

# **EXHIBIT E: Street Standard Plans- S-470-1**

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CPC-2013-0910-GPA-SP-CA-MS

For informational purposes

May 28, 2015



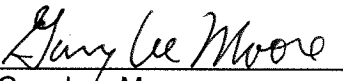
Standard Plan S-470-1  
Standard Street Dimensions  
MODIFICATION BY STREET STANDARDS COMMITTEE

Modifications to the S-470-1 Standard Street Dimension Standard Plan to reflect an expanded suite of street arterials and non-arterials to align with the goals and policies of the Mobility Plan 2035.


Approved:

  
\_\_\_\_\_  
Michael LoGrande  
Director of Planning

5/13/15  
Date

  
\_\_\_\_\_  
Gary Lee Moore  
City Engineer

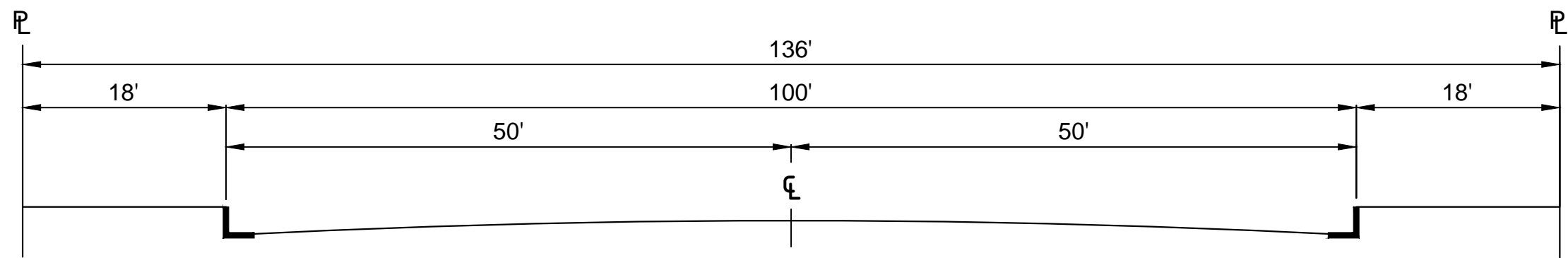
5-13-15  
Date

  
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Seleta J. Reynolds  
General Manager  
Department of Transportation

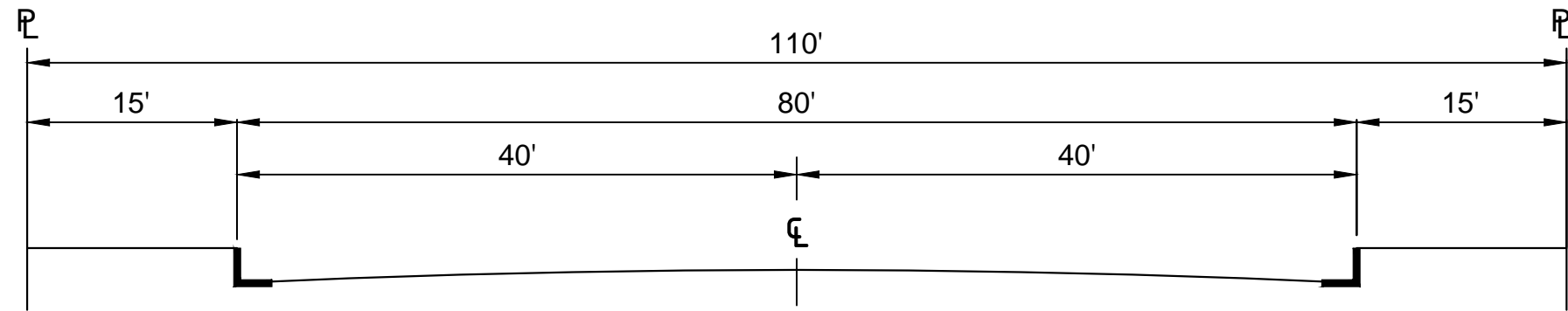
4.28.15  
Date



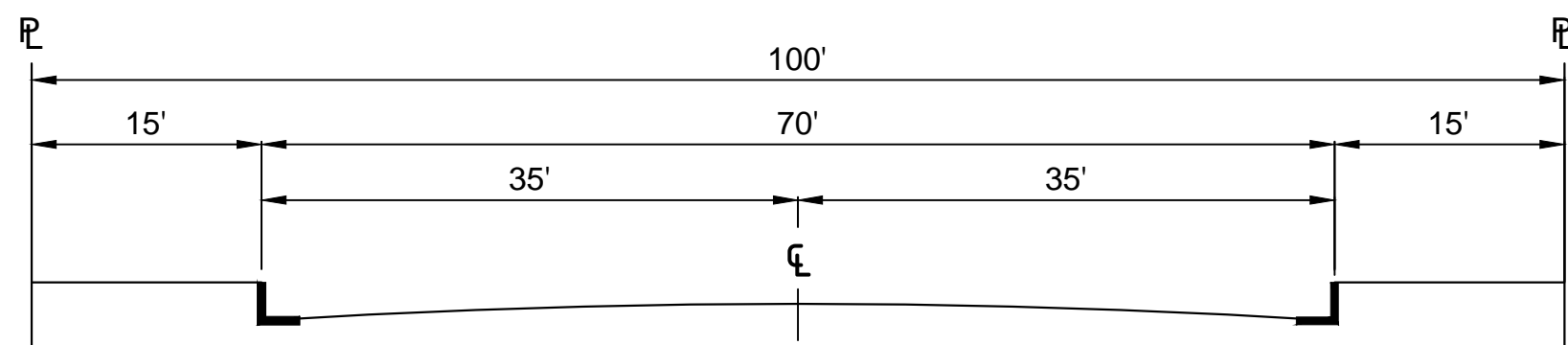
## ARTERIAL STREETS



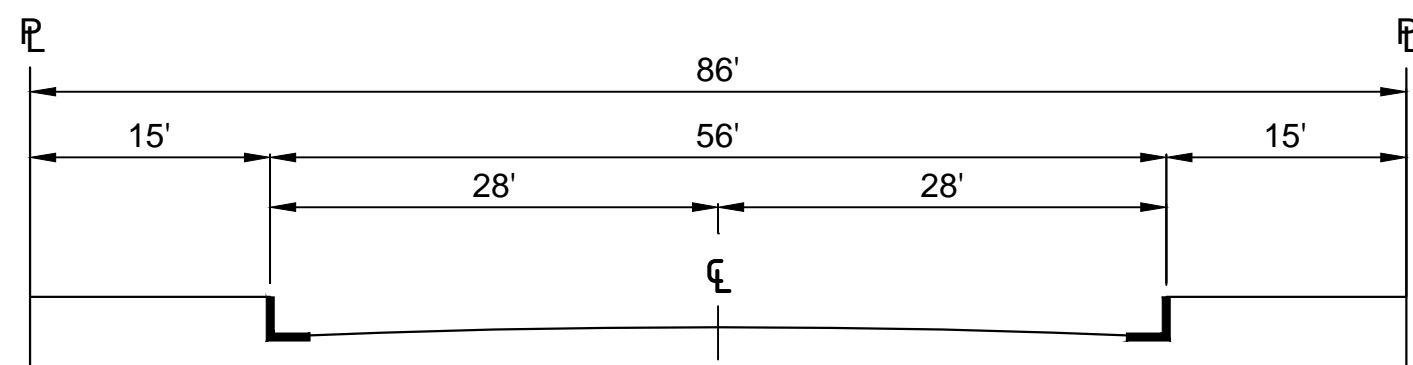
BOULEVARD I (MAJOR HIGHWAY CLASS I)



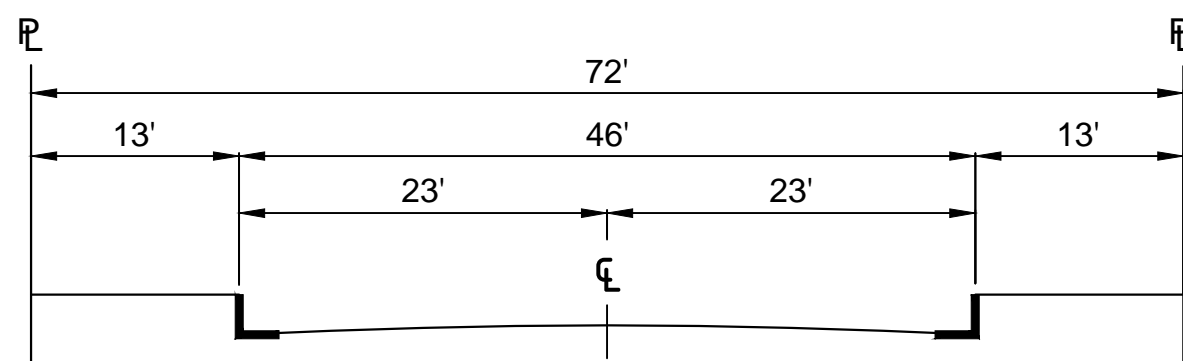
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



