set of criteria.	DOT, DCP, LASAN, Council Offices	2.3, 3.1, 3.2	Engineering

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
ENG.19	First Mile/Last Mile Transit Connectivity Program. Install pedestrian and bicycle connectivity improvements at every major Metro transit station by providing enhanced sidewalk amenities such as landscaping, shading, lighting, directional signage, shelters, curb extensions and mid-block crosswalks where feasible, ADA rampos, lead pedestrian interval signal phases, secure bike parking, etc.	DOT, Council Offices	3.5	Engineering
F.1	Commercial Vehicle Related Revenue: Dedicate revenues generated by commercial vehicle fees to roadway-related purposes	DOT	1.7, 4.6	Funding
F.2	Congestion and Cordon Pricing. Evaluate potential revenues and performance improvements in congestion relief from the implementation of congestion or cordon pricing. Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing.	DOT, DCP, Mayor's Office, CLA, SCAG, Council Offices	4.6, 4.8	Funding
F.3	Coordinated Grant Application. Establish a coordinated effort to apply for and administer federal, state, and local transportation grants to provide additional funding to support transportation and streetscape efforts.	Mayor's Office, Council Offices, LADOT, DCP, Public Works	1.2, 4.6, 4.11	Funding
F.4	Funding Reports. Identify the total amount of funding needed to design, construct and maintain transportation related priority projects on an on-going basis. Identify existing sources of funds and evaluate funding gaps.	CAO, DOT, BOE, BSS, BOS	1.7, 4.6	Funding
F.5	Maintenance Options. Establish procedures and protocols to facilitate partnerships with community groups and the private sector to provide maintenance of street investments; encourage the utilization of assessment districts by local non-profits or businesses to fund and maintain specific infrastructure improvements	DOT, BOE, BSS, LASAN Council Offices	4.10, 4.6	Funding
F.6	Priority Grading System (PGS). Pursue funding for projects based upon the criteria established by the PGS as defined by the Strategic Capital Planning Group.	DOT, DCP, BOE, BSS, BSL, LASAN	1.7, 4.6	Funding
F.7	State Highway Control. Identify funding, and initiate process with Caltrans to transfer oversight of, and improve State Highways within the City limits including Lincoln, Santa Monica, Venice and Topanga Canyon Boulevards.	Mayor's Office, DOT, DCP Council Offices	2.13, 4.6,	Funding
F.8	State Highway Funding. Coordinate with Caltrans, other local, regional, state and federal agencies, and the private sector to identify and implement funding alternatives for the City's transportation network including the State highway system.	Mayor's Office, DOT, DCP Council Offices	2.13, 4.11, 4.6	Funding
F.9	Active Transportation Funding. Update Mobility Plan every five years to stay competitive for state funding of active transportation grants.	DCP, DOT	1.2, 2.15, 4.6	Funding
L.1	Advocacy for Funding Multi-Modal Infrastructure Projects. Aggressively advocate for continued and expanded Federal, State, Regional, and Local funding for multi-modal transportation programs and infrastructure projects in transportation legislation. Ensure representation of issues with City's lobbyists in Sacramento and Washington DC.	Mayor's Office, City Council, CLA	1.2, 3.5, 4.6	Legislation

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
L.2	Legislation Monitoring. Continually monitor and develop state and federal legislation to support or oppose legislation that could impact plan/project implementation.	DOT, DCP, Mayor's Office, CLA	4.11, 4.6	Legislation
L.3	Posted Speed Limit Reductions. Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.	Mayor's Office, CLA	1.4, 1.2, 3.2	Legislation
L.4	Resetting Speed Limits. Evaluate the effectiveness of the State's speed limit requirements on street safety and performance.	DOT, City Attorney	1.4	Legislation
L.5	Tailpipe Emission Legislation. Support legislation to reduce tailpipe emissions from cars and trucks.	Mayor's Office, CLA, SCAQMD	5.3, 5.4	Legislation
L.6	Vehicular Travel Safety Training. Work with the Los Angeles County Superior Court to develop a program that offers training on driving behavior around other users of the roadway to motorists receiving citations and/or involved in collisions with non-auto modes.	DOT, City Attorney, Council Offices	1.1	Legislation
L.7	Local Street Speed Limit. Advocate for and support for a 20 mph speed limit on all local streets within California.	DOT, City Attorney	1.4	Legislation
MT.1	Bicycle Path Maintenance Program. Regulary inspect and maintain Class I bicycle paths.	DOT, BOE, Council Offices	1.7	Maintenance
MT.2	Crosswalk Maintenance. Implement a crosswalk upgrade and maintenance program to ensure all crosswalks are kept to City standards. See Street Design Manual.	DOT, Council Offices	3.2, 1.7	Maintenance
MT.3	Mandeville Canyon Park. Maintain off-road bicycle trails in Mandeville Canyon.	RAP	1.9	Maintenance
MT.4	Notification System. Develop a coordinated interdepartmental maintenance and response program for the City's network of roads and bikeways; continue to utilize DPW service request forms and the 311 System for the public to directly inform the City.	Mayor's Office, BSS, BOE, Council Offices	4.1, 4.2	Maintenance
MT.5	Pavement Preservation Program. Annually fund a baseline pavement preservation program that provides for major rehabilitation (resurface and reconstruction) and preventive maintenance (crack and slurry seal). Make annual schedule public and easily accessible on the BSS website. Prioritize bikeways and other areas of high need. BSS to Coordinate non-emergency resurfacing with other departments one year in advance.	BSS, Council Offices	1.7, 4.6	Maintenance
MT.6	Sidewalk Cleaning. Work with local businesses and community organizations to maintain sidewalks, along arterials, free of debris	Mayor's Office, BSS, Council Offices	1.7, 4.10	Maintenance
MT.7	Sidewalk Repair. Implement a sidewalk improvement program to bring up all existing degraded sidewalk sections to City standards and implement a program to ensure that future degraded sidewalk sections are promptly identified and repaired in a timely manner.	BSS, Council Offices	1.7	Maintenance
MT.8	Street Services Budget Allocation Formula. Continue to utilize the Bureau of Street Services' Budget Allocation Formula that allows for the equalization of pavement conditions citywide.	BSS	1.7	Maintenance

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
MT.9	Street Trees. Implement a tree trimming cycle for all street trees within the public ROW. Use Priority Grading System to prioritize streets.	BSS	1.7, 2.3	Maintenance
MG.1	Five Year Mobility Plan Implementation Report. Develop and submit a report every five years detailing accomplishments of prior five years and prepare a proposed work plan for the next five year cycle.	DCP, DOT, BOE, BSS, BSL, BOS, Council Offices	4.7	Management
MG.2	Green Streets Committee. Continue the Green Streets Committee to identify and evaluate the effectiveness of existing green street features and to continue to identify funding and location options in which to upgrade with green street features.	DOT, DCP, BOE, BSS, LASAN	5.5, 4.6, 4.7	Management
MG.3	Off-Peak Deliveries. Identify and Implement incentives to encourage off-peak hour delivery operations.	DOT, DCP, Mayor's Office	2.10	Management
MG.4	Regional Cooperation. Work cooperatively with adjoining jurisdictions and agencies to coordinate transportation related planing and implementation activities to ensure regional connectivity.	DOT, DCP, Metro, Mayor's Office, SCAG	3.7, 4.11	Management
MG.5	State Highway Management. Collaborate with Caltrans on any modifications to the State highway system necessary to accommodate new development or on any modifications to City's transportation network.	DOT, DCP, Caltrans, Council Offices	2.13	Management
MG.6	State Highway Management continued. Cooperate with Caltrans to identify State highway deficiencies and associated improvement plans, to be used in the City's long range planning and individual project review.	DOT, DCP, Caltrans, Council Offices	2.13, 4.11	Management
MG.7	Transportation Management Organizations. Continue to work with businesses and future development projects to establish geographically and/or industry based Transportation Management Organizations throughout the City for the purposes of implementing a coordinated transportation demand management program.	DCP, DOT , Council Offices	4.9	Management
MG.8	Non-Ownership Models for Vehicle Mobility. Support existing and future innovations that support access to vehicle mobility without the cost and responsibility of ownership.	DOT, Metro, BIDS, Chambers of Commerce, Departments of Aging and Disability, User Groups, Council Offices	4.1, 4.2, 4.10, 5.2, 5.4	Management
O.1	City Fleet. Convert the City's, including proprietary departments, fleets into alternative fuel, very- low and zero-emission vehicles.	GSD, LAWA, POLA, DPW	5.3, 5.4	Operations
O.2	City Work-related Trips. Instruct departments to establish protocols to facilitate the use of transit for short trips (< 5 miles during work hours when the employee does not need to transport materials). Facilitate non-vehicular alternatives to City employees for work-related trips.	Mayor's Office, GSD, Council Offices	4.8, 4.9	Operations
O.3	Construction Zone Standards. Implement and expand upon standard procedures as defined in the MUTCD to ensure safe bicycle and pedestrian travel through construction zones and detours.	DOT, BSS, BOE, DWP, POLA, Utilities, Council Offices	1.6	Operations

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
O.4	Feeder Network/Transit Circulator (DASH System and Commuter Express). Coordinate local bus transit services so as to provide neighborhoods with local feeder buses where the roadway system permits.	DOT	3.4	Operations
O.5	Flyaway Shuttle. Continue the Flyaway Shuttle service from Westwood, Van Nuys, Expo, La Brea and Union Station locations, and evaluate other regional locations, such as San Pedro, for expanded service.	LAWA	3.4, 3.6, 3.7	Operations
O.6	Operational Efficiencies. Establish and strengthen public/private partnerships (with the goods movement industry) to coordinate and improve operational efficiencies for the movement of goods. Work could include the implementation of incentives to encourage off-peak and extended hour Port operations, an appointment system, the consideration of short-haul intermodal rail operations, and the establishment of an Advanced Transportation Management and Information System (ATMIS) which would include changeable message signs and video surveillance.	DOT, POLA, Mayor's Office, Council Offices	2.8, 4.10	Operations
O.7	Region-Wide Traffic Control Center. Link all of the traffic control centers in region on a 24 hour basis.	Mayor's Office, ITA, DOT, Metro, Caltrans.	4.1, 4.2	Operations
O.8	Shuttle Bus. Work with special event providers, employers and community-based organizations to identify and implement shuttle bus programs to serve as a first-mile, last-mile solution between transit stations and special events and/or specific populations. Continue programs like Cityride, to provide transportation assistance for senior citizens and individuals with disabilities.	DOT, Mayor's Office, DOA, Council Offices	3.2, 3.4, 3.5	Operations
O.9	Signal Timing. Identify opportunities to re-time street signals to provide safer speeds, improve safety for all, and create smoother traffic throughput. Identify opportunities to re-time street signals to allow longer crossing times for bicyclists and pedestrians in large intersections.	DOT, Council Offices	1.4, 2.3, 2.5, 2.6	Operations
O.10	Transit Coordination. Actively collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing, shared fare systems, and stops and loading areas.	DOT, IT, and other transit providers, Mayor's Office	3.4, 4.11	Operations
O.11	Transit/Event Coordination. Facilitate collaboration between regional transit partners and event providers to provide and promote awareness of additional and timely transit service before and after large events.	DOT, Council Offices	4.2, 3.4	Operations
O.12	Improve the Flow of Freight Traffic. Identify and implement strateigies to facilitate the flow of freight traffic.	DOT, Council Offices	2.8	Operations
O.13	Truck Inspections and Service Patrol. Identify locations for temporary and long-term truck inspection stations and Implement a Truck Service Patrol Program to remove disabled commercial trucks from freeway lanes.	DCP	2.8	Operations
O.14	Improve the Flow of Passenger Traffic. Identify and implement strategies to provide reliable travel times during peak hours and during special events.	DCP, DOT, Council Offices	2.5, 3.4	Operations

