

## REPORT OF THE CHIEF LEGISLATIVE ANALYST

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DATE: October 6, 2022

TO: Honorable Members of the Council

FROM: Sharon M. Tso *smtso*  
Chief Legislative Analyst

Council File Nos: 15-0719-S26; 22-0910  
Assignment No: 22-06-0425

SUBJECT: Mobility Plan 2035 (MP2035) Implementation and City Mobility Plan Street Improvement Measures

### SUMMARY

On June 30, 2022, an initiative petition entitled “City Mobility Plan Street Improvement Measures” was filed with the City Clerk (C.F. 22-0910). The stated goal of the initiative is to prioritize safe streets through required implementation of the MP2035, adopted by Council on August 11, 2015, when making improvements to City streets to encourage more pedestrian activity, make it safer to bike, and improve bus speeds, while saving lives, reducing traffic, and improving air quality. The initiative does not include a revenue component.

The City Clerk completed the initiative petition verification of signatures on August 8, 2022 and presented their certification of sufficiency to the Council on August 9, 2022.

On August 24, 2022, the Council adopted a City Attorney prepared ballot resolution to submit the proposed initiative ordinance, without alteration, to a vote of the electors of the City at the regularly-scheduled Primary Nominating Election on March 5, 2024. Section 711(d) of the Election Code states that the proponents can withdraw this initiative at any point before Council takes action, and at any point after, as long as it is 88 days before the Election (e.g., for March 2024, that would be December 8, 2023) and only with the approval of the proponents and the City Council.

On June 29, 2022, the Council approved actions initiated by Motion (Martinez, de León, Harris-Dawson, Price, Rodriguez – Wesson), as amended (Attachment 1), that includes instructions for departmental reports relative to MP2035 implementation in response to the “City Mobility Plan Street Improvement Measures” ballot measure. The instructions to this Office fall under the following four general categories:

- MP2035 Status and Implementation.
- Departmental Coordination and Project Oversight.
- Capital Planning Activities.
- Community Engagement and Outreach.

After discussions with affected departments, this report includes recommendations to incorporate MP2035 implementation into the Annual City Budget process in order to provide for a yearly discussion of MP2035 implementation strategies and resource needs, as well as the allocation of funding and staffing requirements across departments. Additional time is necessary for departmental staff to compile data associated with an assessment of MP2035 implementation to date, including miles of infrastructure

funded, under construction, and/or completed, and details of implementation in each Council District and within each quintile of Community Health and Equity Index. Subsequent reports that are prepared in response to the following recommendations will provide further information on plans, programs, and projects to meet the City's mobility goals.

## RECOMMENDATIONS

That the Council:

1. Establish the Mobility Plan 2035 (MP2035) Goals and associated Objectives (Attachment 2) as the primary guide for departmental/project funding requests and for measuring the progress of MP2035 implementation.
2. Request that the Mayor incorporate MP2035 departmental/project funding requests and corresponding performance metrics for measuring the progress of MP2035 implementation in the Fiscal Year (FY) 2023-24 Proposed Budget.
3. Direct City departments, with assistance from the City Administrative Officer (CAO), as follows:
  - a. Incorporate corresponding MP2035 Goals and associated Objectives into the Annual City Budget process through the assignment of each Objective to corresponding Departmental and/or Non-departmental FY 2023-24 Proposed Budgets;
  - b. Prepare and present long-term implementation work plans, including equitable community engagement strategies, for each Objective within MP2035 Goals; and
  - c. Establish a direct link between the MP2035 Goals and associated Objectives (Attachment 2) and the Action Plan Programs (Attachment 4), including the addition of priorities, to ensure clarity and consistency with the overall intent of achieving an equitable and safe transportation system that balances the needs of all road users.
4. Based on the assignment of each Objective within MP2035 Goals to corresponding budgets under Recommendation No. 3 above, designate lead City departments and agencies as the appropriate entities to establish new and/or revise respective existing Citywide Mobility Corridors and Neighborhood Mobility Corridors.
5. Direct MP2035 lead departments, bureaus, and agencies to prepare and submit FY 2023-24 Proposed Budget packages for resources needed to/for:
  - a. Support improved coordination for work plans within the public right-of-way.
  - b. Achieve progress towards full build-out of multimodal transportation infrastructure identified in MP2035, including the feasibility of a set-aside within the Bureau of Street Services (BOSS) resurfacing program dedicated for mobility corridors and scheduled partnership with the Department of Transportation (LADOT).
  - c. Update Bureau of Engineering (BOE) street standards to currently recognized best practices.
  - d. Include community mobility planning during the Department of City Planning Community Plan updates, including updating designated network maps based on community input, local mobility needs, and technical evaluation.
  - e. Create a publicly accessible Mobility Plan Implementation Dashboard, including the appropriate host department, resources needed, and potential integration with other transportation and public works geographical information system (GIS) databases.

- f. Conduct appeal hearings and develop mechanisms to involve existing City advisory committees in oversight of Mobility Plan implementation.
6. Instruct LADOT and the Department of Public Works, with assistance from the CAO, to report on the work being done by the existing working groups (Attachment 5) and make recommendations to improve coordination amongst City departments and agencies with regard to the delivery of projects and services, including the potential development of shared performance metrics, prioritization of installation and infrastructure maintenance based on relevant data, improved utilization of City forces, and the coordination of resurfacing projects with other public works programs.