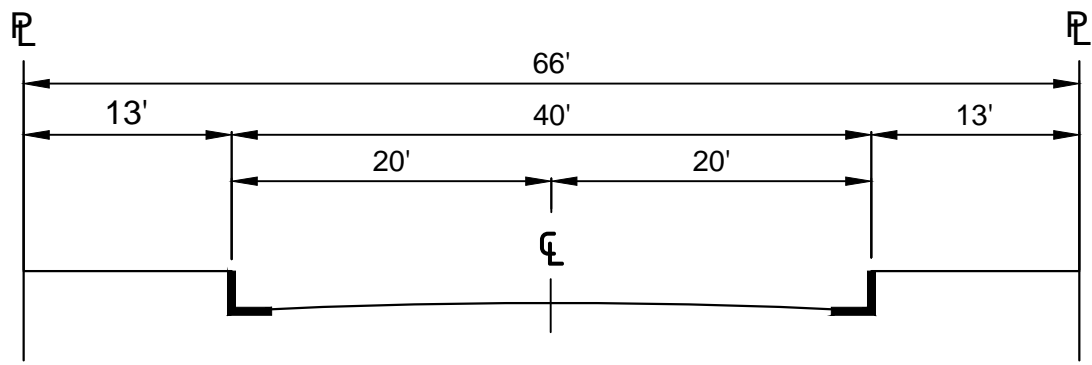
AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

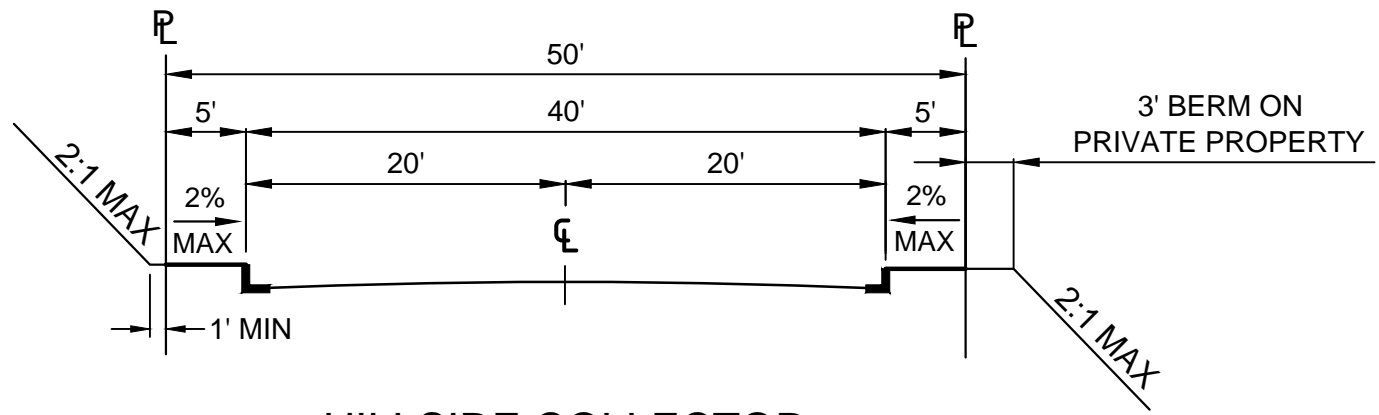
BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
<b>--- DRAFT --- STANDARD STREET DIMENSIONS</b>				<b>STANDARD PLAN S-470-1</b>	
PREPARED  HAMID MADANI, P.E. BUREAU OF ENGINEERING	SUBMITTED  SAMARA ALI-AHMAD, P.E.    DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	APPROVED  GARY LEE MOORE, P.E., ENV. SP.    DATE CITY ENGINEER		SUPERSEDES  D-22549 S-470-0	REFERENCES
CHECKED  RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	KENNETH REDD, P.E.    DATE DEPUTY CITY ENGINEER	DEPARTMENT OF TRANSPORTATION    DATE GENERAL MANAGER		VAULT INDEX NUMBER:	SHEET 1 OF 4 SHEETS