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
O.15	Zero Emission Truck Collaborative (ZETC). Promote consistency among public agencies in working to catalyze the development and deployment of zero emission trucks in the region.	POLA, Metro, AQMD, POLB, Caltrans, SCAG and Gateway Cities COG.	5.4, 5.1	Operations
PK.1	Creative Parking Solutions. Work with communities, businesses, and organizations to identify and implement creative strategies to resolve parking conflicts in areas with high-parking demand.	DCP, DOT, Council Offices	4.13, 4.10	Parking/ Loading Zones
PK.2	Curb Parking Conversion. Standardize processes to facilitate the conversion of curb parking spaces for other uses such as parklets, plazas, bike corrals and docking stations for bicycle sharing, especially in high volume areas of pedestrians and bicyclists.	DOT, BOE, DCP, LASAN, Council Offices	2.1, 3.8, 3.11	Parking/ Loading Zones
PK.3	Individualized Parking Requirements. Permit businesses to identify their respective parking demand and establish criteria whereby projects can reduce on-site parking through the inclusion of a package of transportation demand management strategies.	DCP, DOT	4.8, , 4.9	Parking/ Loading Zones
PK.4	LA Express Park. Continue LA Express Park system using reak-time technology to increase awareness of the availability of parking spaces.	DOT, BIDS, Chambers of Commerce, Council Offices	4.13	Parking/ Loading Zones
PK.5	Meter Pricing. Establish demand based meter pricing to maximize efficient use of on-street meters.	DOT	4.13	Parking/ Loading Zones
PK.6	Neighborhood Parking Districts. Explore modifying some Neighborhood Parking Districts to permit the utilization of residential streets for metered commercial parking and direct revenue to specific neighborhood improvements.	DOT, DCP, City Attorney, Council Offices	4.13	Parking/ Loading Zones
PK.7	Off-Street Loading. In non-industrial areas, require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings and undergoing extensive renovations and/or expansion, whenever practical.	DCP	2.10	Parking/ Loading Zones
PK.8	On-Street Loading. Encourage the designation of on-street loading areas, through removal of curb parking, in established industrial areas where off-street loading facilities are lacking. Update the Commercial Loading Zone Ordinance (see B-2, page 6, 2-14 of Mayor's Task Force-Mar 2004)	DOT, DCP, City Attorney, Council Offices	2.10	Parking/ Loading Zones
PK.9	Pedestrian Design Features in Parking Areas. Update zoning code to require the inclusion of pedestrian design features into all parking lots and provide safe, clear paths of travel from parking lots and/or structures to the associated buildings and/or uses. Ensure that all features are ADA compliant.	DCP	2.3, 3.1	Parking/ Loading Zones
PK.10	Pedestrian Improvement Incentives. Establish an incentive program to encourage projects to retrofit parking lots, structures and driveways to include pedestrian design features.	DCP	2.3, 3.1, 4.13,	Parking/ Loading Zones
PK.11	Reduced Size Parking. Develop parking, design, and replacement parking standards for reduced size vehicles (e.g. sub-compact cars, scooters, motorcycles, bike corrals) in residential and non-residential developments as well as public parking facilities and public rights-of-way.	DCP	4.13	Parking/ Loading Zones
PK.12	Shared Off-Street Parking. Facilitate the shared utilization of privately owned off-street parking facilities.	DOT, City Attorney, BIDS, DCP, Council Offices	4.13	Parking/ Loading Zones

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PK.13	Transit Area Parking Reductions. Reduce parking requirements for developments that locate near transit (e.g. within a half-mile of a transit stop)or a major bus stop and provide facilities to enable pedestrian, bicycle and disabled access. Parking requirement reductions are being reviewed as a potential component of the Central City and Central City North Community Plans.	DCP	4.13	Parking/ Loading Zones
PK.14	Unbundled Parking Options. Evaluate potential for the unbundling of parking from rental or purchase options for all new multi-family development.	DCP	4.13	Parking/ Loading Zones
PK.15.	Accessible Parking in Residential Areas. Update policies and guidelines for accessible parking in residential areas.	DOT, DCP, City Attorney, Council Offices	3.2, 3.3, 4.13	Parking/ Loading Zones
PK.16.	Park and Ride. Expand the park and ride network.	Dot, Caltrans, Metro	3.4, 3.5, 4.13	Parking/ Loading Zones
PL.1	Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.	DCP	3.9, 4.3	Planning & Land Use
PL.2	Local Access. Explore opportunities to incorporate community assets (food, retail) in locations immediately adjacent to residential areas to promote local walking and biking trips and reduce VMT.	DCP, Council Offices	3.3, 1.2, 5.2	Planning & Land Use
PL.3	Mixed-Use. Encourage mixed-use residential, employment and commercial serving uses where appropriate to facilitate increased utilization of walking, bicycling, and transit use.	DCP, Council Offices	3.3, 1.2, 5.1	Planning & Land Use
PL.4	Network Additions. Identify bicycle, neighborhood, and transit enhanced streets and pedestrian enhanced areas in Community Plan updates to provide local complements to the Citywide Transit Neighborhood, and Bicycle Enhanced Networks, and Pedestrian Enhanced Destinations and increase access to area amenities including medical, schools, parks, major employment centers, and community facilities through continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities.	DOT, DCP, Council Offices	3.3, 2.3, 2.4, 2.5, 2.6, 1.2	Planning & Land Use
PL.5	Pedestrian Safety Action Plan. Develop a Pedestrian Safety Action Plan for that enhances mobility and accessibility for pedestrians.	DOT, Mayor	3.1, 2.3	Planning & Land Use
PL.6	Regional Transportation Plan. Coordinate with Metro and SCAG on the development of the Regional Transportation Plan, Sustainable Communities Strategy, and the Long Range Transportation Plan.	DCP, DOT,LASAN, Metro, SCAG	4.11	Planning & Land Use
PL.7	Transit Coordination. Continue to work with Metro and various Construction Authorities on station location, portal siting, station access, support features and parking strategies that maximize ridership and transit revenue.	DCP, DOT, Metro, other bus providers	4.11, 3.7	Planning & Land Use
PL.8	Transit Neighborhood Plans. Adopt and implement Transit Neighborhood Plans that enhance access to transit stations and set new zoning regulations to effectuate appropriate mixes and scales of uses as well as site design.	DCP	3.3	Planning & Land Use

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PL.9	Transportation Demand Management Ordinance Revision (TDM). Update the TDM ordinance (LA Municipal Code 12.26.J) to expand the number and type of projects required to incorporate TDM strategies and expand the number and variety of available TDM strategies. Include bicycle parking and other bicycle use incentives as a TDM measure to mitigate traffic/ vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects. Continue to require eligibile projects to provide work-trip reduction plans and parking cash-out programs in compliances with ACMD's Regulation XV.	DCP, DOT	4.8	Planning & Land Use
PL.10	Truck Staging Facilities. Identify locations within the City where regional truck staging and service facilities are permitted and address solutions to illegal freight staging practices.	DOT, DCP, Council Offices	1.8, 2.10	Planning & Land Use
PL.11	Union Station Master Plan. Continue to work with Metro to complete the Union Station Master Plan and implement Connect US. Connect US is a strategy to improve active transportation options to and from Union Station.	DCP, DOT, Mayor's Office, Council Offices	3.6	Planning & Land Use
PL.12	Greenways to Rivers Arterial Stormwater System (GRASS). Establish a stormwater greewnay planning network and an intergrative planning tool for Los Angeles' One Water Plan.	DCP, DOT, Mayor's Office, Council Offices	5.1, 5.5	Planning & Land Use
PL.13	Special Street/Alley Treatments. Explore the use of special materials used within public right of ways.	DCP, DOT, DPW	2.1, 2.2	Planning & Land Use
PL.14	Community Engagement - Conduct extensive community engagement, develop detailed operational studies and design options and undertake additional environmental analysis for the following network segments within the Council District Four boundaries before implementing any street modifications: Melrose Avenue between Highland and Western Avenues; Lankershim between 134 Freeway and Cahuenga Boulevard, 4th Street between Highland and Western and segments of the BEN and/or TEN within the boundaries of the Sherman Oaks Neighborhood Council. The Council office and community stakeholders would play a critical role in finalizing any plans or projects for these corridors. Alternative parallel corridors, in lieu of the ones identified here, may be considered as potential network substitutes during this process.	DCP, DOT, Community Stakeholders, Council Office	4.4	Planning & Land Use
PS.1	Plazas/Paseos. Identify temporary and/or permanent opportunities to establish car free zones and/or plazas/paseos/play streets in select locations around the City. Play streets provide an opportunity to open public spaces to families and residents in park-poor communities without fear of conflicts with motor vehicles.	DCP, DOT, Council Offices	3.11	Public Space
PS.2	Great Streets. Continue to support the Mayor's Great Streets Initiative by creating a comprehensive matrix of project elements and associated costs, outlining an implementation timeline, tracking project impacts, evaluating funding strategy, and strategizing the coordination of city services to Great Streets.	DOT, BOE, BSS, LASAN, RAP, DCP, DCA, DPW, BSL, EDD, Council Offices	2.15, 3.11	Public Space
PS.3	Pedestrian Loops. Explore the development of a connected network of walking passageways utilizing both public and private spaces, local streets and alleyways to facilitate circulation.	DOT, BOE, BSS, RAP, DCP, DPW, Council Offices	3.9, 3.10, 3.11	Public Space