## DISCUSSION

On June 30, 2022, an initiative petition entitled “City Mobility Plan Street Improvement Measures” was filed with the City Clerk (C.F. 22-0910). Specifically, the ballot measure would:

- Require the City, when performing a paving project or other modification of at least 1/8 of a mile on a City-owned right-of-way, to install MP2035 street enhancements. Restriping, pothole repairs, utility cuts, and emergency repairs are exempt. No other exemptions are provided in the ballot measure ordinance. No specific projects or policy priorities are identified in the initiative and no funding sources or fees are cited to fund the additional street improvement requirements.
- Require the City to deploy an Open Data publicly-accessible portal or project website to monitor and evaluate data regarding MP2035 implementation. No funding sources or fees are identified in the ballot measure ordinance to fund the costs of the public monitoring portal/website.
- Create a private right of action for any individual residing in the City to bring a civil action (lawsuit) against the City to enjoin violations of the ordinance or to compel compliance with the ordinance. The enforcement provision also provides that parties bringing an enforcement action against the City may be awarded litigation costs and attorneys’ fees should they prevail in any civil action brought against the City pursuant to the ordinance. The ballot measure ordinance precludes any award of litigation costs or attorneys’ fees for the City should it prevail in an enforcement action.

On June 29, 2022, the Council approved Motion (Martinez, de León, Harris-Dawson, Price, Rodriguez – Wesson), as amended (Attachment 1), that includes numerous instructions for reports relative to MP2035 implementation in response to the submission of the “City Mobility Plan Street Improvement Measures.” At the August 24, 2022 meeting, the Council discussed the pressing need for MP2035 implementation across the City to increase sustainable multimodal transportation options, reduce the number of traffic fatalities, and add infrastructure, particularly in historically disinvested communities, to protect the safety of pedestrians and bicyclists.

## **MP2035 Status and Implementation**

It is important to begin a discussion of MP2035 with a clear understanding of the intent of the approved MP2035 document. The purpose is to provide a policy foundation for achieving a transportation system that balances the needs of all road users. This policy foundation is not an implementation tool with specific projects, rather it is both a working guide and a reference document intended to help the City and other agencies in equitably allocating resource dollars when determining future mobility improvements.

As described in the document, MP2035 implementation depends on the following 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; and, 4) political support.

The Mobility Plan clearly states that the implementation of improvements to the City's transportation networks would not automatically occur as a result of its adoption. The street segments indicated on the network concept maps 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. Further design, development, and specific right-of-way treatments would be determined only after further study and discussion with the community and City leadership, as well as subsequent funding allocations.

After numerous discussions with departmental staff, it appears that MP2035 is being used as intended in the development of transportation infrastructure projects, based on resources provided, input from affected stakeholders, and political support. Through the MP2035 Action Plan programs, MP2035 networks are elevated to become projects in departmental work plans for further stages of project development. Various implementation-focused teams throughout the City collaborate to advance prioritized projects through further stages of project development, design, and construction. Based on comments articulated by the ballot initiative proponents, however, the City's approach to implementing multimodal projects is unclear, slow, disjointed, and ineffective.

The Mobility Plan includes five broad Goals and associated Objectives (Attachment 2), Key Policy Initiatives (Attachment 3), and 173 Action Plan programs (Attachment 4), which are intended to guide MP2035 implementation and help measure progress. The Goals, however, are equal in weight and do not clearly define the City's high-level mobility priorities. Furthermore, there does not appear to be a formal relationship between the Objectives within each Goal and Action Plan programs. Lastly, the link between MP2035 Action Plan programs, the designated lead and supporting departments, and City budgetary programs are also not clearly defined. This situation complicates the ability to implement and assess MP2035 progress, as well as the ability to develop and/or amend MP2035 implementation strategies.

It is important for the Council to formally establish MP2035 Goals and associated Objectives (Attachment 2) as the primary guide for ensuring citywide investments through funding requests, particularly for historically underserved communities, as well as for measuring the progress of MP2035 implementation. After discussions with the CAO, they indicated that it is feasible to incorporate progress of MP2035 implementation into the Annual City Budget process through the assignment of each Goal and associated Objectives to corresponding Departmental and/or Non-departmental FY 2023-24 Proposed Budgets. This approach would provide clear direction to departments to prepare long-term implementation work plans, including equitable community engagement strategies that adhere to corresponding MP2035 Key Policies (Attachment 3). These actions would more fully and more transparently integrate the Mobility Plan into the ongoing street infrastructure development efforts and also provide an opportunity for the public, including Neighborhood Councils, to view, comment, and build consensus on the City's intended work plan for each year. This will also result in an alignment between budgetary programs and Mobility Plan 2035 implementation, within the context of all City priorities, as well as to provide for an annual public discussion on MP2035 implementation strategies and resource needs. The inclusion of a supplemental schedule in the annual budget documents would also highlight funding included in each departmental and non-departmental budget for specific MP2035 implementation efforts, along with the prior year funding and expenditures. Individual projects that involve capital improvements would also be included in the Five-Year Capital and Technology Improvement Plan Book and the CTIEP.