NON-ARTERIAL STREETS

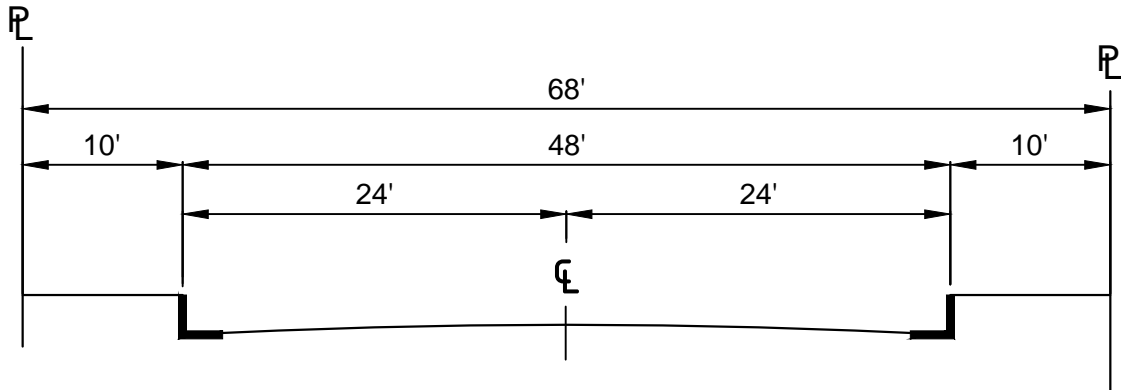
HILLSIDE STREETS



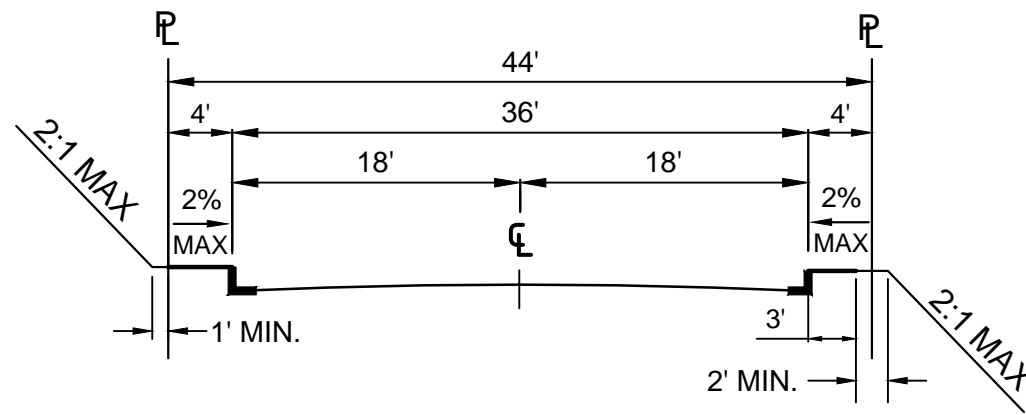
COLLECTOR STREET



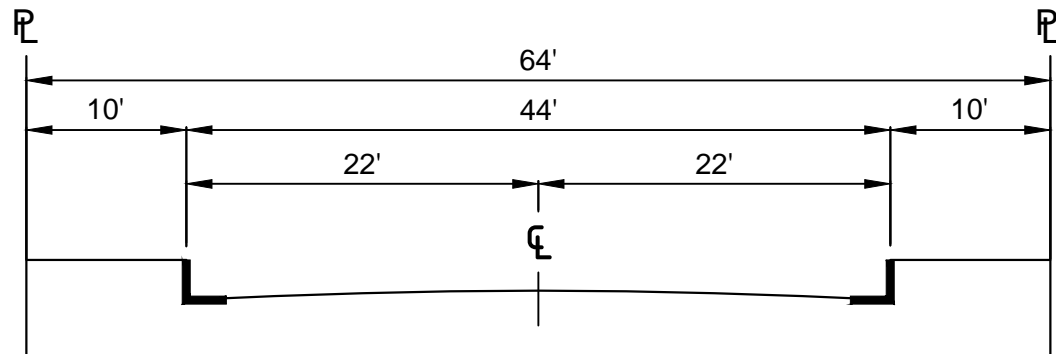
HILLSIDE COLLECTOR



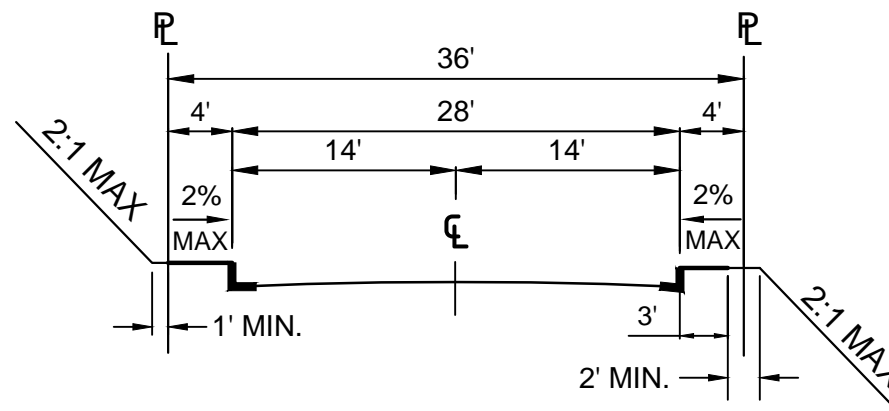
INDUSTRIAL COLLECTOR STREET



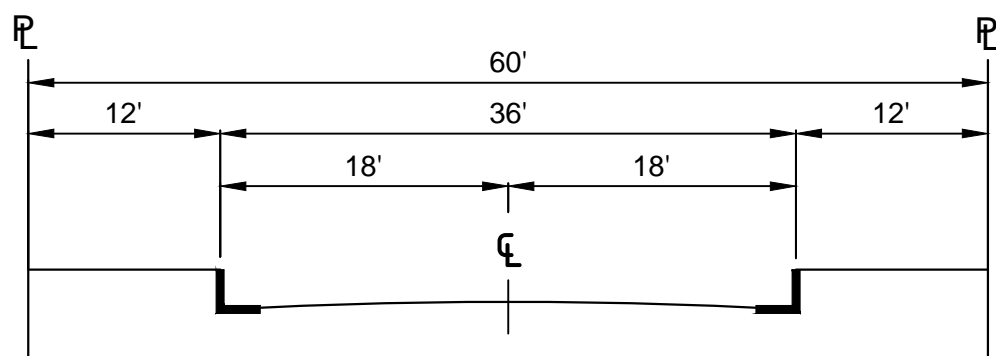
HILLSIDE LOCAL



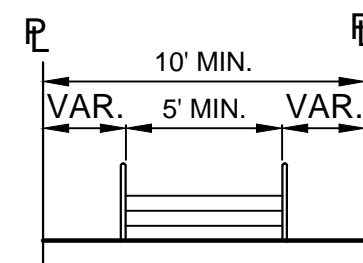
INDUSTRIAL LOCAL STREET



HILLSIDE LIMITED STANDARD

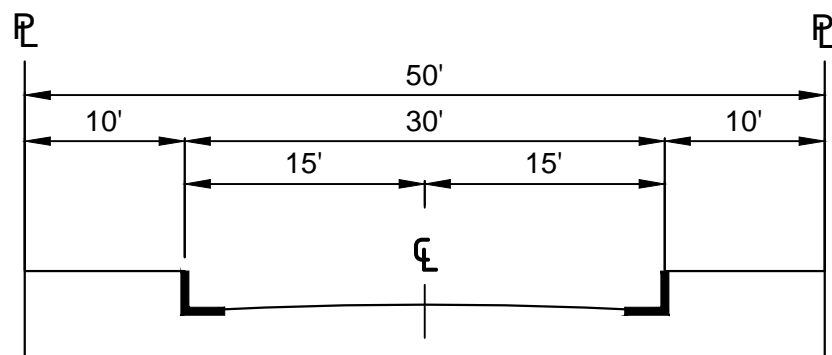


LOCAL STREET - STANDARD



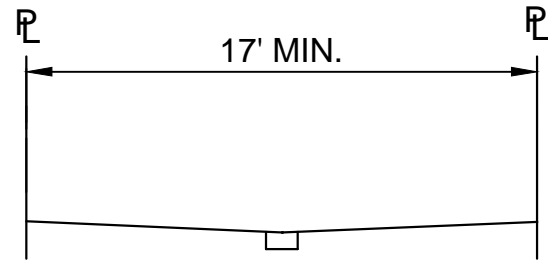
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH  
BUREAU OF ENGINEERING STANDARD PLANS