Mobility Plan 2035 Programs

Program No.	PROGRAM	Department.	Policy	Topic
PS.4	People Street. Continue the People Street program for community partners to repurpose underused portions of streets (below the curb) using cost effective materials into temporary plazas, parklets, bike parking, and other public spaces.	DOT, BOE, LASAN, BOS, RAP, Council Offices	4.10, 3.11	Public Space
PS.5	Recreational Rides. Organize and lead local and citywide recreational rides ranging from 5-30 miles. Prioritize routes that include the Green, Bicycle Enhanced or Neighborhood Networks.	RAP, LAPD, Mayor's Office, Council Offices, DOT, BOE, Bicycle non-profits	2.6	Public Space
PS.6	Open Streets. Establish procedures and protocols to support and expand non-profit efforts to coordinate and plan frequent and predictable events.	Mayor's Office, Council Offices, RAP, DOT, DPW, LAPD, LAFD	3.11	Public Space
S.1	Active Transportation Education. Coordinate with LAUSD to incorporate mobility education (for children ages 4-18) into regular physical education curriculum.	DOT, LAUSD, Council Offices	1.3, 1.2	Schools
S.2	Bike, Walk, and Roll Weeks. Support Metro's Bike, Walk, and Roll Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials, post information, and evaluate the progress of the program.	DOT, LAPD, Council, Mayor, LAUSD, Metro, SCAG	1.3, 1.4, 3.1, 4.10, 5.1, 5.2	Schools
S.3	Safe Routes to School. Continue to work/partner with LAUSD, (with support from PTAs and traffic officers) to develop an education program, develop and implement a safe routes to school program and maps and a Comprehensive SRTS Strategic Plan to calm traffic in communities surrounding all elementary, middle and high schools to maximize pedestrian and bicycle convenience and safety. Refer to the Citywide Safe Routes to School Strategic Plan	DOT, DPW, LASAN, support from LAPD, and LAUSD, Council Offices	1.3	Schools
S.4	School Locations. Work with LAUSD and other school providers to site new schools in appropriate locations that can be easily accessed and integrated into the surrounding community.	DCP, LAUSD, Council Offices	1.3, 3.3	Schools
SF.1	Artist Designed Bicycle Parking Standards. Support and develop creative bicycle parking solutions in the public rights-of-way and adopt as city standard guidelines.	DOT, BOE	3.8, 3.11	Support Features
SF.2	Bicycle Parking at Existing Major Destinations. Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.	DOT, Council Offices	3.8	Support Features
SF.3	Bicycle Path Landscaping. Incorporate drought tolerant and low maintainence plant materials along bicycle paths.	DOT, DPW, MRCA, Council Offices	2.6,5.5	Support Features
SF.4	Bicycle Path Lighting. Adopt and install standard lighting designs for bicycle paths and grade separated bikeways.	DOT, BSL, Council Offices	2.6	Support Features
SF.5	Bicycle Path Mile Markers. Continue to install and retrofit mile markers along bike paths; work with LAPD and LAFD to facilitate emergency response on paths.	DOT, LAPD, LAFD, BOE	2.6	Support Features
SF.6	Bicycle Racks on Taxis. Investigate the integration of bicycles with taxi service by adding bicycle racks on to all of the taxi cabs that are permitted through DOT.	DOT	3.5, 3.8	Support Features

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Program No.	PROGRAM	Department.	Policy	Topic
SF.7	Bicycle Sharing Network. Work with Metro and other area jurisdictions to launch a Bicycle Share Program. Identify a strategy to enable city staff to access the bicycle share system as a "fleet" option for work related tasks.	Metro, DOT, DCP, Council Offices, Office of the Mayor	2.6, 4.11	Support Features
SF.8	Bicycle Valet. Work with special event providers, employers and community-based organizations to provide bicycle valet services at large public and private special events.	DOT, bicycle non-profits, Council Offices	3.8	Support Features
SF.9	Bus Bike Racks (on/off-board). Work with transit providers to provide solutions for additional bike storage, such as bike rack systems to accommodate at least three bicycles on-board the bus, or permitting bicyclists to board with their bicycles at the rear of the bus.	DOT Transit, Metro, regional transit providers	3.8, 3.5, 4.11	Support Features
SF.10	Essential Transit Components. Include short-term and long-term bicycle parking and way-finding as essential components of all stations.	Metro, DOT	3.8	Support Features
SF.11	Increase Publicly Available Bicycle Parking. Review all City-owned, operated, and leased facilities for compliance with the City's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are present.Continue to implement bicycle parking and corrals at major destinations, especially where demand is already high. Encourage the Los Angeles Unified School District (LAUSD), local four-year universities, and the Los Angeles Community College District (LACCD) to install quality bicycle parking at public schools within the City of Los Angeles.	All	3.8, 1.3, 2.6	Support Features
SF.12	LED Street Lighting. Continue to retrofit existing street lighting infrastructure with energy-efficient LEDs.	BSL	1.7, 2.3, 3.2	Support Features
SF.13	Mobility Hubs/Multi-Modal Transit Plaza. Facilitate the implementation of multi-modal transportation support activities and services in proximity to transit stations and major bus stops, including but not limited to: adequate bus stop and layover space, transit shelters with real-time bus arrival information, bike share docking stations, car share facilities, taxi-waiting/call areas, Wi-Fi service, public showers/toilets, bicycle storage and repair facilities, and food and beverage providers.Develop a coordinated permitting proceess for the installation of the support features identified above.	DOT/Metro, Council Offices, DCP, Office of the Mayor, DPW	3.5, 4.1, 4.2	Support Features
SF.14	Off-Street Alternative Energy Charging. Continue to support off-street alternative energy charging and fueling stations within privately and city-owned parking and/or fueling facilities.	DOT, DCP, Mayor's Office, DWP	5.3, 5.4	Support Features
SF.15	On-Board Storage. Work with transit providers to provide an on-board location for the storage of shopping bags and/or luggage.	Metro, DOT	3.4, 4.11	Support Features
SF.16	On-Street Bicycle Corrals.Develop bicycle parking corrals in on-street parking spaces as a public-private partnership. Continue implemention of a pilot program and evaluate the feasibility and criteria for widespread use.	DOT, BSS, BOE, Council Offices	3.8, 3.11	Support Features
SF.17	Operator Judgement of Bicycles on Buses. Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather	DOT, City Council, Mayor's Office, BAC, Metro	3.5, 3.8, 4.11	Support Features

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Program No.	PROGRAM	Department.	Policy	Topic
SF.18	Parking Meter Posts. Develop pilot project to install bicycle parking mechanism on parking meter posts.	DOT Parking	3.8	Support Features
SF.19	Sidewalk Bicycle Parking Program. Continue to install and maintain City-standard bicycle racks on sidewalks. Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets.	DOT, Council Offices	3.8	Support Features
SF.20	Street Furniture Definition. Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities	City Attorney, BSS	1.7, 2.2, 3.8, 2.15	Support Features
SF.21	Street Lighting. Support equitable distribution of funds for appropriate street and/or pedestrian lighting, especially in areas of high crime rate and high volume of pedestrian activities.	BSL, DCP, DOT, Council Offices	1.7, 2.3, 3.2	Support Features
SF.22	Transit District Curbside Management. Manage curb areas adjacent to transit stops to facilitate the loading and unloading of buses, para transit, smart shuttles, van/car pools and taxi queuing. Include curb areas for bicycle parking and car share facilities where space warrants.	DCP, DPW, DOT, Metro & other transit providers	3.5, 3.8, 3.2	Support Features
SF.23	Transit Furniture. Transit furniture shall be prioritized on corridors with the highest rates of public transit ridership; design features shall incorporate aesthetic, comfort, and protection from the elements (sun and rain) considerations. Target the equitable provision of transit furniture throughout the City. Evaluate and pursue all possible alternatives to increase transit furniture in underserved corridors.	DPW, Council Offices	1.7, 2.5, 4.3, 4.6	Support Features
SF.24	Transit Pass. Collaborate with Metro to encourage schools, employers, and residential developers to provide monthly or annual transit passes for their respective students, employees, and residents.	DOT, DCP, LAUSD, Metro	4.8, 4.9, 4.11	Support Features
SF.25	Trash Facilities. Increase the number of trashcans on sidewalks. Work with local business and community organizations to develop an adopt-a-trash can program.	DPW, BOS, Council Offices	1.7, 4.10	Support Features
SF.26	Tree Canopy. Continue to expand the City's tree canopy using tree species that are appropriate for the location, climate, water supply, planting conditions and existing street infrastructure.	LASAN, BSS, BOE, DWP, Tree People, Council Offices	1.7, 3.2, 2.3, 2.4, 3.1	Support Features
SF.27	Turnstile Design. Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.	DOT, City Council, Mayor's Office, BAC	3.5, 4.11	Support Features
SF.28	Bicycle Friendly Businesses. Continue to support Bicycle Friendly Business Program	DOT, Council Offices	2.6	Support Features

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Appendix A: References

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Appendix B: Inventory of Designated Scenic Highways and Guidelines

Scenic Highways Guidelines

Corridor Plans for each designated Scenic Highway should be prepared in accordance with each corridor's individual character or concept. These Corridor Plans may be incorporated into specific plan or district plan ordinances. In the absence of such adopted Scenic Corridor Plans, the following interim guidelines are established as part of this Plan:

1. Roadway

a. Design and alignment of a Scenic Highway roadway must include considerations of safety and capacity as well as preservation and enhancement of scenic resources. However, where a standard roadway design or roadway realignment would destroy a scenic feature or preclude visual access to a scenic feature cited in Appendix B of this Plan, design alternatives must be considered through preparation of an environmental impact report.

b. Design characteristics such as curves, changes of direction and topography which provide identity to individual Scenic Highways shall be preserved to the maximum extent feasible.

2. Earthwork / Grading

a. Grading for new cuts or fills shall be minimized. Angular cuts and fills shall be avoided to the maximum extent feasible.

b. All grading shall be contoured to match with the surrounding terrain.

c. In order to negate the environmental impacts of grading in designated Hillside Areas (as depicted on Bureau of Engineering Basic Grid Map No. A-13372), maximum effort shall be made to balance cut and fill on-site.

3. Planting / Landscaping

a. Fire-resistant native plants and trees shall be utilized in any parkway landscaping along Scenic Highways located within designated Hillside Areas.

b. In designated Hillside Areas, where previous plant material has been washed away or destroyed (due to excessive rainfall, fire, grading, etc.) erosion-controlling plants shall be planted to prevent erosion and mud/land slides. Such Hillside parkways and slope easements shall either be hydro-seeded, or terraced and then planted, with native fire-resistant plants.

c. Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.

d. Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature listed in Appendix E of this Element. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.

e. Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width (1) to accommodate left turn channelization within one hundred feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline 3c above, and that the resulting median width is not less than eight (8) feet.