There is currently no overall assessment of miles of MP2035 infrastructure funded, under construction, and/or completed. According to the Department of City Planning, staff is in the process of collecting MP2035 Action Plan program updates, which are expected to be presented to the City Planning Commission and Council in late fall 2022 as a Five-Year Progress Report. A key component of the Five-Year Progress Report is anticipated to be the status of current capital planning activities and an evaluation of the City's progress towards meeting the Goals, Objectives, policies, and programs that are listed in the MP2035.

While the ballot initiative would require the City, when performing a paving project or other modification of at least 1/8 of a mile on a City-owned right-of-way, to install MP2035 street enhancements, the nature of these enhancements is undefined. Moreover, MP2035 states that "priorities and perspectives continually evolve. New techniques and superior methods to achieve the MP2035 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." Successful implementation of the Mobility Plan will involve work to develop coherence among plans and priorities and the efforts by all stakeholders to collaboratively address the current conditions. Incorporating the MP2035 into the City's Annual Budget process would facilitate the performance of this work.

#### **Departmental Coordination and Project Oversight**

The Council action also included numerous instructions related to evaluating existing entities and processes for coordinating between LADOT and the Department of Public Works, making recommendations to improve coordination, and recommendations related to creating a Unified Project Coordination Office or other strategies to improve alignment between the City's resurfacing/reconstruction programs, MP2035 implementation, and other projects in the public right-of-way, as well as the use of City forces to design and construct street projects and shared performance metrics.

It is important to note the existing various ongoing interdepartmental coordination and oversight working groups that meet on a regular basis to discuss the implementation and delivery of roadway projects (Attachment 5). Working together, City departments and agencies collectively implement projects and events in the public right-of-way. Some examples include: LA Al Fresco, People St, Great Streets, Slow Streets, Bicycle Parking, Bike Share, Carshare, Open Street events, and more. These items create infrastructure or programmatic elements along MP2035 networks and streets throughout the City that improve mobility for all Angelenos.

Aside from ongoing interdepartmental working groups, new coordination efforts are also being implemented through recent Council action. For example, in response to previous Council direction to develop grant coordination guidelines, LADOT, BOE, and BOSS collaborated to identify a strategy for submitting transportation grant applications through improved advanced planning, prioritization, and citywide coordination (C.F. 14-0499-S1). This effort introduced a Project Eligibility Checklist for mobility projects that outlines the requirements for transportation projects considering grant funding. Staff refer to the MP2035 networks as the initial framework from which to elevate concepts into projects, which can then be shared with the affected communities and considered for further design, funding, and development.

Furthermore, on March 9, 2022, Council adopted a review process (C.F. 21-1015) through which City projects will be considered by Mayor and Council as federal and state grant fund guidelines are released, which incorporates the City's Capital and Technology Improvement Expenditure Program (CTIEP) along with additional criteria.

Before the City begins the process of creating a new Unified Project Coordination Office, which would likely require additional resources, LADOT and the Department of Public Works should report with their perspectives on the work being done by the existing working groups and recommended improvements to improve coordination.

### **Capital Planning Activities**

The Council instructions included direction to provide a status of current capital planning activities and recommendations for coordination and/or integration, including the following efforts:

*BOE pilot sidewalk inventory (C.F. 21-1469):* In a joint report dated April 19, 2022, BOE and BOSS provided an overview of current City efforts to inventory the condition of street infrastructure, inclusive of road and curb conditions and the development of an Enterprise Asset Management System within BOSS. The joint report proposed a pilot assessment program to be established in FY 2022-23 to assess areas and to allow BOE to identify the necessary resources and methodologies for a citywide assessment. No additional funding or staff positions were approved as part of the FY 2022-23 Adopted Budget.

*BOSS asset management system:* The Bureau has migrated to a fully digital system for street sweeping operators; is testing the transfer of the resurfacing program to be fully digital; and is working to overlay sidewalk, curb/gutter, transit shelter installation/maintenance, and tree planting/maintenance into the system. These efforts will help optimize the Bureau's work and provide an opportunity to possibly integrate or expand to other City agencies.

*LADOT Mobility Investment Program (MIP) (C.F. 19-1373):* As part of the City's implementation efforts, LADOT evaluates the MP2035 visionary networks to select corridors or locations for further evaluation and community engagement. This type of assessment takes place under the umbrella of the MIP and various programs, including Vision Zero, Active Transportation, and Safe Routes to School, to name a few. LADOT created the MIP specifically to improve project delivery and develop capital improvement plans for transportation investments. The MIP functions as the database of projects in the sequence of anticipated implementation. Through these programs, LADOT staff select and prioritize projects based on a variety of policy goals, including safety, equity, sustainability, and connectivity, as instructed by Council.

*The Bridge Improvement Program (C.F. 22-0600-S49):* BOE is developing a strategic plan for future bridge improvements that will include a new commitment to incorporate multimodal elements for each new bridge retrofit project. Staff recently submitted a planning grant application to the Federal Highway Administration for funding to perform preliminary engineering, prepare a programmatic environmental document for 36 structurally deficient high-priority bridges, and conduct community engagement activities.