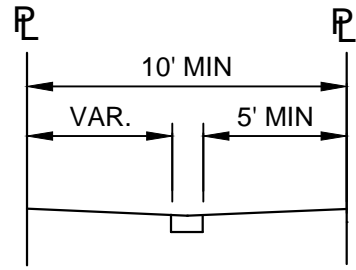


LOCAL STREET - LIMITED

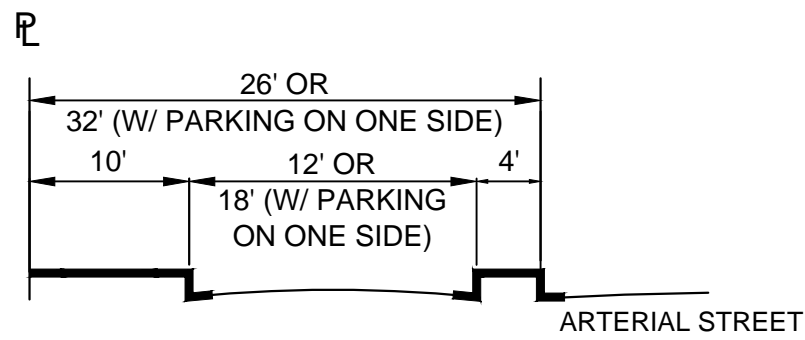
**OTHER PUBLIC RIGHTS-OF-WAY**



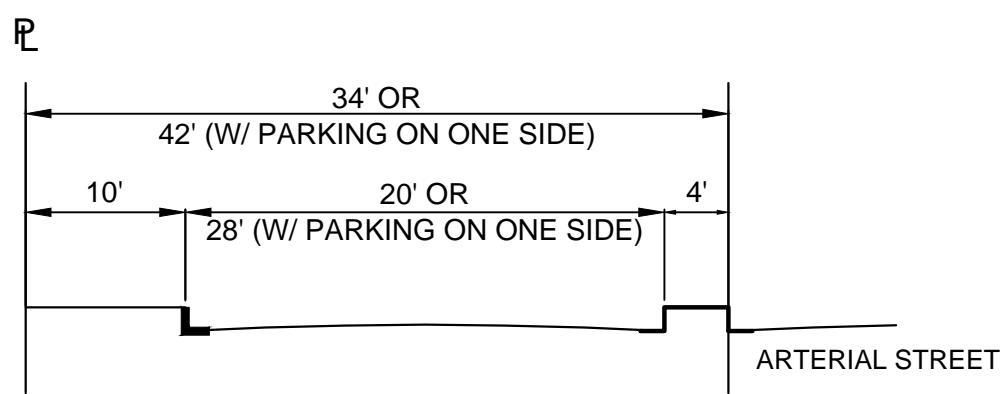
**SHARED STREET**



**PEDESTRIAN WALKWAY**

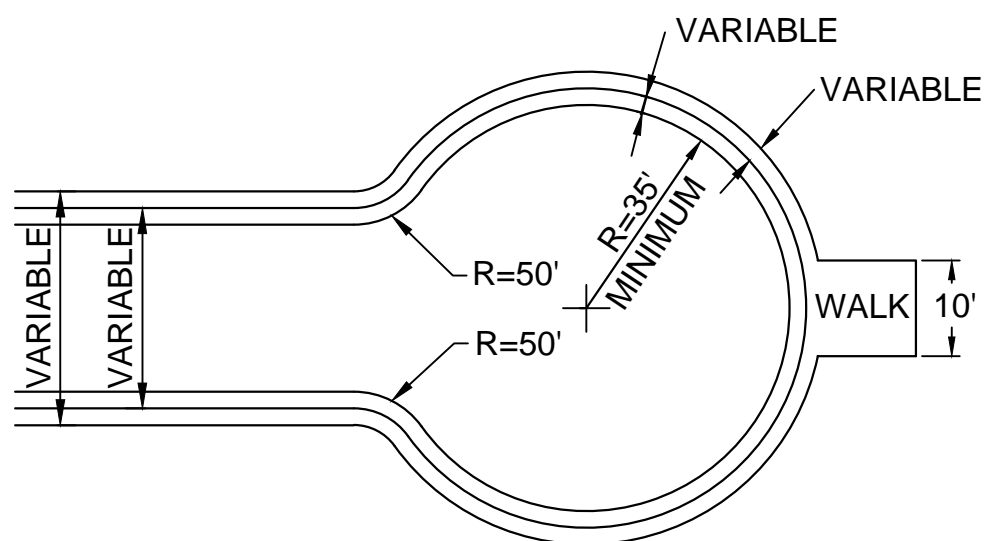


**ONE-WAY SERVICE ROAD**



**BI-DIRECTIONAL SERVICE ROAD**

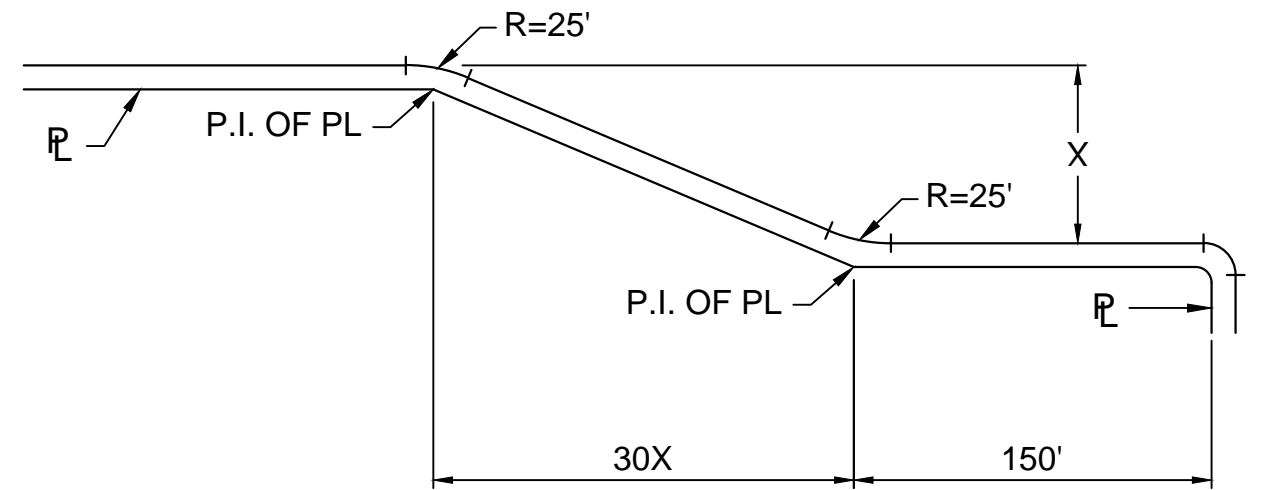
**CUL-DE-SAC**



**MAY BE UNSYMMETRICAL (PLAN VIEW)**

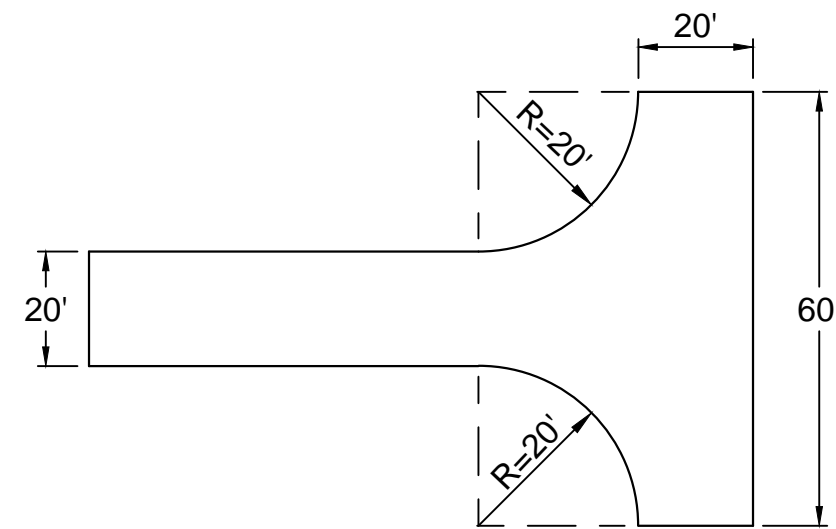
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

**TRANSITIONAL EXTENSIONS**

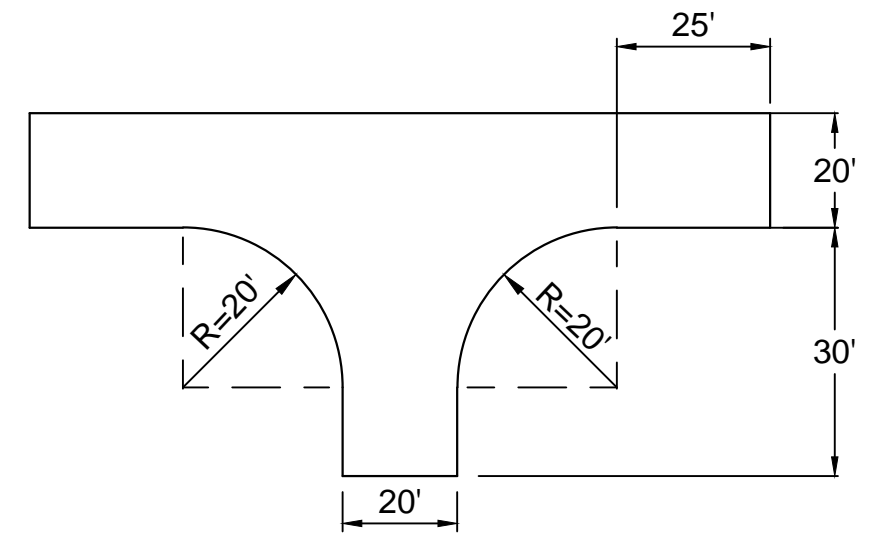


**STANDARD FLARE SECTION (PLAN VIEW)**

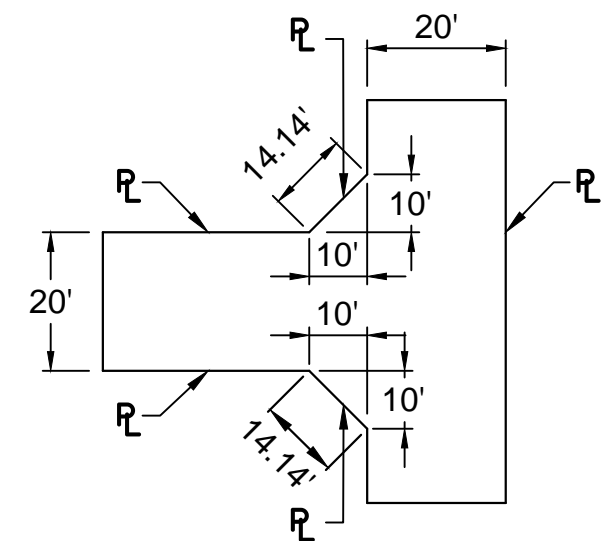
**ALLEYS**



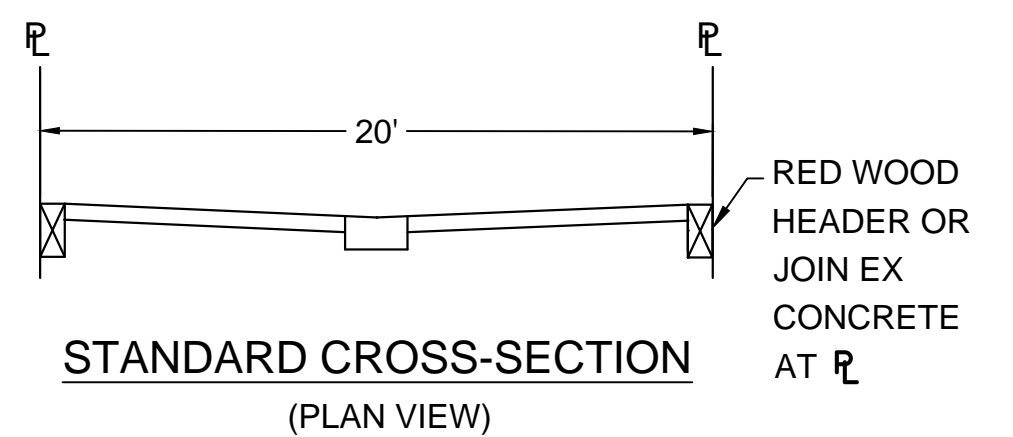
**STANDARD TURNING AREA (PLAN VIEW)**



**MINIMUM TURNING AREA (PLAN VIEW)**



**STANDARD CUT CORNERS FOR 90° INTERSECTION (PLAN VIEW)**



**STANDARD CROSS-SECTION (PLAN VIEW)**

## NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
  - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
  - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.