4. Signs / Outdoor Advertising

a. Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway.

b. Off-site outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within five hundred feet of the center line of, a Scenic Highway.

c. A standard condition for discretionary land use approvals involving parcels zoned for non-residential use located within five hundred feet of the center line of a Scenic Highway shall be compliance with the sign requirements of the CR zone.

d. Designated Scenic Highways shall have first priority for removal of nonconforming billboards or signs. Such priority extends to properties located along, or within five hundred feet of the center line of, designated Scenic Highways.

5. Utilities

a. To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the center line of a Scenic Highway shall be placed underground.

b. Where undergrounding of such utilities is not feasible, all such new or relocated tilities shall be screened to reduce their visibility from a Scenic Highway.

Scenic Byways Guidelines

Guidelines for Scenic Byways designated in the Community Plans should be established as part of the Community Plan Update or Revision process, with guidelines tailored to local considerations. Such guidelines may be incorporated into the Community Plan text or into a Community Design Overlay (CDO). Guidelines for scenic byway protection and/or enhancement should consider the following aspects:

1. Roadway Design and Alignment
2. Parkway Planting / Landscaping
3. Signs / Outdoor Advertising Restrictions
4. Utilities (e.g. undergrounding of new or relocated utility facilities)
5. Opportunity for Enhanced Non-motorized Circulation

Selection Criteria for Scenic Highways and Byways

1. Scenic Highways

Any proposed Scenic Highway should correspond to one of the following basic types:

- (1) An arterial street or state highway which traverses area(s) of natural scenic quality in undeveloped or sparsely developed areas of the City; OR
- (2) An arterial street which traverses urban area(s) of cultural, historical or aesthetic value which merit protection and enhancement.
- Specific criteria to be considered in the evaluation of proposed scenic highways include:
- 3) Visual impact of scenic features or area,
- (4) Type/angle/duration of view + location of viewer,
- (5) Vegetation (type and extent), and/or
- (6) Scenic characteristics

2. Scenic Byways

Any proposed Scenic Byway to be designated by a Community Plan shall correspond to one of the following basic types:

- (1) A non-arterial street which traverses an area of natural scenic quality in an undeveloped or sparsely developed area of the City;
- OR (2) A non-arterial street which traverses or borders significant Open Space (as depicted in Figure 6-1 of the Citywide General Plan Framework).

Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Adams Blvd	Figueroa to Crenshaw	
Avenue of the Stars	Santa Monica to Pico	Wide landscaped median, fountains
Balboa Blvd	1.Fwy. 5 to Sesnon; 2.Victory to Burbank Blvd	Streets should be designed so as to least disrupt the scenic qualities of the area it traverses. Sepulveda Basin, park access
Barham Blvd	Fwy. 101 to Forest Lawn Dr.	Dramatic pass with northerly Valley views
Beverly Glen Blvd.	Ventura Blvd. to Sunset Blvd.	Winding cross mountain road; valley views
Big Tujunga Canyon Blvd.	Fwy. 210 to northerly City boundary	Canyon road with impressive views of rugged mountains
Brand Blvd	Sepulveda to City boundary	Landscaped median
Broadway	98th St. to 112th St.	Wide landscaped median
Burbank Blvd	Balboa to Fwy. 405	Sepulveda Basin, park access
Burton Way	Le Doux Rd to City boundary with Beverly Hills	Wide landscaped median
Coldwater Canyon Dr	Ventura Blvd to City boundary with Beverly Hills	Winding cross mountain road providing access to the Mulholland Scenic Parkway
Colorado Blvd	Eagledale to Monte Bonito	(Specific Plan Ord. No. 168,046)
Crenshaw Blvd	Fwy. 10 to Slauson	
Culver Blvd	Vista Del Mar to Ballona Creek	Ocean and Marina views, Ballona wetlands
Eagle Rock Blvd	NE'ly Verdugo Rd to Colorado Blvd	Landscaped median
Forest Lawn Dr	Barham to Griffith Park Dr.	Winding road past Hollywood Hills; gateway to Griffith Park
Fwy. 5	Fwy. 210 to N'ly City limit	State Scenic Highway
Fwy. 101	Topanga Canyon Blvd to W'ly City limit	State Scenic Highway
Fwy, 118	DeSoto Ave to W'ly City limit	State Scenic Highway
Fwy. 210	Fwy. 5 to E'ly City limit	State Scenic Highway
Glendale Blvd	LA River Bridge to City Boundary with Glendale	Wide landscaped median
Harbor Blvd	Vincent Thomas Bridge to Crescent Ave + future alignment to Shepard St	Views of historic San Pedro and the Port
Highland Ave	Wilshire to Melrose	Landscaped median, significant palm trees
Huntington Dr N	Monterey Rd to E'ly City limit	Wide landscaped median
John S. Gibson Blvd	Harry Bridges Blvd to Pacific Ave	Views of harbor activities, Vincent Thomas Bridge
La Tuna Canyon Blvd	Sunland Blvd to Fwy. 210	Views of ranches in Verdugo Hills
Laurel Canyon Blvd	Ventura Blvd to Hollywood Blvd	Winding cross mountain road through rustic area

Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Leimert Blvd	MLK to 43rd Place	Landscaped median
Lincoln Blvd (Highway Route 1)	Venice Blvd to City boundary with Santa Monica	State Scenic Highway
Los Feliz Blvd	Riverside Dr to Western Ave	Hillside and city views
Monterey Rd	Hardison Way to Huntington Dr	
Mountaingate Dr	Canyonback Sepulveda	Landscaped median
Mullholland Dr	1.Fwy. 101 westerly to Mulholland Hwy; 2.Mulholland Hwy to Valley Circle Blvd	(Specific Plan Ord. No. 167,943) Panoramic views, "ribbon of park"
Pacific Avenue/Front St	John S. Gibson Blvd to Harbor Blvd	Views of Vincent Thomas Bridge; views of historic San Pedro and Port
Pacific Coast Highway (Highway Rte. 1)	Entire alignment N. of Fwy. 10 (City portion)	State Scenic Highway
Palisades Dr	Sunset Blvd to N'ly terminus	Wide mountain road; good landscaping and ocean views
Paseo del Mar	Western Ave to Gaffey St	Hillside bluff route with ocean views, park access
Plummer St	Valley Circle to Topanga Canyon	(LAMC 17.05-T)
Porter Ranch Streets Corbin Ave Mason Ave Rinaldi St Sesnon Blvd Winnetka Ave	(future streets)	(Specific Ord. No. 166,-068)
Reseda Blvd	1.Portion N. of Rinaldi; 2.Ventura Blvd. to S'ly terminus	Street should be designed so as to least disrupt scenic qualities of the hillside area it traverses
Rinaldi St *	Fwy. 405 to Corbin Ave	Hillside street with good mountain, Valley Views
Riverside Dr	Los Feliz Blvd to Stadium Way	Essential link in "chain of parks" concept
Santa Monica Blvd	Sepulveda to City Boundary with Beverly Hills	
Santa Susana Pass Rd	Entire alignment within City	Dramatic pass; hillside and Valley views
San Vicente Blvd	1.Pico Blvd to Colgate Ave; 2.Goshen Ave to 26th St	Wide street with landscaped median [Specific Plan Ord. No. 161,766]; wide landscaped median
Sepulveda Blvd	1.Fwy 405 to Sunset Blvd; 2.Rayen St. to Devonshire St	Old cross mountain road with tunnel, views of mountains and Valley Wide street with landscaped median

Inventory of Designated Scenic Highways

Street Name	Alignment	Scenic Features or Resources/Comment
Sesnon Blvd *	Winnetka Ave to Balboa Blvd	Street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Sherman Way	Variel to Kester	Wide street, landscaped median
Shepard Street	Pacific Ave to Gaffey St	Views of harbor, ocean
Silver Lake Blvd	Duane St to Armstrong Ave	Views to and from Reservoir; landscaped setbacks
Stadium Way	Fwy. 5 to Fwy. 110	Winding drive through Elysian Park
Sunland Blvd	Chivers Ave. to Fwy. 210	Hillside views
Sunset Blvd	PCH to City Boundary with Beverly Hills	Views of mountains, estates, UCLA campus
Tampa Ave	Portion N. of Devonshire St	Street should be designed so as to least disrupt the scenic qualities of the hillside area it traverses
Temescal Canyon Rd	PCH to Sunset Blvd	Broad avenue lined with parks and amenities
Topanga Canyon Blvd (Highway Rte. 27)	PCH to Mulholland Dr (City portion)	State Scenic Highway
Valley Circle Blvd	Mulholland Dr. to Plummer St.	"country road" winding past Chatsworth Reservoir with views of "Twelve Apostles" rock formations (LAMC 17.05-T.)
Venice Blvd	Longwood to Abbot Kinney	Wide street, landscaped median
Ventura Blvd	Valley Circle to Fwy. 405	(Specific Plan Ord. No. 166,650)
Vermont Ave	Gage to Gardena Blvd	Wide street, landscaped median
Vineland Ave	Ventura Blvd to Magnolia	Landscaped median
Vista del Mar	Culver Blvd to Imperial Highway	Sand dunes and ocean views
Wentworth St	Sheldon St to Fwy. 210	Views of hills, Hansen Dam and Tujunga Wash
Western Ave	1.25th St to Paseo del Mar; 2. Franklin Ave to Los Feliz	Hillside and ocean views Hillside and city views
White Oak Ave	Rinaldi to Devonshire	Deodar trees cultural-historic monument
Wilshire Blvd	1.Beverly Hills boundary to Malcom Ave; 2.Sycamore to Fairfax	(Specific Plan Ord. No. 155,044) Miracle Mile; landscaped median
Woodley Ave	Victory to Burbank Blvd	Park access; Sepulveda Basin
25th St	Western Ave to W'ly City boundary	Hillside and ocean views
Avenue 64	York Blvd to N'ly City boundary	

City of Los Angeles Transportation Element 1999 - Appendix E

Appendix C: Funding Resources

Funding Resources and Opportunities

Transportation improvements are funded through multiple departments and are subject to prioritized project lists. As part of the discussion about smart investments, it is necessary to identify a diverse cross section of revenue sources that can feasibly implement the improvements proposed in the Plan. This section outlines potential funding opportunities at the federal, state, regional, and local level and discusses various options that are currently being explored or studied by regional and City agencies. The following also includes revenue sources that are currently used to fund Transportation related projects.

Federal Funding Sources

Many of the enhancements proposed in the Mobility Element qualify for Federal Aid.

National Highway System (NHS)

These funds are typically restricted to projects located on the National Highway System.