*The CAO Capital Improvement Expenditure Plan (C.F. 21-0039):* The CAO's January 26, 2022 report responds to Motion (Martinez - Price) that instructed staff to develop a plan for reforming the City's capital infrastructure programs to address equity objectives within low-income communities of color. The CAO has provided preliminary information on investment data trends for areas of the City and anticipates working with departments to identify current assessments and strategic planning documents to determine investment needs/resource gaps.

### **Community Engagement and Outreach**

The Council instructions include direction to provide recommendations on equitable community engagement for installation of new infrastructure and an extended planning horizon to support improved community engagement. The ballot initiative requirement to install MP2035 street enhancements does not address the City's legal obligation to conduct community outreach when developing street projects. The ballot initiative language is limited to requiring the City to deploy an open data portal or project website that would provide the public access to monitoring and evaluating data for the implementation of Mobility Plan.

MP2035 underwent legal environmental review as it is a component of the City's General Plan. Individual projects are also subject to environmental review and the required community engagement activities. Similarly, the Mobility Plan also discusses requirements associated with the Americans with Disabilities Act of 1991 and accommodating the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Any roadway infrastructure projects, particularly the addition of bike lanes, involves trade-offs regarding the use of limited right-of-way. In 2019, the City executed a settlement agreement for two actions filed by "Fix the City, Inc." in connection to MP2035 implementation. The settlement agreement identifies a MP2035 Outreach Protocol that includes specific outreach and engagement requirements depending on the type of project. The terms of this agreement created new processes for implementing MP2035 projects on certain corridors where there is a proposed travel lane reduction. The new requirements create a longer timeframe for implementation due to new procedures for additional community engagement and analysis.

Because of the required MP2035 Outreach Protocol, it is uncertain if the ballot initiative requiring the City to automatically install MP2035 street enhancements when repaving would immediately result in more multimodal infrastructure. Successful implementation of the Mobility Plan will involve work to develop coherence among plans and priorities and the efforts by all stakeholders to collaboratively address the current conditions. Incorporating the MP2035 into the City's Annual Budget process would facilitate the performance of this work.

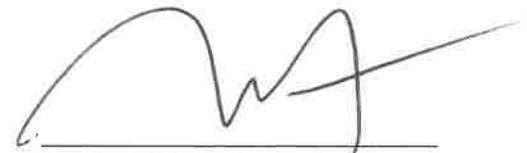
### **CONCLUSION**

In order to fully and more transparently integrate the Mobility Plan into street infrastructure development efforts, the City should incorporate MP2035 implementation into the Annual City Budget process to guide actions and investments over time. As previously discussed, the CAO indicates that it is feasible to incorporate MP2035 implementation into the development of the FY2023-24 Proposed Budget. This will result in an alignment between budgetary programs and Mobility Plan 2035 implementation, within the context of all City priorities, as well as to provide for an annual public discussion on MP2035 implementation strategies and resource needs. This approach would highlight MP2035 Goals and associated Objectives for each lead department within the context of long-term implementation work plans and would also allow participation by the public, including Neighborhood Councils, residents, and all

stakeholders, to view, comment, and build consensus on the City's intended work plan for each year. In order to include this information in the Mayor's Proposed Budget, lead City departments and agencies would need to prepare and submit annual budget packages for resources needed to support improved coordination for work plans within the public right-of-way and annual work plans that will achieve full build-out of Mobility Networks by 2035. This effort could also include resources necessary for BOE to update street standards to currently recognized best practices, community mobility planning during the Department of City Planning Community Plan updates, and creation of a publicly accessible Mobility Plan Implementation Dashboard, as well as recommend amendments to MP2035 Goals and associated Objectives and Action Plan Programs, as needed.

The Council action also included an instruction to report with an appropriate entity to establish and/or revise Citywide Mobility Corridors and Neighborhood Mobility Corridors. Any effort to modify parts of the Mobility Plan may best be accomplished after there is agreement on how the City will implement MP2035 and the roles and responsibilities of each City department and agency.

City staff will continue to work together, prior to the March 5, 2024 election, to provide additional information on MP2035 implementation, as well as to provide further recommendations to improve the development and delivery of the City's street-related infrastructure projects and programs. These efforts could achieve many of the goals identified in the ballot initiative.



Maria Souza-Rountree  
Analyst

- Attachments:
1. Council File No. 15-0719-S26, June 29, 2022, Council Action
  2. Mobility Plan 2035 Goals and associated Objectives
  3. Mobility Plan 2035 Key Policies
  4. Mobility Plan Action Plan Programs
  5. Interdepartmental Working Groups

SMT:msr

## Attachment 1

- j. Requirement that, by September 15, 2022, the General Manager, LADOT, issue a report regarding Mobility Plan implementation for the prior fiscal year.
  - k. Provide for an urgency exemption to address projects that impact public safety and require immediate attention, outside of the mobility corridor program.
2. DIRECT the Chief Legislative Analyst (CLA), in consultation with the City Administrative Officer (CAO), LADOT, Bureau of Street Services (BSS), Bureau of Engineering (BOE), Bureau of Street Lighting, Bureau of Sanitation, Los Angeles Department of Water and Power, and DCP to report in 60 days with the following:
- a. An assessment of Mobility Plan 2035 implementation to date, including miles of infrastructure funded, under construction, and/or completed, and share of implementation within each Council District and within each quintile of the Community Health and Equity Index.
  - b. The status of current capital planning activities and recommendations for coordination and/or integration, including:
    - i. LADOT's Mobility Investment Program (Council File No. 19-1373).
    - ii. BSS asset management system.
    - iii. BOE pilot sidewalk inventory (Council File No. 21-1469).
    - iv. The CAO Capital Improvement Expenditure Plan (Council File No. 21-0039).
    - v. The Bridge Improvement Program (Council File No. 22-0600-S49).
  - c. An evaluation of existing entities and processes for coordinating between LADOT and the Department of Public Works (DPW), including recommendations to improve coordination.
  - d. Recommendations on the creation of a Unified Project Coordination Office or other strategies to improve alignment between BSS resurfacing and reconstruction programs, Mobility Plan 2035 implementation, and other DPW projects and programs within the public right of way.
  - e. Recommendations on Mobility Plan 2035 implementation strategies, including:
    - i. Shared performance metrics that prioritize installation and maintenance of mobility infrastructure, including annual implementation goals.
    - ii. A set-aside within the BSS resurfacing program dedicated for Mobility Corridors and scheduled in partnership with LADOT.
    - iii. Shared expectations of equitable community engagement for installation of new infrastructure, including opportunities to resource community-based organizations to assist in outreach.
    - iv. Prioritization of installation and maintenance of infrastructure based on objective data including, but not limited to: pavement and sidewalk condition, the High Injury Network or other indicators of fatalities and serious injuries, mobility corridors and connectivity, and health and equity indicators.
    - v. An extended planning horizon to support improved coordination and equitable community engagement that both provides sufficient time for outreach, design and engineering of more challenging projects while allowing rapid implementation of more easily-realized mobility improvements.

## Attachment 1

- vi. Improved utilization of city forces to design and construct street projects, including increasing the use of Targeted Local Hire and Bridge to Jobs.
  - vii. Recommendations for coordinating resurfacing projects with other public works programs, including Urban Forestry, Sidewalk and Transit Amenities Program, Measure W, and the Sidewalk Repair Program for the purposes of delivering holistic street projects for communities.
  - viii. Resources needed to support improved coordination.
  - ix. Resources needed for annual work plans that will achieve full buildout of Mobility Networks by 2035.
- f. Recommendations and resources needed to update BOE street standards to currently recognized best practices.
  - g. Recommendations and resources needed to include community mobility planning during the DCP Community Plan updates, including updating designated network maps based on community input, local mobility needs, and technical evaluation.
  - h. Recommendation of an appropriate commission to conduct appeals hearing and mechanisms to involve existing City advisory committees in oversight of Mobility Plan implementation.
  - i. Recommendations to create a publicly accessible Mobility Plan Implementation Dashboard, including the appropriate host department, resources needed, and potential integration with other transportation and public works GIS databases.
  - j. Possible limits to the scope of the requirement that the General Manager, LADOT, determine that each public works project or program complies with the requirements of this ordinance (Recommendation 1g).

Fiscal Impact Statement: Neither the CAO nor the CLA has completed a financial analysis of this report.

Community Impact Statement: Yes

For:

Pico Union Neighborhood Council

**(Rules, Elections, and Intergovernmental Relations Committee waived consideration of the above matter)**

### SUMMARY

At the joint meeting held on June 22, 2022, your Public Works and Transportation Committees considered a Motion (Martinez, Rodriguez, et al. - Wesson) relative to the Mobility Plan 2035.

After an opportunity for public comment was held, the Public Works Committee moved to approve the recommendations presented in committee, as detailed above. This matter is now forwarded to the Council for its consideration.

# Attachment 1

Respectfully Submitted,

PUBLIC WORKS COMMITTEE

| <u>MEMBER</u> | <u>VOTE</u> |
|---------------|-------------|
| BLUMENFIELD   | YES         |
| LEE           | YES         |
| DE LEÓN       | YES         |
| O'FARRELL     | YES         |
| WESSON        | ABSENT      |

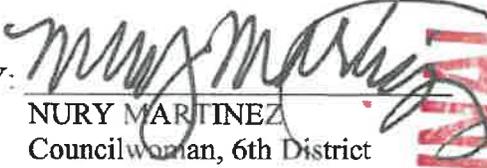
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**-NOT OFFICIAL UNTIL COUNCIL ACTS-**

## MOTION

I MOVE that the matter of the Public Works Committee's report relative to implementation of the Mobility Plan 2035, Item No. 41 on today's Council Agenda (CF 15-0719-S26), BE AMENDED to direct the Chief Legislative Analyst, in consultation with the City Administrative Officer, Department of Transportation, Department of City Planning, Board of Public Works, and first responder departments, to also report in 60 days with the appropriate entity or entities to establish and/or revise Citywide Mobility corridors and Neighborhood Mobility Corridors.