Surface Transportation Program (STP)

STP funds can be used on any public roads that are not classified as local roads or minor collectors. Such roads are referred to as federal-aid roads or highways. However projects or improvements to bridges, safety, carpool related, and bicycle/pedestrian infrastructure care exempt from the highway restriction.[1]

Congestion Mitigation and Air Quality (CMAQ) Improvement

The CMAQ program funds transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible projects include: transit improvements, travel demand strategies, traffic flow improvements, and fleet conversions to cleaner fuel[2].

Transportation Investment Generating Economic Recovery (TIGER)

The United States Department of Transportation invests in road, rail, transit, and port projects that will have a significant impact on the Nation, region, or a metropolitan area. To date, Congress has dedicated $1.5 billion for TIGER I, $600 million for TIGER II, $526.944 million in 2011, and $500 million in 2012. The TIGER Discretionary Grants have awarded projects that are multi-modal, multi-jurisdictional, or are difficult to fund through existing programs.[3]

Fixed Guideway Capital Investment Grants Program (New Starts and Small Starts)

The New Starts program provides funds for the construction of fixed guideway systems or extensions to existing guideway systems. The Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. New Starts projects must cost more than $75 million and have a total capital cost of more than $250 million, while Small Starts projects must cost less than $75 million and have a total capital cost of less than $250 million.

The New Starts and Small Starts programs were funded through the Safe, Accountale, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and was reauthorized through the Moving Ahead for Progress in the 21st Century Act (MAP-21). Map-21 authorized $1.9 billion for 2013 and $1.9 billion for 2014. Funds are available for five years (the fiscal year in which the amount is made plus four additional years.[4]

Land & Water Conservation Fund (LWCF)

The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources. The LWCF could fund the development of river-adjacent bicycle facilities.

Petroleum Violation Escrow Account (PVEA)

PVEA funds come from fines paid by oil companies in the 1970's for violating oil price caps set by the federal government. The Department of Energy's State Energy and Weatherization Assistance Program distribute the money at the state level through grants. PVEA funds projects with an emphasis on energy saving including public transportation and bridge construction or maintenance.

State Funding Sources

California's principal source of state revenue for transportation is the state excise tax on motor vehicle fuels; this includes motor vehicle fuel, diesel fuel, and alternative fuels on a per-gallon basis. Approximately 49.7% of the State's transportation funding was attributed to the State Fuel Excise Tax, 20.8% to the sales tax on Motor Vehicle Fuel

Much of the money available at the State level is funded through the State Transportation Improvement Program (STIP), which includes revenue from the State Highway Account (SHA) and

1 *State of California Department of Transportation, Division of Local Assistance. Local Assistance Program Guidelines: Processing Procedures for Implementing Federal and/or State Funded Local Public Transportation Projects. December 2008*

2 *Ibid*

3 *United States Department of Transportation. TIGER Grants. www.dot.gov/tiger*

4 *U.S. Department of Transportation Federal Transit Administration. Notice of FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and FTA Fiscal Year 2013 Apportionments, Allocations, Program Information and Interim Guidance. http://www.fta.dot.gov/documents/2012-10-10_MAP-21_FINAL.pdf*

TEA-21 fund allocated to the State.

Active Transportation Program (ATP)

As of September 26, 2013, the ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Environmental Enhancement and Mitigation Program (EEMP)

The Environmental Enhancement and Mitigation (EEM) Program has a total of $10 million each year to local, state, and federal governmental agencies and to nonprofit organizations. Projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. The four categories of the grant are:

- Highway landscaping and urban forestry projects
- Resource lands projects
- Roadside recreation projects
- Mitigation projects beyond the scope of the lead agency

All projects are funded on a reimbursement basis of the state's proportionate share of actual costs. No matching funds, cost shares, or other funding sources are required to apply from the EEM grant. However, projects that include the greatest proportion of other moentary sources of funding are rated highest. Grants are limited to $350,000.

Office of Traffic Safety (OTS) Grant

Office of Traffic Safety Grants (OTS) fund safety programs and equipment. Bicycle and Pedestrian Safety is a specifically identified priority. This category of grants includes enforcement and education programs, which can encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations. The grant cycle typically begins with a request for proposals in October, which are due the following January. In 2009, OTS awarded $82 million to 203 agencies.[5]

Recreational Trails Program (RTP)

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with restrictions for new trails on federal lands);
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Safe Routes to Schools (SR2S)

The Safe Routes to Schools (SR2S) program provides funds to local governments to improve safety and efforts that promote walking and bicycling within communities. The main objective of the SR2S grant is to increase the number of children walking and bicycling to school by removing barriers such as lack of infrastructure, unsafe infrastructure, and lack of programs to educate children, parents, and members of the community. The program rates proposals on the following factors:

- Demonstrated need of the applicant.
- Potential of the proposal for reducing child injuries and fatalities.
- Potential of the proposal for encouraging increased walking and bicycling among students.
- Identification of safety hazards.
- Identification of current and potential walking and bicycling routes to school.

Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials.

The State's SR2S program is authorized through Streets & Highways Code Section 2330-2334 and was extended indefinitely through AB 57. In 2012, SR2S awarded $48.5 million in funds to 139 projects; about $24.45 million is available annually.[6]

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5 *Caltrans. EEM Program Information. http://dot.ca.gov/hq/LocalPrograms/EEM/program-info2.htm*

6 *Caltrans. Safe Routes to School program information. http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm*

Regional Funding Sources

A major portion of state funding from the State Transportation Improvement Program (STIP) is allocated to Regional Transportation Planning Agencies (RTPAs). In California, 75 percent of STIP funds are sent to the Regional Transportation Improvement Programs (RTIP). The City of Los Angeles falls under the jurisdiction of the Los Angeles County Metropolitan Transportation Authority (Metro). Metro works with the Southern California of Governments (SCAG), the Metropolitan Planning Organization (MPO), to develop a Regional Transportation Plan (RTP) every four years. The RTP is critical to the region's transportation projects because without it, proposed projects would not qualify for Federal and State funding. [7]

Metro: Call for Projects Program

Much of the funds available for local transportation programs are funded through Metro's Call for Projects program. Metro accepts project applications every other year in eight modal categories.[8]

- Regional Surface Transportation Improvements
- Goods Movement Improvements
- Signal Synchronization & Bus Speed Improvements
- Transportation Demand Management
- Bicycle Improvements
- Pedestrian Improvements
- Transit Capital
- Transportation Enhancement Activities

Approved projects are ranked, prioritized, and integrated into the Los Angeles County Transportation Improvement Program (TIP) as part of the five-year program of scheduled projects.[9]

Transportation Development Act (TDA), Article 3

The Transportation Development Act (TDA), Article 3 funds are administered by Metro, to local jurisdictions annually. 15 percent of the TDA funds are allocated to the City and County; 30 percent going to the City and 70 percent to the County. TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, restrooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public

Congestion Mitigation Fee Program

The Congestion Mitigation Fee Program was proposed by Metro (through a joint study effort with local jurisdictions and agencies) to meet the state mandated Congestion Management Program (CMP) Deficiency Plan requirements. The one-time fee would be applied to all types of new development projects to help mitigate the impact of growth on the regional transportation network through transportation improvements. A feasibility study was completed in 2008, yet the program has not yet been adopted [10]

Local Funding Sources

While the availability of Federal and State grants are adequate sources to fill the gap in necessary funds, they only provide a temporary fix to the ongoing deficit in funding. Regional and local sources can provide a more stable, reliable, and long-term solution to the shortage in transportation improvement funds. However, the limited supply of funds available for transportation improvements and programs are already stretched thin and will require additional sources of revenue to supplement new projects and programs. The following are City's major sources of revenue that fund transportation related projects and programs:

Proposition A Local Transit Assistance Fund

The Proposition A Local Transit Assistance Fund consists of money allocated by the County, based on population. Revenue generated from the ½ cent sales tax is used for the planning administration, and operation of citywide public transportation programs.

Proposition C Transit Improvement Fund

The Proposition C Transit Improvement Fund receives funds from the ½ cent sales tax increase approved in Los Angeles County in 1990. The funds are allocated on a per capita basis and may be used for public transit, paratransit, and the repair and maintenance of streets used by public transit.

Measure R Local Traffic Relief and Rail Expansion Fund

Measure R is a countywide, ½ cent sales tax that funds local and countywide transportation projects and programs. Passed in 2008, this 30-year tax is expected to generate $40 billion, create 210,000 construction jobs, fund vital county and local transportation projects, and accelerate the timeline of projects in development. Measure R local return funds are a key source of revenue used to fund street maintenance and improvement projects, traffic relief, transit programs and upgrades, and bicycle and pedestrian programs.

7 *Caltrans. Global Gateways Program. http://www.dot.ca.gov/hq/tpp/offices/ogm/products_files/GGDP_Final_Report.pdf*

8 *Los Angeles County Metropolitan Transportation Authority (METRO). Call for Projects Overview. http://www.metro.net/projects/call_projects/.*

9 *Los Angeles County Metropolitan Transit Authority (Metro). Call for Projects Overview. http://www.metro.net/projects/call_projects/*

10 *LACMTA Congestion Management Program. (2013). Metro – Congestion Management Program. http://www.metro.net/projects/congestion_mgmt_pgm/*

Measure J and Extension of Measure R

Measure J was an effort to extend the Measure R Transit Sales Tax by another 30 years. The Measure was put on the ballot in June 2012, but failed to receive the necessary 2/3s vote to pass. Revenue from the 30-year period was expected to be approximately $90 billion from 2039-2069. While Measure R will not expire until 2039, there is still a need to plan for a funding mechanism or tax that will replace it.

Additional Funding and Leveraging Opportunities

In addition to sources of transportation funding that it has not traditionally relied upon, the City may be able to secure transportation dollars in the future through several existing, but as yet untapped or underutilized, sources of funds. Moreover, the City could potentially benefit from entirely new sources-sources that do not yet exist but are being considered by transportation policymakers and stakeholders.

Special Revenue Funds

According to the City Controller's Office, as of June 30, 2012 there are over 500 Special Revenue Funds in the City of Los Angeles. These funds consist of fees and monies collected for specific purposes and have specific expenditure provisions. While many accounts are actively being used, there is a possibility that the balances of many inactive funds can be used for transportation improvements.

Bicycle Plan Trust Fund

Following the adoption of the Citywide Bicycle Plan in 2010, the City created the Bicycle Trust Fund in 2011 to collect developer mitigation fees. These fees are used to fund the implementation of bicycle projects and programs of the Bicycle Plan. The City requires conditions of approvals or development agreements, for land use projects, that include the contribution of funds to implement improvements that benefit surrounding communities.

Developer Trust Funds

The City has created 10 trust funds (funded primarily with the Transportation Impact Assessment Fee) that are dedicated for specific transportation projects.

High Priority Projects

There may be an opportunity for the City to obtain 80% of the funding for its unfunded capital projects from Congressional earmarks for "High Priority Projects." The process for obtaining High Priority Project funding is highly discretionary and may not be dependent on well-defined funding criteria. The City would benefit by seeking support for projects through a congressional representative.

Congestion Pricing (Currently being studied by SCAG)

Utilizing a fee or charge to make the best use of existing/future investments in highway, roadway, and/or parking infrastructure. Fees would depend on congestion at the time of use; users would pay more during peak periods of travel or high demand. Different types of congestion pricing include:

- **Facility Pricing.** Charges a toll for the use of all lanes of a road, a bridge, or a short road segment
- **Express Lanes.** HOT lanes; separate lanes of freeway
- **Cordon Pricing.** Fee is charged every time a vehicle crosses a boundary in/out of a congested area
- **Express Parking.** Pricing of parking varies by weekday, weekend, and availability
- **Area Wide Pricing.** Charge is applied to vehicle driving anywhere in a larger area)county or region)
- **VMT.** Fee is applied based on the number of miles traveled (used instead of the gas tax, see below)
- **Emissions Fees.** Variable fees based on the level and type of emissions/pollutants a classification of vehicles produce (encourage a shift to cleaner burner engines..)

Congestion Mitigation Fee

Metro proposed a countywide Congestion Mitigation Fee Programs to meet the State-mandated requirements of the Congestion management Program (CMP) Deficiency Plan to mitigate the impact of new development (2003). The Congestion Mitigation Fee would be applied to new development projects seeking a building permit. This one-time fee would be used to fund transportation projects in each jurisdiction's project list. Each jurisdiction determines the specific fee-per-trip by developing a transportation list that takes into account expected growth in the city and would also generate a fee schedule by land use type.[11]

Although Metro is the Congestion Management Agency, revenue collected by each jurisdiction would stay in the City; control over projects and spending would stay in the local government.

Rental Car Fees

Many states and cities across the country assess a rental car tax to offset the impact of those cars on streets and highways- the State of California and the City of Los Angeles do not. If the City were to levy a 2% tax on all car rentals in the City it could generate $7 million annually.[12]

Developer Mitigations

Funding through mitigation fees or development agreements can be used strictly for street improvement in the area, rather than beautification projects.

Trash Franchise Fees

The fees collected through a Franchise Fee could be used to repair roads used by private and/or public haulers. There would be a logical nexus between the fee and the use of revenue because a truck carrying 10 times the weight of a car does 1,000 times more damage to a road than a car.

11 *Southern California Association of Governments SCAG. (2011). Express travel choices Study. http://www.expresstravelchoices.org/docManager/1000000066/FAQ_110113.pdf*

12 *Metro. Congestion Management Program: Congestion Mitigation Fee Study. http://media.metro.net/board/Items/2013/05_may/20130515p&pitem15.pdf*

General Obligation Bond (Street/Infrastructure Bond)

Is backed by revenue from property taxes and requires a two-thirds voter approval.

Incremental Sales Tax Assessment

In July 2011, the State Tax dropped 1 percent, reducing Los Angeles County's Sales Tax to 8.75. A voter-approved increase of 1/4th of 1 percent by the City would result in $100 million annually. *However, it is significant to note that in 2012 voters failed to approve (Measure J) an extension of the current half-cent tax (Measure R). Measure R will expire in 2039.

Special Tax Assessment

An assessment district can be created, at the request of a majority of property owners, to finance improvements in the defined area. All property owners that benefit from improvements would be subject to an assessment (based on how much the property is expected to benefit from the improvement).

Mello-Roos District

The City can form a special, community facilities district (subject to two-thirds approval of property owners in the area) that can finance public infrastructure through the sale of bonds.

Infrastructure Financing District (IFD)

The City or County can create IFDs to pay for regional scale public works projects. IFDs divert property tax increment revenue for up to 30 years. These funds cannot be used for maintenance, repairs, operating costs, and services. The City must first develop an infrastructure plan, send copies to all landowners, consult with local governments, hold a public hearing, and gain approval from all local agencies that will contribute its property tax increment to IFD. In addition two-thirds voter approval is required to form an IFD and issue bonds.

Mark Roos District

Local government facilities can be financed by bank bond pools, funded by bond proceeds. The pool (formed under a Joint Powers Authority) can buy any legally issued debt instrument within or without its geographic area.

General Road User Fees

Similar to tolls implemented on highways, user fees can be applied to City streets.

Transportation Utility Fees

Legal difference between fee and tax, using the "rational nexus test"

- Service needs must be directly relatable to those bearing the cost
- The cost must be allocated proportionally to benefits
- The facilities funded must be part of a comprehensive plan; the fee must account for taxes paid toward transportation so property owners are not double-billed
- The fee revenues must be used for their intended purposes in a timely manner

*proposes a direct fee on those using road/ similar to toll roads

America Fast Forward

In response to the growing need for federal financing to improve transportation infrastructure, Metro, the City of Los Angeles, and a number of municipalities in the US proposed legislation to provide more flexible federal bond and loan programs. America Fast Forward proposes a new federal financing approach to leverage transportation projects by using tax code incentive s and credit assistance through two pieces of legislation: Qualified Transportation Improvement Bonds (QTIB) and the Enhanced Transportation Infrastructure Finance and Innovation Act Program (TIFIA). While TIFIA was adopted in 2012, QTIB has yet to be approved. However, QTIB has the support of mayors across the US and provides an opportunity for state and local governments to maximize infrastructure investment through public-private financing mechanisms.[13]

Qualified Transportation Improvement Bonds (QTIB)

Qualified Transportation Improvement Bonds (QTIB) would create a new class of qualified tax credit bonds, similar to those created for forestry, conservation, renewable energy projects, energy conservation, qualified zone academics, and new school construction. The qualified tax credit bonds would be issued by state, local, or other eligible issuers where the federal government subsidizes most or all the interest cost through granting investors annual tax credits in lieu of interest payments. Annual bond authorizations would be $4.5 billion annually; unissued amounts could be carried forward to a future year The QTIB proposal has not been adopted by Congress, but it reflects the growing demand for more flexible transportation financing.

Enhanced Transportation Infrastructure Finance and Innovation Act Program (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) authorizes the federal government to make conditional credit commitments to large projects or programs that meet national infrastructure investment goals. The U.S. Department of Transportation (USDOT) can provide: secured/direct loans, loan guarantees, and lines of credit. Reauthorization of the Transportation Bill (MAP-21) increased the maximum federal share on projects from 33 percent to 49 percent.This guarantees lower interest rates for transportation agencies and decreases the overall cost of projects. Eligible projects must have costs that equal or exceed at least one of the following:

- $50 million;
- $25 million for a rural project;
- $15 million for an intelligent transportation system (ITS) project; or
- 1/3 of the most recently-completed fiscal year's formula apportionments for the States in which the project is located.[14]

13 *Metro. America Fast Fordward. http://americafastforward.net/*

14 *Metro. America Fast Forward: The TIFIA Provision. http://americafastforward.net/wp-content/uploads/2013/03/AFF_TIFA.pdf*

Appendix D: Glossary of Transportation Terms

Accessibility: Accessibility is the ability to reach destinations. While mobility focuses on ***how*** you are getting somewhere, accessibility emphasizes ***where*** you are going and incorporates land use aspects within transportation planning. Accessibility is the goal of a good transportation system with the end result of increasing the ease of traveling to desired destinations such as jobs, recreation, and other resources.

Active Transportation: consists of pedestrians and bicyclists. Active transportation refers to an interconnected system of pedestrians and bicyclists that are better integrated with and more likely to use public transit.

Alignment: identifies the general location of a current or future roadway.

At-grade crossing: A junction where bicycle path or sidewalk users cross a roadway at the same level as motor vehicle traffic, as opposed to a grade-separated crossing where users cross over or under the roadway using a bridge or tunnel.

ATSAC: Automatics Traffic Surveillance and Control. Developed during the 1984 Olympics, the System monitors and adjusts the traffic signal system based on real-time data to help alleviate traffic congestions.

Bicycle-Enhanced Network (BEN): The BEN is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system.

Bicycle facilities: A general term used to describe all types of bicycle-related infrastructure including linear bikeways and other provisions to accommodate or encourage bicycling, including bicycle racks and lockers, bikeways, and showers at employment destinations.

Bicycle Lane: A striped lane for one-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II bikeway.

Bicycle Path: A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users. Caltrans refers to this facility as a Class I Bikeway which "Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."

Bicycle Route: A shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway – "Provides for shared use with pedestrian or motor vehicle traffic."

Bike Boulevard: A roadway that motorists may use, but that prioritizes bicycle traffic through the use of various treatments to slow motorists and enhance the bicycle level of service. Directional signage, bicycle amenities, and other enhancements are most often used together.

Bikeway: A generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

California Department of Transportation (Caltrans): State agency responsible for the design, construction, operation, and maintenance of the State highway system (includes interstate and state highways)

California Environmental Quality Act (CEQA): CEQA was enacted in 1970 to protect the environment by requiring public agencies to analyze and disclose the potential environmental impacts of proposed land use decisions. Any public or private project with potential adverse effects upon the environment is subject to CEQA and must be reviewed by decision makers and the public. For more information, visit the California Natural Resources Agency page on CEQA Guidelines.

CA MUTCD: The CALTRANS Manual on Uniform Traffic Control Devices, which designates standards for signage and pavement markings.

Capacity: Capacity is the measure of a transportation facility's ability to accommodate a moving stream of people or vehicles in a given period of time.

Class I Bikeway: CALTRANS HDM designation. See "bicycle path".

Class II Bikeway: CALTRANS HDM designation. See "bicycle lane".

Class III Bikeway: CALTRANS HDM designation. See "bicycle route".

Class IV Bikeway: CALTRANS HDM designation. See "protected bicyle lane".

Clearance, lateral: Width required for safe passage of bicycle path users as measured on a horizontal plane.

Clearance, vertical: Height required for safe passage of bicycle path users as measured on a vertical plane.

Complete streets: Also known as living streets, complete streets are designed to be safe and comfortable for road users of all modes, ages, and abilities. This includes: pedestrians, public transit vehicles and riders, bicyclists, and motorists.

Complete Streets Networks: A layering of different street networks based on mode of transportation, with each layer incorporating complete streets principles. The concept of Complete Streets Networks is being utilized in this update of the Mobility Element.

CTCDC: The California Traffic Control Devices Committee establishes standards and designs for the signs, stripping, pavement markings and signalization included in CA MUTCD.