PRESENTED BY:

  
NURY MARTINEZ  
Councilwoman, 6th District

SECONDED BY:


ORIGINAL

June 29, 2022  
majs



# Mobility Plan 2035 Goals and Associated Objectives

## Safety First

1. **Vision Zero:** Decrease transportation related fatality rate to zero by 2035.
2. **Transportation Safety Education:** 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.
3. **Targeted Operating Speeds:** Ensure that 80% of street segments do not exceed targeted operating speeds by 2035. (Refer to Complete Streets Design Guide for targeted operating speeds).
4. **School Slow Zones:** Establish 100 school slow zones operating within 1/2 mile of schools by 2035.
5. **Bikeway Gender Equity:** 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).
6. **Pedestrian Safety:** 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.

## World Class Infrastructure

1. **Bikeway Development Public Outreach:** 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.
2. **Bus Reliability:** 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.
3. **Bus Frequency (1):** Establish an off-peak 10 minute bus frequency on 50% of the Transit Enhanced Network by 2035.
4. **Bus Frequency (2):** Establish an off-peak 15-minute bus frequency on 100% of the Transit Enhanced Network by 2035.

## Attachment 2

5. **Streets Performance Levels:** Achieve established performance levels on 100% of the streets within the Neighborhood Enhanced Network by 2035 (see policy 2.4 Neighborhood Enhanced Network).
6. **Vehicular Travel Time Reliability:** Increase vehicular travel time reliability on all segments of the Vehicle Enhanced Network by 2035.
7. **Sidewalks Condition:** Bring all sidewalks to good condition by 2035. Bring all City-owned streets, tunnels, and bridges to good condition by 2035.
8. **Street Pavement Condition:** Increase the number of roadway segments that have a level of B (Average Pavement Condition Index of 80) or better by 2035.
9. **Freight Transportation Modes:** Increase proportion of freight transportation provided by railroad and intermodal services to 50 by 2035.
10. **Active Transportation Safety Improvements:** Increase share of Measure R local return funds to 20% for active transportation investments with special consideration for active transportation safety improvements.
11. **Complete Streets Improvements:** Dedicate 20% of road reconstruction budgets and capital improvement funds toward complete street improvements.
12. **ATSAC Communications Network:** Maintain the Automated Traffic Control Surveillance and Control System (ATSAC) Communications Network.
13. **Pedestrian Safety Improvements:** 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.

### Access for All Angelenos

1. **Public Transit Access:** Ensure that 90% of households are or have access within one mile of the Transit Enhanced Network by 2035.
2. **Bikeway Access:** 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)
3. **Household Car Ownership:** Increase the percentage of 0/1 car ownership (car-light) households from 50% currently to 75% by 2035.
4. **Household Transportation Costs:** Reduce the average share of household income spent on transportation costs to 10 % by 2035 through the provision of more transportation options.
5. **Shared Use Vehicle Access:** Provide a shared use vehicle within a half-mile of 75% of households by 2035.

## Attachment 2

6. **Shared Use Bicycle Access:** Provide access to bicycle sharing within a quarter mile of 50% of households by 2035.
7. **Curb Ramps:** Install pedestrian access curb ramps at 100% of all intersections by 2035.
8. **Travel Mode Split:** Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

### Collaboration, Communication & Informed Choices

1. **Transit Real-Time Information:** Provide real-time information at all major transit stations by 2020.
2. **Transit Wayfinding:** Implement coordinated wayfinding at all major transit stations by 2035.
3. **Bikeway Wayfinding:** Implement wayfinding along all segments of the completed Bicycle Enhanced Network by 2035.
4. **Street Parking Information:** Install street parking occupancy-detection capability at 50% of on-street parking locations by 2035.
5. **Transit Real-Time Information:** Coordinate communication with regional transportation agencies and neighboring jurisdictions.

### Clean Environments & Healthy Communities

1. **Vehicle Miles Traveled:** Decrease VMT per capita by 5% every five years, to 20% by 2035.
2. **Green House Gas (GHG):** Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP).
3. **City Vehicle Fleet:** Convert 100% of City General Services Division vehicle fleet to alternative fuels and/or zero emission vehicles by 2035.
4. **City Vehicle Fleet:** Convert 100% of City refuse collection trucks and street sweepers to alternative fuels by 2020.
5. **City Vehicle Fleet:** Reduce transportation-related energy use by 95% and reduce maintenance requirements of City vehicle fleet.
6. **Port-Related Diesel Particulate Matter:** Reduce port-related diesel particulate matter emissions by 77%, NOx by 59%, and SOx by 93% by 2023, relative to 2005.
7. **Air Quality:** Reduce the number of unhealthy air quality days to zero by 2025.
8. **Stormwater Runoff:** Reduce the pollutant load of stormwater runoff to meet Total Maximum Daily Load standards.
9. **EV Charging Stations:** Install more than 1,000 new publicly available EV charging stations throughout the City.