CROW Manual: Bicycle facility and design manual from the Netherlands.

Enhanced Complete Street System: Is a network of major streets that facilitate multi-modal mobility within the citywide transportation system. This system consists of four networks: Pedestrian-Enhanced Districts (PEDs), Bicycle-Enhanced Network (BEN), Transit-Enhanced Network (TEN), and the Vehicle-Enhanced Network (VEN). The four proposed networks work together as a layered network of complete streets.

Environmental Impact Report (EIR): An environmental impact report is a document that describes and analyzes the

significant environmental effects of a project and discusses ways to mitigate or avoid these effects (California Code of Regulations §15362). An EIR is required under CEQA if an initial study indicates that a proposed project may cause one or more significant effects on the environment.

"First-mile, last-mile" solutions: A term used in transportation planning to illustrate the hurdle of getting people to and from a transportation hub and their final destination. An example of a first/last-mile solution in the city of Los Angeles is the DASH system in Downtown. It connects people from Union Station to their workplace and vice versa on their commutes home. Another solution could be compact, foldable bikes that can easily be brought onto buses, rail, or trains. First and last mile solutions encourage the use of public transport by offering easy ways to connect people to and from their final destinations. See the City's 2009 "Maximizing Mobility in Los Angeles" for more information about first-mile, last-mile solutions in LA.

Gaps

Connection Gaps: Connection gaps are missing segments (1/4 mile long or less) on a clearly defined and otherwise well-connected bikeway. Major barriers standing between bicycle destinations and clearly defined routes also represent connection gaps.

Linear Gaps: Similar to connection gaps, linear gaps are 1/2-to one-mile long missing link segments on a clearly defined and otherwise well-connected bikeway.

Corridor Gaps: On clearly defined and otherwise well-connected bikeway, corridor gaps are missing links longer than one mile. These gaps will sometimes encompass an entire street corridor where bicycle facilities are desired but do not currently exist.

System Gaps: Larger geographic areas (e.g., a neighborhood or business district) where few or no bikeways exist would be are identified as system gaps. A geographic gap is identified where the density of bikeways in one part of the City is less than the density of bikeways in another part of the City.

General Plan: The policy foundation for all growth and land development in a jurisdiction. The City of Los Angeles General Plan consists of the Framework Element, eight additional elements, and 35 Community Plans forming the Land Use Element. The Mobility Element will replace the City's 1999 Transportation Element.

Geographic Information System (GIS): A collection of computer hardware, software, and geographic data for capturing, storing, manipulating, analyzing, and displaying all forms of geographically referenced information.

Geometry: The vertical and horizontal characteristics of a transportation facility, typically defined in terms of gradient, degrees, and super elevation.

Goods movement: The transport of for-sale products from their manufacturing origin to their final destination where they will be sold. Moving goods can involve many different types of transport such as airplanes, cargo ships, trains, and trucks.

Grade-separated crossing: A bridge or tunnel allowing pedestrians and bicyclists to cross a major roadway without conflict.

Green streets: Streets that incorporate environmentally-friendly design or infrastructure. Examples of green street measures are permeable paving and native plant landscaping, which can both help conserve water and reduce urban runoff without sacrificing aesthetic quality.

Highway Design Manual (HDM): Caltrans Highway Design Manual for the design of transportation facilities including streets and bikeways.

Lead Agency: The primary public agency responsible for managing and carrying out a project. (The City of Los Angeles Department of City Planning is the Lead Agency in the Mobility Element Update project)

Level of service (LOS): Term for the measurement of how well automobile traffic "flows" on a roadway system or how well an intersection functions.

Livable neighborhood: The concept that a neighborhood that meets the needs and desires of its residents, businesses, and visitors. Factors impacting livability include safety, affordability, health, access, sustainability, diversity, or businesses. A livable neighborhood is often described as a neighborhood that kids can play safely in or where people enjoy spending time in their local community.

Loop detector: A device placed in the pavement at intersections to detect a vehicle or bicycle and trigger a signal or provide green time.

Medians: Area in the center of the roadway that separates directional traffic. Medians may be painted and leveled with the surrounding roadway or "raised" using curb and gutter. Medians may include landscaping, concrete, striping or any combination thereof.

Mitigation Measure: If a proposed project is subject to CEQA, mitigation measures are proposed to eliminate, avoid, rectify, compensate for, or reduce that effect on the environment.

Mobility: Mobility is the ability to move around. It takes into consideration how people are getting from place to place (i.e. walking, biking, bus, auto, etc) and how fast. In general, improving mobility improves accessibility.

Mode share: Also called mode split, refers to the number or percentage of travelers using a certain mode of transportation.

MPP LADOT: Manual of Policies and Procedures used by the City's Department of Transportation

Multi-modal transportation: Refers to a transportation system that considers various modes or ways of getting around (public transit, walking, biking, car, etc.)

MUTCD: Federal Manual on Uniform Traffic Control Devices, which designates standards for signage and pavement markings. CA MUTCD has jurisdiction in California.

Neighborhood Enhanced Network: Slow-moving, locally serving streets that promote the safety of all roadway users.

Non-Motorized Transportation: Refers to modes of travel such as walking and biking. (also includes equestrians)

Notice of Preparation (NOP): A Notice of Preparation is a document stating that an EIR will be prepared for a particular project. It is the first step in the EIR process (14 California Code of Regulations §15082). The NOP includes a description of the project, location indicated on an attached map, probable environmental effects of the project.

Paved shoulder: The outer edge of the roadway beyond the outer stripe edge that provides a place for bicyclists when it is

wide enough (3 ft. minimum), free of debris, and does not contain rumble strips or other obstructions.

Pavement marking: Any marking on the surface of the pavement that gives directions to motorists and other road users in the proper use of the road. The MUTCD determines the standard marking in California for state and local use.

Pedestrian-Enhanced Districts (PEDs): The PEDs are an analysis of a snapshot in time of areas where pedestrian improvements are prioritized relative to other modes. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunity areas.

Performance metrics: Standards and measurements for performance results. In transportation planning, the most commonly used performance metrics measure vehicle throughput and delay (congestion).

Protected Bicycle Lanes/ Cycle Tracks: Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention.

Refuge islands: Raised medians which may be used by pedestrians or bicyclists at intersections or mid-block for assistance with crossing wide streets or signalized intersections.

Regional Transportation Plan (RTP): A plan to meet the region's long-term mobility needs by connecting transportation and land use policy decisions. The RTP is prepared by the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization (MPO) of this region.

Right of way (ROW): The legally granted access that a roadway or other transportation facility can use. It is important to note that the right of way can extend beyond the asphalt in a street and can also include non-street land such as former railroad lines.

Sensitive receptors: A term from the Environmental Protection Agency that refers to areas with occupants more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Sensitive receptors include (but are not limited to) hospitals, schools, daycare facilities, elderly housing and convalescent facilities.

Shared pathway: A path that permits more than one type of user, such as a path designated for use by both pedestrians and bicyclists.

Shared roadway: A roadway where bicyclists and motor vehicles share the same space with no striped bicycle lane. Any roadway where bicycles are not prohibited by law (i.e. interstate highways or freeways) is a shared roadway.

Sight distance: The distance a person can see along an unobstructed line of sight.

Single-occupancy vehicle: A private car that is being used to transport only one person, the driver.

Southern California Association of Governments (SCAG): SCAG is a Joint Powers Authority and the Metropolitan Planning Organization (MPO) for this region. Their main task is to develop a Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) every four years. These documents identify transportation priorities for the region.

Street classifications: Arterial – Major streets that are very wide with multiple lanes; Non Arterial – Local streets that are not very wide. These are the type of streets that usually run through neighborhoods. Learn more about street classifications here.

Streetscape: The visual appearance, physical forms, and character of a street. Examples of streetscape elements include roadways, medians, sidewalks, street furniture, crosswalks, signs, open space, and landscaping, among many other factors. View common street features in our Street Features Glossary.

Traffic calming: Changes in street alignment, installation of barriers, and other physical measures employed to reduce traffic speeds and/or cut-through traffic volumes in the interest of street safety, livability, and other public purposes.

Traffic control devices: Signs, signals, or pavement markings whether permanent or temporary, placed on or adjacent to a travel way by authority of a public body having jurisdiction to regulate, warn, or guide traffic. CA MUTCD/MUTCD designates standards.

Traffic volume: The number of vehicles that pass a specific point for a specific amount of time (hour, day, year).

Transit-Enhanced Network (TEN): The proposed TEN will improve existing and future bus service on arterial streets by prioritizing improvements for transit riders.

Transportation Demand Management (TDM): Strategies that influence long-term travel behavior. The aim of TDM is to improve mobility and decrease negative impacts such as traffic congestion and air pollution. TDM strategies can include: ride-sharing, providing commuter subsidies, promoting walking and biking, and encouraging flexible work schedules.

Transportation System Management (TSM): Strategies that make better use of the existing transportation system by improving signalization, re-striping lanes for turning vehicles, or providing real-time traffic information. TSM strategies aim to increase efficiency and capacity in the short-term.

Utilitarian trips: Trips that are not for recreational purposes, such as running errands.

Vehicle Enhanced Network (VEN): The proposed VEN consists of enhancements, on a select group of streets, to prioritize the efficient movement of motor vehicles.

Wayfinding signs: Signs typically placed at road and bicycle path junctions (decision points) to guide bikeway users toward a destination or experience.

Walkable neighborhood: A neighborhood in which people can safely and easily walk to a variety of local destinations and resources.

Wide curb lane: A 14 foot (or greater) wide outside lane adjacent to the curb of a roadway, that provides space for bicyclists to ride next to (to the right of) motor vehicles. Also referred to as a "wide outside lane". If adjacent to parking, 22 feet in width may also be considered a wide curb lane.