### Mobility Plan 2035 Key Policies

#### Key Policy Initiatives:

1. **Complete Streets:** 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.
2. **Transportation Decisions Prioritization:** Use data to prioritize transportation decisions that strive towards equity in safety, public health, access, social benefits, and/or economic benefits.
3. **Land Use and Transportation:** Consider the strong link between land use and transportation.
4. **Equity and Environmental Justice:** Embed equity and environmental justice into the transportation policy framework, project implementation, and action programs.
5. **Green House Gas (GHG):** Target greenhouse gas reductions through a more sustainable transportation system.
6. **First Mile – Last Mile:** Promote “first mile-last mile” connections.
7. **Interdepartmental/Interagency Communications and Coordination:** Improve interdepartmental and interagency communications and coordination with respect to street design and maintenance.
8. **Technology and Wayfinding Use:** 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).
9. **Street Use as Public Place:** Expand the role of the street as a public place.
10. **Green Streets:** Increase the role of “green street” solutions to treat and infiltrate stormwater.
11. **Community Engagement:** Consider community input before implementation of any Mobility Plan projects.
12. **Public Safety:** Consider the needs of public safety when evaluating changes that implement “Complete Streets” improvements.
13. **Transportation Decisions Prioritization:** 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.

Mobility Plan 2035 Action Plan Programs

| Program No. | PROGRAM   | Lead and Supporting Departments  | Goal Policies (in MP2035) | Topic         |
|-------------|---|--|---------------------------|---------------|
| C.1         | Bicycle Ambassador Program. Develop a Bicycle Ambassador program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information.   | DOT, bicycle nonprofits  | 3.5, 2.6, 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 | 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, 14              | Communication |

# Attachment 4

| Program No. | PROGRAM   | Lead and Supporting Departments  | Goal Policies (in MP2035) | 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 Coalition (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, 3.11.4, 2.32.6,     | 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 improvements 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 after 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, 5.44.11              | Data & Analysis |
| 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 |

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| Program No. | PROGRAM   | Lead and Supporting Departments               | Goal Policies (in MP2035) | Topic           |
|-------------|---|---|---------------------------|-----------------|
| 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, 4.14, 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, 2.24, 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   | POLA  | 1.8, 2.84, 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   | DOT, LAPD, ITA                                | 2.10                      | 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   | 1.1                       | Enforcement     |
| 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                         | 1.8                       | 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                    | 1.4                       | 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                                     | 2.8, 4, 12                | Enforcement     |
| ENF.5       | Truck Inspection Areas. Develop a Truck Inspection Program in coordination with Highway Patrol and Port of Los Angeles.   | DOT, POLA, LAPD                               | 1.1                       | Enforcement     |
| ENF.6       | Enforcement Program. Utilize LAPD and LADOT Traffic Officers to identify bicycle lane parking violations and issue citations.   | LAPD, DOT, DPW                                | 4.11, 4.2                 | 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   | 2.6, 1.2                  | Engineering     |
| ENG.2       | Bicycle-Sensitive Detectors. Continue to install bicycle sensitive detectors at all actuated signal controlled intersections, including pavement markings for bicyclists.   | DOT   | 2.5                       | Engineering     |

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| Program No. | PROGRAM  | Lead and Supporting Departments   | Goal Policies (in MP2035) | Topic       |
|-------------|--|---|---------------------------|-------------|
| ENG.3       | Transit Enhanced Network. Collaborate with transit providers to implement the TEN, an approximately 300 mile network of roadway 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  | 2.12                      | Engineering |
| ENG.4       | Bridge Design Program. Incorporate bicycle and pedestrian facilities when designing new or retrofit bridges. Particular attention to bridge underpasses that cross existing or future bicycle/walking paths to ensure design integration.  | DOT, BOE  | 1.1, 1.4, 2.2             | 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   | 1.4, 2.6, 14              | 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, 2.1, 2.2             | 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   | 1.5                       | 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 | 5.5, 2.3, 2, 1.7          | Engineering |
| 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  | 1.7, 1.8, 2.8             | 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   | 2.2, 1.4, 1.2             | 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 | BOE, DOT, DCP, LASAN  | 2.2                       | 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  | 1.4, 2.4, 1, 3.2          | Engineering |
| ENG.13      | Neighborhood Traffic Calming and Slow Zones. Establish a proactive neighborhood traffic management program and institute "slow zones" in targeted areas. Support and advocate for 20 new zones.  | DOT, DCP, CLA, LAPD, Council Offices  | 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 prioritized 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 |

**Attachment 4**

| Program No. | PROGRAM  | Lead and Supporting Departments                                | Goal Policies (in MP2035) | Topic       |
|-------------|--|--|---------------------------|-------------|
| 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, 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, 2.4, 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 |
| 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 ramps, 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  | 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, 4.4, 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, 4.1, 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, 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 |

**Attachment 4**

| Program No. | PROGRAM   | Lead and Supporting Departments               | Goal Policies (in MP2035) | 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   | Mayor's Office, CLA,                          | 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. Regularly 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 |
| 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  |

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| Program No. | PROGRAM  | Lead and Supporting Departments   | Goal Policies (in MP2035) | Topic      |
|-------------|--|---|---------------------------|------------|
| MG.4        | Regional Cooperation. Work cooperatively with adjoining jurisdictions and agencies to coordinate transportation related planning 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, 4.24, 10, 5.25, 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 |
| 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 |