Appendix E: Glossary of Acronyms

AASHTO - American Association of State Highway and Transportation Officials

AB - Assembly Bill

APC - Area Planning Commission

BAC - Bicycle Advisory Committee (City of Los Angeles)

BFS - Bicycle Friendly Street

BLOS - Bicycle Level of Service

BoE - Bureau of Engineering (Department of Public Works)

BoS - Bureau of Sanitation (Department of Public Works)

BP - Bicycle Plan

BPIT - Bicycle Plan Implementation Team

BRT - Bus Rapid Transit

BSL - Bureau of Street Lighting (Department of Public Works) BSS - Bureau of Street Services (Department of Public Works) BTA - Bicycle Transportation Account (Caltrans)

BTSP - Bicycle Transportation Strategic Plan (Metro)

CA DMV - California Department of Motor Vehicles

CA MUTCD - California Manual on Uniform Traffic Control Devices Caltrans - California Department of Transportation

CDL - Commercial Driver License

CEQA - California Environmental Quality Act

CFP - Call for Projects (Metro)

CMAQ - Congestion Mitigation and Air Quality

CRA - Community Redevelopment Agency

CSHTS - California Statewide Household Travel Survey

CTCDC - California Traffic Control Device Committee

DBS - Department of Building and Safety

DCP - Department of City Planning

DEIR - Draft Environmental Impact Report

DOT - Department of Transportation

DPW - Department of Public Works

DUI - Driving Under the Influence (of alcohol or drugs) EAD - Environmental Affairs Department

EIR - Environmental Impact Report

GHG - Greenhouse Gas

GIS - Geographic Information System

GSD - General Services Department

HDM - Highway Design Manual (Caltrans) HSIP - Highway Safety Improvement Program ITA - Information Technology Agency

LACMTA - Los Angeles County Metropolitan Transportation Authority (also Metro)

LAMC - Los Angeles Municipal Code

LAPD - Los Angeles Police Department

LAUSD - Los Angeles Unified School District

LAWA - Los Angeles World Airports

LOS - Level of Service

Metro - Los Angeles County Metropolitan Transportation Authority (also LACMTA or MTA)

MUTCD - Manual on Uniform Traffic Control Devices (Federal) NHTS - National Household Travel Survey

OTS - Office of Traffic Safety (State of California)

PBCAT - Pedestrian and Bicycle Crash Analysis Tool

PMS - Pavement Management System POLA - Port of Los Angeles

PSA - Public Service Announcement RAP - Recreation and Parks

ROW - Right-of-Way

RTP - Recreational Trails Program

RTPA - Regional Transportation Planning Agency

RUS - Recreational Use Statute

SAFTEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SB - Senate Bill

SCAG - Southern California Association of Governments

SCS - Sustainable Community Strategy

SLM - Shared Lane Marking (also "sharrow")

SLPP - State Local Partnership Program

SR2S - Safe Routes to School (CA State Program) SRTS - Safe Routes to School (Federal Program) SWITRS - Statewide Integrated Traffic Records System TDA - Transportation Development Act

TEA-21 - Transportation Equity Act of the 21st Century TIMP - Traffic Impact and Mitigation Studies

VMT - Vehicle Miles Traveled

Appendix F: Inventory of Modified Street Designations

INVENTORY OF MODIFIED STREET DESIGNATIONS			
Street	**Alignment**	**Standard Street Designation**	**Comment on Modified Street Designation**
3rd St	Doheny Dr to City of Beverly Hills boundary	Collector	No future dedication required.
Alcazar St	Eastlake Ave to Soto St	Collector	Modified standards set forth in USC HSC, Council File #14-0267-81
Abbot Kinney	Main St to Plams Blvd	Avenue III	Venice Plan calls for a 70' R.O.W. w/ 50' roadway.
Beverly Blvd	Western Ave to La Cienega Blvd	Avenue I	No widening in excess of the existing roadway (Wilshire Plan)
Beverly Glen Blvd	Mulholland Dr to Sunset Blvd	Scenic Arterial Mountain	No widening, realigning or improvement to increase traffic capacity (Bel Air - Beverly Crest Plan)
Biggy St	Zonal Ave to Eastlake Ave	Local	Modified standards set forth in USC HSC, Council File #14-0267-81
Bixel St	Miramar St to Wilshire Blvd	Avenue II	Modified standards are set forth in the Central City West Specific Plan.
Boyle Ave	Pleasant Ave to Whittier Blvd	Ave II	Modified standards set forth in Boyle Heights Community Plan
Califa St	Topanga Canyon Blvd to Canoga Av	Collector	Modified standards are set forth in the Warner Center Specific Plan.
Centinela Ave	Culver City Boundary to 90 Freeway	Ave I	See navigateLA for specific segment modifications
Century Blvd	Sepulveda Blvd to Aviation	Blvd I	Modified Standards are set forth in the Century Corridor Streetscape Plan
Century Blvd	Aviation to La Cienega	Blvd I	Modified Standards are set forth in the Century Corridor Streetscape Plan
Century Blvd	Grape St to Laurel Pl	Collector	Modified standards set forth in Jordan Downs Specific Plan
Cesar Chavez Ave	Cummings St to Mott St	Ave II	Modified standards set forth in Boyle Heights Community Plan
Coldwater Canyon Dr	Mulholland Dr to Beverly Hills City boundary	Scenic Arterial Mountain	No widening, realigning or improvement to increase traffic capacity (Bel Air - Beverly Crest Plan)
Crenshaw Blvd	Pico Blvd to 79th St	Avenue I	Modified standards are set forth in the West Adams - Baldwin Hills - Leimert Plan

INVENTORY OF MODIFIED STREET DESIGNATIONS			
Crescent Heights Blvd	Wilshire Blvd to Rosewood Av	Avenue III	Roadway restricted to current width along single family, low and low medium density residential areas. Permit flaring or other types of improvements at the commercial intersections of Wilshire, Third Street, and Beverly Boulevard. The City may acquire dedication, 100 feet beyond the alley behind these intersections for improvements only if the adjacent lots are ever developed with commercial, commercial parking or high or medium density multiple family residential uses.
Culver Blvd	City Boundary near Lincoln Blvd to Vista Del Mar	Ave III	No further dedication required
DeSoto Ave	Fwy 101 bridge to Victory Blvd	Boulevard II	Modified standards set forth in Warner Center Specific Plan
Eastlake Ave/Norfolk St	Alcazar St to Soto St	Collector	Modified standards set forth in USC HSC, Council File #14-0267-81
Enchandia St	Cesar Chavez Ave to Pleasant Ave	Ave II	Modified standards set forth in Boyle Heights Community Plan
Glencoe St	Washington Bl to Maxella Av	Avenue II	Modified standards set forth in Glencoe - Maxella Specific Plan
Glendale Blvd	1st Street to Fwy 101 viaduct	Boulevard II	Modified standards are set forth in the Central City West Specific Plan
Grand Ave	Temple St to 4th St	Boulevard II	Modified standards will conform to the Conceptual Rendering of Pedestrian Amenities and Linkages [Exhibt A, attached to Council file No. 02-1238] relating to the Grand Avenue Promenade project.
Grand Ave	4th St to 5th Street	Avenue II	Modified standards will conform to the Conceptual Rendering of Pedestrian Amenities and Linkages [Exhibt A, attached to Council file No. 02-1238] relating to the Grand Avenue Promenade project.
Highland Ave	Melrose Av to Rosewood	Divided Avenue I	Retain medians; trees to be preserved; no improvements beyond the existing right-of-way (Wilshire Plan)
Highland Ave	Rosewood to Wilshire	Divided Avenue I	Retain medians; trees to be preserved; no improvements beyond the existing right-of-way (Wilshire Plan)
Hope St	6th St to Olympic	Avenue II	Modified standards set forth in the Downtown Street Standards.
Laurel Canyon Blvd	Lookout Mountain to Mulholland Dr	Avenue II	No widening, realigning or improvement to increase traffic capacity (Bel Air - Beverly Crest Plan)
Motor Ave	10 Freeway to Venice Blvd	Ave II	See navigateLA for specific segment modifications
Mulholland Dr	Mulholland Hwy to Lakeridge Rd	Scenic Parkway	No changes or improvement may be made to the alignment or design of Mulholland Drive without the prior approval of the City Council. Mulholland Drive must remain at its existing alignment and the width of the right-of-way must remain as is. Mulholland Drive shall consist of two travel lanes, one in each direction, with a maximum width of 15 feet per lane. The shoulder shall be five feet wide.(Ord. 167,943)

INVENTORY OF MODIFIED STREET DESIGNATIONS			
Overland Ave	Pico Blvd to La Grange Av	Collector	No street widening shall be permitted, except for any currently scheduled realignment project at Pico Blvd. This restriction is in effect as long as fronting properties remain in the Low Density Housing Category. (West Los Angeles Plan)
Oxnard St	Lindley Ave to Louise Ave	Ave II	No further dedication required
Playground St	Alcazar St to Norfolk St	Local	Modified standards set forth in USC HSC, Council File #14-0267-81
Pleasant Ave	Enchandia St to Boyle Ave	Ave II	Modified standards set forth in Boyle Heights Community Plan
Redondo Blvd	Venice Blvd to La Brea	Collector	Wilshire Plan calls for 70' R.O.W./50' roadway to accommodate Class II bikeway.
Robertson Blvd	Whitworth to 18th St	Avenue II	Wilshire Plan calls for 80' R.O.W./60' Roadway
Santa Fe Ave	1st St to 4th St	Ave III	See Metro Connect US plan for detailed cross sections.
San Vicente Blvd	Santa Monica City Limits to Goshen Av	Boulevard II	No roadway alignment changes shall be made on the San Vicente Scenic Corridor (except for safety improvements) without a public hearing, to be held by the Board of Public Works, notification of which shall be posted along the right-of-way and published in a newspaper of local circulation at least 16 days prior to the hearing date. (Ord. 161,766)
Sunset Blvd	City of Beverly Hills boundary to 405 fwy	Avenue I	Per Bel Air – Beverly Crest Plan text, Sunset is not to be widened for the purpose of increasing capacity.
Sunset Blvd	405 fwy to PCH	Avenue I - Avenue II (from Swarthmore to Rustic Lane)	Per Brentwood – Pacific Palisades Plan Footnote No.14, Sunset is not to be widened for the purpose of increasing capacity during the Plan's 20-year life. [thru June, 2018]
Victory Blvd	De Soto Av to Topanga Canyon Blvd	Boulevard I	Modified standards are set forth in the Warner Center Specific Plan.
Vista Del Mar	Culver Blvd to Imperial Hwy	Ave III	No further dedication required
Wilshire Blvd	San Vicente Blvd to Sweetzer	Boulevard II	No widening in excess of existing roadway (Wilshire Plan)
Wilshire Blvd	Sweetzer to Lafayette Park Pl	Avenue I	No widening in excess of existing roadway (Wilshire Plan)
White Oak Ave	Rinaldi St to Devonshire St	Avenue II	Any additional improvement shall be limited to 54 feet in width between curbs to protect the historic and cultural deodar trees. (Granada Community Plan)
Modified Street Standards for Specific Area Geographies			
For modified street standards in the Sylmar Community Plan, West Adams Community Plan, Hollywood Community Plan, Cornfield Arroyo Specific Plan (CASP), Downtown area, and Warner Center Specific Plan areas, please see the related community plans, CASP document, Downtown Street Standards document, and Warner Center Specific Plan for detailed cross sections on modified street segments.			




LA/2B
The road ahead.