**Attachment 4**

| Program No. | PROGRAM   | Lead and Supporting Departments                                 | Goal Policies (In MP2035) | Topic                   |
|-------------|---|---|---------------------------|-------------------------|
| 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, 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 strategies 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              |
| 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, 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 real-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        | DOT, DCP, City Attorney, Council Offices                        | 2.10                      | Parking / Loading Zones |

# Attachment 4

| Program No. | PROGRAM   | Lead and Supporting Departments                | Goal Policies (in MP2035) | Topic                   |
|-------------|---|--|---------------------------|-------------------------|
| 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, 3.14.13              | 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 |
| 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, 3.34.13              | Parking / Loading Zones |
| PK.16       | Park and Ride. Expand the park and ride network.  | Dot, Caltrans, Metro                           | 3.4, 3.54.13              | 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  | DCP, Council Offices                           | 3.3, 1.25.2               | 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, 2.32.4, 2.52.6,      | 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   | 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     |

# Attachment 4

| Program No. | PROGRAM   | Lead and Supporting Departments                                     | Goal Policies (in MP2035) | Topic               |
|-------------|---|---|---------------------------|---------------------|
| 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 |
| 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 eligible 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 Aerial Stormwater System (GRASS). Establish a stormwater greenway 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, 11             | Public Space        |
| 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        |

**Attachment 4**

| Program No. | PROGRAM  | Lead and Supporting Departments   | Goal Policies (in MP2035) | Topic            |
|-------------|--|---|---------------------------|------------------|
| 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, DOT, LAUSD, Council Offices | 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, 1.4B.1, 4.105.1,     | 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 maintenance 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 |
| 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, 3.54, 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 |

**Attachment 4**

| Program No. | PROGRAM  | Lead and Supporting Departments                           | Goal Policies (in MP2035) | Topic            |
|-------------|--|---|---------------------------|------------------|
| 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                       | 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 process for the installation of the support features | 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 implementation 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, 11              | Support Features |
| 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, 2.3, 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, 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, 3, 4.6          | Support Features |

**Attachment 4**

| Program No. | PROGRAM   | Lead and Supporting Departments                    | Goal Policies (in MP2035) | Topic            |
|-------------|---|--|---------------------------|------------------|
| 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,          | DOT, DCP, LAUSD, Metro                             | 4.8, 4.9, 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, 3.22.3, 2.43.1       | 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 |

## Attachment 5

### Interdepartmental Working Groups

***Streets Working Group.*** This interdepartmental group involves technical staff who collectively review projects to ensure that the objectives of the Mobility Plan are considered. For project issues requiring resolution, such as a re-designation of a specific street or a change in a design standard, staff reports to the Street Standards Committee, codified in the Los Angeles Municipal Code Section 17.05.

***Streets and Transportation Projects Oversight Committee (STPOC).*** The STPOC was established by the Council and Mayor during adoption of the 2011-12 Budget to: ensure that street and transportation projects are delivered in a timely manner; unify management and provide accountability to those departments involved in delivering street and transportation projects; and develop solutions for issues that delay the delivery of these projects.

***Street Reconstruction/Vision Zero Program (Complete Streets) Executive Steering Committee.*** In 2018, the City launched the Complete Streets program with six initial streets primarily selected for their need of street reconstruction work and the installation of safety measures. The Complete Streets Division (CSD) of BOE is the lead agency for coordinating the expedited design and construction of these projects.

***Sidewalk Repair Program Executive Steering Committee.*** The Mayor and Council approved a Settlement Agreement relative to the class action lawsuit, *Willits v. the City of Los Angeles* in 2014-15. Court approval of the Settlement Agreement was finalized in the spring of 2017. The BOE is the lead agency for coordinating the expedited design and construction of these projects.

***Mayor's Interdepartmental Memorandum of Understanding Oversight Committee.*** To improve the interagency coordination process in all stages of project development, in January 2022, the Mayor's Office led an interdepartmental group that was initiated in response to Executive Directive 25 - A Green New Deal. The working group prepared Public Right-of-Way Protocols to ensure more consistent and holistic design and implementation of projects in the public realm.

***Bus Speed and Reliability Working Group.*** Metro's NextGen program prioritizes the highest ridership bus lines for speed and reliability improvements that build out the TEN. Through this effort, a working group was formed for Metro staff and LADOT to focus on improving transit travel times along key corridors.

***Street Renewal Management Group.*** BOSS leads a monthly meeting with various departmental staff to oversee the implementation of pavement preservation activities and to monitor progress toward annual goals.

***Other coordination efforts.*** Concurrently, BOSS is updating their Sidewalk and Transit Amenity Program (STAP), which prioritizes the highest need locations for bus stop improvements that can include holistic investments like upgraded shelters, repaired sidewalks, shade trees, and more. Additionally, the City is also partnering with Metro on the First Last Mile initiative to ensure transit riders can access bus and rail transit networks. Similarly, Metro and the City partner on the Metro Bike Share program, which connects people to transit and other key destinations through a fleet of publicly available bicycles for rent.