# **EXHIBIT F: Five Year Implementation Strategy**

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CPC-2013-0910-GPA-SP-CA-MS

For informational purposes

May 28, 2015



Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
S.1	<b>Active Transportation Education.</b> Coordinate with LAUSD to incorporate mobility education (for children ages 4-18) into regular physical education curriculum.	DOT, LAUSD, bicycle non-profits	1.3, 1.2	Schools	Continue to serve 175,000 students each year through the Safe Moves program.
ENG.1	<b>ATSAC.</b> Continue to implement and update as needed the City's signal management program (ATSAC) to monitor and manage the traffic flows.	DOT	4.11, 4.2	Engineering	DOT to earmark \$10 million in funding for construction of new ATSAC Center. Design, build and transition to the new center.
C.1	<b>Bicycle Ambassador Program.</b> 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, 2.5	Communication	LAPD to continue to support and expand participation via grant funding. Non-profit organizations to continue to provide 600 ambassadors at various events annually.
SF.28	<b>Bicycle Friendly Businesses.</b> Continue to support Bicycle Friendly Business Program	DOT	2.5	Support Features	Establish five bicycle friendly districts. Install 25 repair stations and 100 bike corrals based on outcome of pilot.
SF.2	<b>Bicycle Parking at Existing Major Destinations.</b> 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	3.8	Support Features	Continue to provide bicycle parking at major events.
SF.5	<b>Bicycle Path Mile Markers.</b> 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	2.5, 2.9	Support Features	LAPD to develop an emergency response system on bicycle paths utilizing mile markers.
SF.8	<b>Bicycle Valet.</b> 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.	3.8	Support Features	Non-profit organizations to continue to support 50 events/year. Explore the feasibility of adopting an ordinance to require events that do not have sufficient permanent bicycle parking to provide a bicycle valet.
ENG.2	<b>Bicycle-Sensitive Detectors.</b> Continue to install bicycle sensitive detectors at all actuated signal controlled intersections, including pavement markings for bicyclists.	DOT/BSS	2.1, 1.2	Engineering	Implement expanded LADOT design standards for bicycle facilities including pavement markings.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
C.3	<b>Bike to Work Week.</b> 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, LAUSD, DOT, SCAG, Metro	5.1, 2.5, 1.3	Communication	Expand outreach
S.2	<b>Bike, Walk, and Roll Weeks.</b> Support Metro's Bike, Walk, and Roll Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials, post information, and evaluate the progress of the program.	DOT, LAPD, Council, Mayor, LAUSD, Metro, SCAG	1.3, 1.4, 3.1, 4.10	Schools	Support open street events (e.g., CicLAvia) and safety and education events. LAPD to continue to support Bike, Walk and Roll Weeks.
ENG.4	<b>Bridge Design Program.</b> Consider bicycle and pedestrian facilities when designing new or retrofitting bridges. Particular attention to bridge underpasses that cross existing or future bicycle/walking paths to ensure design integration.	DOT, BOE	2.1	Engineering	Ensure that all new or retrofits undertaken in 2015-20 accommodate persons who travel by bicycle or walking.
O.1	<b>City Fleet.</b> Develop, fund, and implement an actionable strategic plan with accompanying timeline for converting the City's, including proprietary departments, fleets into low and zero-emission vehicles, and include alternative transport such as transit passes and a City bicycle fleet.	GSD	5.3, 5.4	Operations	General Services Division Fleet to convert their three major alternative fueled groups (Autos/Sedans only, Street Sweepers and Refuse Collection Vehicles) to alternative fuels by 2020.
C.7	<b>Citywide Bicycle Transportation Website.</b> 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	Launch revamped website Spring 2015.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
D.4	<b>Collision Monitoring and Analysis.</b> 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	1.1, 4.11	Data & Analysis	Use existing databases to identify the top five high-crash locations (based on three year trends) for pedestrians, bicyclists and drivers in each council district. Develop data collection program and identify funding to implement. Identify other data users/collectors and work cooperatively on program development. Release first "safety report" that documents, Establish an interagency task force. LAPD to continue to work with LADOT to provide updated traffic collision statistics. Goal is to eliminate the reliance on traffic statistics provided by the Statewide Integrated Traffic Records System.
MT.2	<b>Crosswalk Maintenance.</b> Implement a crosswalk upgrade and maintenance program to ensure all crosswalks are kept to City standards. See Street Design Manual.	DOT	3.2, 1.7	Maintenance	Install crosswalks in all resurfacing and restriping projects. Implement crosswalks within 10 days of repaving. Identify and implement 100 new priority locations for continental crosswalk treatments. Fund and begin implementation of asset management system. Use system for operational efficiencies in prioritizing work activities, managing staff and financial resources, proactively addressing infrastructure maintenance, and mitigating safety risks.
C.14	<b>CSTAN.</b> In collaboration with Metro support efforts to promote goods movement traffic to the CSTAN and identify funding to maintain corridors.	DOT		Communication	Information pending.
ENF.2	<b>Enforcement Stings.</b> 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	1.1	Enforcement	Continue to conduct weekly traffic enforcement task forces. Seek grant funding to increase commercial enforcement. Increase the number of pedestrian task forces around schools. Focus stings on the top five high crash locations in each council district (see D 4 above).

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
O.5	<b>Flyaway Shuttle.</b> 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.	Metro	3.4, 3.6, 3.7	Operations	
PS.2	<b>Great Streets.</b> 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	2.13, 3.11	Public Space	Continue short-term improvements to all 15 Great Street segments and implement long-term improvements in line with identified implementation strategies. Establish flexible installation standards and update DOT's MPP. Establish before and after data. Install 90 continental crosswalks.
ENG.9	<b>Green Streets and Alleys Program.</b> 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	3.9	Engineering	Coordinate with Green Streets Committee to prioritize optimum streets and alleys for pilot GRASS improvements and implement South LA Green Alleys Master Plan.
MG.3	<b>Green Streets Committee.</b> 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, 4.7, 2.13	Management	Continue meeting on a regular basis to support green street improvements.
PK.4	<b>LA Express Park.</b> Continue LA Express Park system using real-time technology to increase awareness of the availability of parking spaces.	DOT, BIDS, Chambers of Commerce	4.13	Parking/ Loading Zones	
ED.4 5	<b>LAPD Officer Training.</b> 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	LAPD to seek funding to work with Community Based Organizations to provide training in the rules of the road regarding bicyclists and pedestrians. Expand use of CHP form #555 to report collisions.
SF.12	<b>LED Street Lighting.</b> Continue to retrofit existing street lighting infrastructure with energy-efficient LEDs.	BSL	1.7, 2.3, 3.2	Support Features	Continue.
ENF.3	<b>Local Truck Use.</b> Target enforcement efforts against truck use on local streets where cut-through traffic has been expressly forbidden.	DOT, LAPD	1.8	Enforcement	Seek grant funding to increase commercial traffic enforcement on local streets that prohibit commercial vehicles.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
MT.3	<b>Mandeville Canyon Park.</b> Maintain off-road bicycle trails in Mandeville Canyon.	RAP	1.9	Maintenance	Feedback pending.
MT.4	<b>Notification System.</b> 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	4.1, 4.2	Maintenance	Continue to test and build upon the notification system
SF.16	<b>On-Street Bicycle Corrals.</b> Develop bicycle parking corrals in on-street parking spaces as a public-private partnership.	DOT, BSS, BOE	3.8, 3.11	Support Features	Secure appropriate funding and contracts to install 50 corrals and 1,200 racks citywide by end of 2017.
PS.6	<b>Open Streets.</b> Establish procedures and protocols to support and expand non-profit efforts to coordinate and plan frequent and predictable events.	Mayor's Office, City Council, RAP, DOT, DPW, LAPD, LAFD	3.11	Public Space	Support monthly open streets events (e.g., CicLAvia) and other events.
PK.16.	<b>Park and Ride.</b> Expand the park and ride network.	Dot, Caltrans, Metro		Parking/ Loading Zones	Increase the existing park and ride network by 20%.
MT.5	<b>Pavement Preservation Program.</b> 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	1.7, 4.6	Maintenance	Continue
PS.4	<b>People Street.</b> 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	4.10, 3.11	Public Space	Collaborate with community partners as need and interest warrants.
PS.5	<b>Recreational Rides.</b> 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, City Council, DOT, BOE, Bicycle non-profits	2.5	Public Space	LAPD to continue and increase participation in citywide recreational rides. Bicycle non-profits to continue to lead Sunday Fun Day and annual River Ride each June.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
MG.7	<b>Regional Cooperation.</b> 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	On-going- supports multiple activities.
ED.6.7	<b>Roadway Safety Education.</b> 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	1.1, 1.2, 1.4	Education	Continue to educate LAPD personnel on traffic safety and rules of the road and develop educational materials. Seek grant funding to increase education.
ED.7.	<b>Roadway Safety Public Service Announcements.</b> Continue to produce a series of Roadway Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage.	DOT, LAPD, ITA	1.5	Education	Continue to develop a series of Public Service Announcements with focus on pedestrians and bicyclists.
S.3	<b>Safe Routes to School.</b> Continue to work/partner with LAUSD, (with support from PTAs and traffic officers) to develop an education program, develop and implement a <i>safe routes to school</i> 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	1.3	Schools	Prepare scope of work and start developing school safety plans for the remaining top 50 schools in most need of safety improvements. Conduct outreach and identify short and long-term improvements. Pursue funding for implementing safety plans. LAPD to continue to work in partnership with LAUSD and LADOT. Coordinate with LASAN to incorporate stormwater capture elements into traffic calming BMPS (curb bumpouts, etc) Addition of sidewalks and other hardscape elements should be designed so they do not increase stormwater runoff.
SF.19	<b>Sidewalk Bicycle Parking Program.</b> 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	3.8	Support Features	Secure appropriate funding and contracts to install 1,200 racks citywide by end of 2017.
ENF.4	<b>Speed Limit Enforcement.</b> Execute speed limit enforcement checks 48 hours prior to calculating prevailing speeds in Engineering and Traffic Surveys used for adjusting speed limits.	LAPD, DOT	1.4	Enforcement	Continue to conduct speed enforcement task forces. Seek grant funding to increase the number of task forces.



Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
MG.9	<b>State Highway Management continued.</b> 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	2.11, 4.11	Management	On-going
MG.8	<b>State Highway Management.</b> 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	2.11	Management	On-going
MT.8	<b>Street Services Budget Allocation Formula.</b> Continue to utilize the Bureau of Street Services' Budget Allocation Formula that allows for the equalization of pavement conditions citywide.	BSS	1.7	Maintenance	On-going
C.12	<b>Timely Information.</b> Provide timely information on current roadway work, including scheduled maintenance, work in progress and completed projects. Use temporary signage, social media, and web banners to warn users and provide detour strategies for vehicles, pedestrians and bicyclists. Promote the State-wide 511 Real Time Travel Information System.	DOT, BOE, BSS, Council	4.2, 1.6, 4.14	Communication	Continue program.
MG.10	<b>Transportation Management Organizations.</b> 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	4.9	Management	Pursue the formation of TMOs in Hollywood, Downtown and West LA.
SF.26	<b>Tree Canopy.</b> 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, NCs	1.7, 3.2, 2.3, 3.1	Support Features	Continue integration of placemaking on Great Streets projects. Formalize public and private partnership roles and program elements. Provide funding to City Plants to install street trees. Street plantings should consider grade of planting to allow for future stormwater capture. Consider use of
SF.27	<b>Turnstile Design.</b> 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	Work is on-going.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>CONTINUING PROGRAMS</b>					
O.15	<b>Zero Emission Truck Collaborative (ZETC).</b> 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	Operations	Establish a common definition of zero-emission trucks, establish performance standards, coordinate infrastructure policies/standards and seek funding for demonstration projects.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>PLANNING PROGRAMS</b>					
MG.1	<b>Five Year Mobility Plan Implementation Report.</b> 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,	4.7	Management	Prepare report on effectiveness and accomplishments of Five Year Implementation Strategy.
ENG. 12	<b>Complete Street Design Guide (CSDG).</b> Utilize the CSDG to guide decisions about specific complete street enhancements and potential cross-section designs of streets on the BEN, Bicycle Lane, TEN, PED, and VEN networks.	DCP, BOE, DOT, LASAN, LAPD, LAFD	2.2	Engineering	Update the CSDG every two years or as needed.
PL.1	<b>Driveway Access.</b> 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, 3.10	Planning & Land Use	re:code: Using the CASP as one model, incorporate design guidelines related to driveway access into appropriate zones.
PK.3	<b>Individualized Parking Requirements.</b> 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	re:code: minimum parking requirements based solely upon use are being revisited to include form and area context into the equation; The possibility of removing all parking requirements in Downtown to incentivize centralized parking is being reviewed.
PL.2	<b>Local Access.</b> Explore opportunities to incorporate community assets (food, retail) in locations immediately adjacent to residential areas to promote local walking and biking trips and reduce VMT.	DCP	3.3, 1.2, 5.1	Planning & Land Use	re:code: Develop new base zones for centers and corridors that address the existing and future needs of communities.
PL.3	<b>Mixed-Use.</b> Encourage mixed-use residential, employment and commercial serving uses where appropriate to facilitate increased utilization of walking, bicycling, and transit use.	DCP	3.3, 1.2	Planning & Land Use	re:code: Develop building form standards to encourage pedestrian activity and mixed uses.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>PLANNING PROGRAMS</b>					
SF.13	<b>Mobility Hubs/Multi-Modal Transit Plaza.</b> 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 identified above.	DOT/Metro, City Council, DCP, Office of the Mayor, DPW	3.5, 4.1, 4.2	Support Features	Develop a clear permitting and approval process for the installation of mobility hub amenities. Install 15 bicycle corrals and 400 bicycle racks citywide in FY 15/16, with priority near transit stops. Secure appropriate funding and contracts to install 50 corrals and 1,200 racks citywide by end of 2017. Facilitate the installation of mobility hub amenities (convenience store, bicycle storage/repair, showers, electric vehicle charging stations) at a rate of five stations over five years.
PL.4	<b>Network Additions.</b> Identify and designate bicycle, and transit enhanced streets and pedestrian enhanced designation areas in Community Plan updates to provide local complements to the Citywide Transit and Bicycle Enhanced Networks, and Pedestrian Enhanced Destinations and increase access to area amenities including medical facilities through continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities.	DOT, DCP	3.3, 2.3, 2.4, 2.5, 1.2	Planning & Land Use	Incorporate into future community plan updates.
PK.7	<b>Off-Street Loading.</b> 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	2.8	Parking/Loading Zones	re:code: Amend 12.21.C.6, which requires loading spaces for new buildings in C and M zones, to also apply to residential zones.
PK.9	<b>Pedestrian Design Features in Parking Areas.</b> 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	3.1,	Parking/Loading Zones	re:code: prohibiting surface parking lots in Downtown is under review; although re:code will be considering removing parking requirements from Downtown, design standards for new parking garages with pedestrian friendly features will be analyzed to incentive centralized parking with integrated pedestrian amenities.

## Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>PLANNING PROGRAMS</b>					
PS.3	<b>Pedestrian Loops.</b> 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	3.9, 3.10, 3.11	Public Space	Discuss as part of a community plan update.
PK.11	<b>Reduced Size Parking.</b> 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	re:code: will revisit parking space design standards for alternative vehicles in the new Code.
PL.6	<b>Regional Transportation Plan.</b> Coordinate with Metro and SCAG on the development of the Regional Transportation Plan, Sustainable Communities Strategy, and the Long Range Transportation Plan.	DCP, DOT, LASA N, Metro, SCAG	4.11	Planning & Land Use	Complete 2016 RTP and Sustainable Community Strategy.
D.10	<b>Revised Traffic Analysis Methodology.</b> 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	Underway in 2015- expected completion 2017.
S.4	<b>School Locations.</b> 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	1.3, 3.3	Schools	Incorporate into future community plan updates.
PL. 13	<b>Special Street/Alley Treatments.</b> Promote consistency among public agencies in working to catalyze the development and deployment of zero-emission trucks in the region.	DCP, DOT, DPW	2.1	Planning	Develop and adopt three street "non-standard" improvement templates, along with associated costs and maintenance strategies, for development projects to incorporate into specific street segments.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>PLANNING PROGRAMS</b>					
PK.13	<b>Transit Area Parking Reductions.</b> 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.	DCP	4.13	Parking/ Loading Zones	re:code: Tailor parking requirements to context within the city; Eliminate parking requirements in Downtown and examine parking strategies in TNPs. re:code: minimum parking requirements based solely upon use are being revisited to include form and area context into the equation; The possibility of removing all parking requirements in Downtown to incentivize centralized parking is being reviewed.
PL.8	<b>Transit Neighborhood Plans.</b> 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	Adopt Exposition Corridor, Valley/Orange Line, Wilshire Corridor/Purple Line and Downtown Regional Connector Transit Neighborhood Plans.
PL.9	<b>Transportation Demand Management Ordinance Revision (TDM).</b> 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	Adopt and implement new TDM ordinance by 2020.
PK.14	<b>Unbundled Parking Options.</b> Develop regulations to promote the unbundling of parking from rental or purchase options for all new multi-family development.	DCP	4.13	Parking/ Loading Zones	re:code: Zoning Code cannot mandate cost or contracts for parking within private structures. However, unbundling off-site parking for multiple projects is being reviewed.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
ENG. 6	<b>Bicycle Enhanced Network.</b> 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	1.4, 2.5, 4.14	Engineering	Continue to expand the quality and connectivity of the bicycle networks. Install the 3 miles of My Fig Bikeway improvements by 2016. Install 10 miles of protected bicycle lanes. Install a bicycle lane on all (1501 miles) segments of the BEN-Protected Bicycle Lane network that have not yet received a bicycle lane. Secure funding and begin implementation of major gaps in LA River bicycle path, on target for completion in 2025. See LA River Greenway program.
ENG. 17	<b>Bicycle Lane Network.</b> 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	1.4, 2.5, 4.14	Engineering	Focus improvements on installing bicycle lanes that are included in the BEN. See above.
ENG. 14	<b>Neighborhood Enhanced Network.</b> 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	3.1, 3.2	Engineering	Design and implement improvements to ensure that at least 50 miles of roadway, within the NEN , provide a safe and comfortable experience for person who travel by walking or bicycling. Incorporate stormwater management into traffic calming strategies.
ENG. 18	<b>Pedestrian Enhanced Districts.</b> Implement pedestrian improvements on targeted intersections and arterial street segments.	DOT, DCP, LASAN	3.1, 3.2	Engineering	Determine list of priority projects and match to funding sources. Establish detailed cost estimates and identify funding sources to implement improvement projects. Leverage work of Mobility Matrix. Update map by 2020 to reflect current conditions.
ENG.3	<b>Transit Enhanced Network.</b> 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	2.5	Engineering	Identify funding and capacity necessary to create dedicated staff within the City to work on TEN implementation. Implement ten miles of new bus rapid transit corridors that provide bus service at five to ten minute intervals. Open Wilshire peak hour bus lane by 2016. Open Vermont peak hour bus lane by 2020.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
ENG. 15	<b>Vehicle Enhanced Network (VEN).</b> 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	2.7	Engineering	Identify specific street improvement projects as part of an advanced planning effort to improve traffic flow. Establish detailed cost estimates and identify funding sources to implement street improvement projects.
PK.15.	<b>Accessible Parking in Residential Areas.</b> Update policies and guidelines for accessible parking in residential areas.	DOT, DCP, City Attorney	3.2	Parking/ Loading Zones	Develop upgraded accessible parking policies. Implement accessible parking plan.
L.1	<b>Advocacy for Funding Multi-Modal Infrastructure Projects.</b> 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	3.5, 2.13, 4.6	Legislation	This is a priority in 2015-2020.
D.2	<b>Annual Counts of Bicyclists and Pedestrians (Active Transportation).</b> Initiate a long term strategy to count the number and type (by sex, age, disability, income and geography) of bicyclists and pedestrians traveling for all trips on the Networks and other City streets each year . Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coaliton (LACBC) in 2009 as the baseline; implement a methodology that is consistent with SCAG and Metro/UCLA Luskin Center.	DOT, DCP, Mayor's Office of Technology , LAPD	4.11, 3.1, 1.4, 2.3, 2.13	Data & Analysis	Institute uniform process of data collection on walking and bicycling. Conduct annual counts on walking and bicycling and improve processes for manual and automated counts. Investigate technologies that will support automated data collection and determine resources needed for use and consistent implementation.
F.10	<b>Bicycle Funding.</b> Update Mobility Plan every five years to stay competitive for state funding of bicycle transportation grants.	DCP, DOT	2.5	Funding	Update Mobility Plan in 2020.
ED.1	<b>Bicycle Parking Training.</b> 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	3.8	Education	Complete training presentation and handbook for developers.



Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
SF.3	<b>Bicycle Path Landscaping.</b> Incorporate drought tolerant and low maintenance plant materials along bicycle paths.	DOT, DPW, MRCA	2.5, 5.4, 5.5	Support Features	Seek partnerships to identify funding to install and maintain landscaping.
SF.4	<b>Bicycle Path Lighting.</b> Adopt and install standard lighting designs for bicycle paths and grade separated bikeways.	DOT, BSL	2.8, 2.5	Support Features	Continue to install lighting on new paths. Lighting for older, existing paths such as Ballona and Arroyo Seco are most likely deferred till after 2020.
MT.1	<b>Bicycle Path Maintenance Program.</b> Regularly inspect and maintain Class I bicycle paths.	DOT, BOE	1.7	Maintenance	This is a priority but milestones are currently undetermined.
SF.7	<b>Bicycle Sharing Network.</b> 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, City Council, Office of the Mayor	2.5, 4.11	Support Features	Phase one planning, fundiing and siting of Metro bike share stations. Develop operating and business plan for Integrated Mobbity Hubs program and issue RFP. Expand bike share system to targeted areas citywide.
C.4	<b>Bus Arrival Information.</b> 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	4.2, 4.11	Communi-cation	Coordinate with Metro to install signs at 25-50 stop locations
SF.9	<b>Bus Bike Racks (on/off-board).</b> Work with transit providers to provide solutions for additional bike storage, such as bike rack systems to accommodate at least three bicycles on-board the bus, or permitting bicyclists to board with their bicycles at the rear of the bus.	DOT Transit, Metro, regional transit providers	3.8, 3.5, 4.11	Support Features	All new DASH buses are ordered with bike racks. 75 new DASH buses with racks in service. Support lobbying for a dding bike rack capacity on buses. All LA buses equipped with racks.
ENG.5	<b>Caltrans Design.</b> Work with Caltrans to develop and implement design improvements to freeway entrances and exit ramps to transition motorists from freeways speeds to an urban environment that includes vulnerable roadway users.	DOT, Caltrans	1.1, 6.6, 1.4	Engineering	On-going as development projects occur.
O.2	<b>City Work-related Trips.</b> 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	4.8, 4.9	Operations	Establish city employee bike fleet and improve bike storage in Civic Center.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
C.6	<b>Citywide Active Transportation Map.</b> 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	4.14	Communication	This is a priority for 2015-2020
ENF.1	<b>Commercial Loading Zones.</b> Target enforcement efforts against parking by vehicles not in the act of loading/unloading in Commercial Loading Zones.	DOT	2.8	Enforcement	Meter 1,000 commercial loading zone spaces annually, starting in Downtown and Hollywood.
F.2	<b>Congestion and Cordon Pricing.</b> Evaluate potential revenues and performance improvements in congestion relief from the implementation of congestion or cordon pricing. Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing.	DOT, DCP, Mayor's Office, CLA, SCAG	4.6, 4.8	Funding	Continue to work with regional partners to identify innovative solutions to traffic congestion, including pricing strategies.
O.3	<b>Construction Zone Standards.</b> 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	1.6	Operations	Develop safe bicycle and pedestrian detour standards through construction zones.
PK.1	<b>Creative Parking Solutions.</b> Work with communities, businesses, and organizations to identify and implement creative strategies to resolve parking conflicts in areas with high-parking demand.	DCP, DOT	4.13, 4.10	Parking/Loading Zones	Increase the availability of parking and the efficiency of its use.
PK.2	<b>Curb Parking Conversion.</b> 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	3.8, 3.11	Parking/Loading Zones	re:code: the Bicycle Parking Ordinance currently allows bike corrals in the ROW to be used for required short term bicycle parking. The re:code effort will review the ordinance to possibly expand other locations for required bicycle parking. LASAN will coordinate with Green Streets Committee to develop strategies for incorporating stormwater elements in to parklets, plazas and bike corrals within the Flex Zone.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
D.5	<b>Data Collection Protocols.</b> Establish before and after data collection protocols for all projects.	DOT, DCP	1.2, 2.1	Data & Analysis	Develop evaluation measures, determine gaps in data, identify resource needs and implementation protocols. Continue to use data collection to evaluate effectiveness of implementation strategies.
ED.2	<b>Design Workshops.</b> Host/participate in workshops on active transportation facility design.	DOT	1.4, 1.5, 1.6, 2.2	Education	Conduct 5 to 10 workshops.
ENF. 6	<b>Enforcement Program.</b> Utilize LAPD and LADOT Traffic Officers to identify bicycle lane parking violations and issue citations.	LAPD, DOT, DPW	1.1	Education	Increase parking enforcement and education regarding bicycle lane violations
SF.10	<b>Essential Transit Components.</b> Include short-term and long-term bicycle parking and way-finding as essential components of all stations.	Metro, DOT	3.8	Support Features	Install 15 bicycle corrals and 400 bicycle racks citywide in FY 15/16, with priority near transit stops. Secure appropriate funding and contracts to install 50 corrals and 1,200 racks citywide by end of 2017.
O.4	<b>Feeder Network/Transit Circulator (DASH System and Commuter Express).</b> Coordinate local bus transit services so as to provide neighborhoods with local feeder buses where the roadway system permits.	DOT	3.4	Operations	Complete update of community DASH needs assessment study, including evaluation of potential to substitute low-ridership Metro buses with DASH neighborhood feeder service. Complete a comprehensive line by line analysis of all LADOT transit services. Implement modifications to existing services.
ENG. 19	<b>First Mile/Last Mile Transit Connectivity Program.</b> 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	3.5	Operations	Establish prioritization criteria and establish funding sources for critical path projects.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
ENG.7	<b>Flexible Installation Standards.</b> Use engineering judgement and the approval of the City transportation engineer or designee, in lieu of warrants, to install facilities that will improve safety and comfort for bicyclists and pedestrians.	DOT, City Attorney, Caltrans, BOE, BSS, BSL	1.4, 2.2	Engineering	Establish process for implementing design exceptions to Highway Design Manual. Incorporate new standards into regular geometric and planning review of all projects. Identify the related safety countermeasures and funding to implement countermeasures in top 10 (highest number of severe injuries and fatalities) corridors. Complete update of policies and procedures with pedestrian-friendly urban street design standards. Identify criteria for turn improvements at locations with high numbers of pedestrians, children or older adults. Implement 30 turn improvements per year.
F.5	<b>Funding Needed.</b> 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	Establish detailed cost estimates and identify funding sources to implement street projects.
ENG.8	<b>Grade Crossing Elimination.</b> Work with Southern California Regional Railroad Association (Metrolink) as well as with freight rail operators to eliminate rail/ street at-grade crossings on regional passenger rail and freight lines.	BOE, Port of LA, DOT, FRA, FTA, FHWA, CPUC, Metro, Expo Authority, City Attorney, Railroad Owners and Operators.	1.5	Engineering	DOT to spearhead creation of master cooperative agreements between the City, external agencies, and railroad partners to identify priority locations and jointly-implement projects. Actively participate in Rail Industry endeavors to pursue emerging technologies that enhance safety at highway rail at-grade crossings.
D.7	<b>Greenhouse Gas Emission Tracking Program.</b> Quantify total reduction in GHG from vehicle miles traveled reductions. Include data in the Citywide Climate Action Plan and the Climate Action Registry. Maintain a database of completed infrastructure projects; track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.	Mayor's Office on Environment and Sustainability, DCP, Council, SCAQMD	5.1, 5.4, 5.4, 4.11	Data & Analysis	Establish an Annual Transportation Based GHG inventory.
PL.12	<b>Greenways to Rivers Arterial Stormwater System (GRASS).</b> Establish a stormwater greenway planning network and an integrative planning tool for Los Angeles' One Water Plan.	DCP, DOT, Mayor's Office	3.6	Planning & Land Use	Release draft GRASS plan by July 2015. Release One Water DEIR by July 2017 and Adopt GRASS as part of One Water by July 2018.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
O.13	<b>Improve the Flow of Freight Traffic.</b> Identify and implement strategies to facilitate the flow of freight traffic.	DOT	2.7	Operations	Research and design program to explore off-peak freight delivery incentives. Convene working group in partnership with POLA and evaluate best practices from New York City and Washington, D.C. Identify key bottlenecks and prioritize them for implementation in coordination with Caltrans.
d	<b>Increase Publicly Available Bicycle Parking.</b> Review all City-owned, operated, and leased facilities for compliance with the City's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are present. Continue to implement bicycle parking and corrals at major destinations, especially where demand is already high. Encourage the Los Angeles Unified School District (LAUSD), local four-year universities, and the Los Angeles Community College District (LACCD) to install quality bicycle parking at public schools within the City of Los Angeles.	All	3.8, 1.3, 2.5	Support Features	
O.15	<b>Improve the Flow of Passenger Traffic.</b> Identify and implement strategies to provide reliable travel times during peak hours and during special events.	DCP, DOT		Operations	Complete parking evaluation on five corridors and make appropriate changes to parking regulations, minimizing impact to transit travel time reliability and to traffic safety. Implement simulation system and provide user training to staff. Evaluate system and refine as needed.
ENG.10	<b>Industrial Street Infrastructure.</b> Provide adequate street infrastructure in established industrial areas; revise geometric design standards for intersections in/around industrial areas with high truck volumes.	DOT, DCP, BOE	1.7, 1.8	Engineering	Identify and include projects in Metro call.
L.2	<b>Legislation Monitoring.</b> 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	On-going review of state legislation.

Mobility Plan Five Year Implementation Strategy

Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
ENG. 16.	<b>Los Angeles River.</b> Implement <i>Greenway 2020</i> (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	F. 15.	Engineering	Complete <i>Greenway 2020</i> and plant over 4,000 native shrubs and trees.
F.6	<b>Maintenance Options.</b> 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	4.10, 4.6	Funding	Formalize public and private partnership roles and program elements. Identify organizations that have specific skillsets for specific improvements such as stormwater enhancements.
ENG.11	<b>Manual of Policies and Procedures.</b> Update LADOT Manual of Policies and Procedures to incorporate innovative engineering standards and traffic control devices (for all modes of transportation) included in the City's Complete Street Design Guide. Regularly update both manuals as new standards and devices are adopted by the California Traffic Control Devices Committee in the MUTCD and/or the CA Highway Esign Manual and/or Federal Highway Administration.	BOE, DOT, DCP, LASAN	2.2, 1.4	Engineering	Establish process for implementing design exceptions to CA MUTCD and Highway Design Manual. Incorporate new standards into regular geometric and planning review of all projects.
PK.5	<b>Meter Pricing.</b> Establish demand based meter pricing to maximize efficient use of on-street meters.	DOT	4.13	Parking/ Loading Zones	Complete LA Express Park expansion to Hollywood, Westwood Village, and Venice, release early results of Express Park evaluation.
PK.6	<b>Neighborhood Parking Districts.</b> 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	4.13	Parking/ Loading Zones	Reassess use of SPRF surpluses to reinvest net revenue in improvements. Revise existing Preferential Parking District policies.
ENG.13.	<b>Neighborhood Traffic Calming and Slow Zones.</b> 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	3.1, 3.2	Engineering	Develop selection criteria, request process, and launch an application-based program. Scope and identify funding for program. Identify criteria and guidelines for neighborhoods. Establish 3-5 reduced speed zones/ year

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
MG 11.	<b>Non-Ownership Models for Vehicle Mobility.</b> 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		Management	Provide an assessment of major transit hubs and junctions to ensure taxi service availability from and to other forms of public transit. Map taxi zones/stands to major transit connection locations. Expand hail a cab program to additional 4 pilot business districts with highest taxi usage and partner with business community. Identify taxi potential permitting methodologies taxi service and enhance quality of life for customers and drives. Scope and identify funding for citywide rollout of carshare program, including point-to-point and traditional fixed point service.
MG.5	<b>Off-Peak Deliveries.</b> Identify and Implement incentives to encourage off-peak hour delivery operations.	DOT, DCP, Mayor's Office	2.8	Management	Secure funding and begin implementation. Establish condition that would require deliveries to occur during off-peak hours.
D.9	<b>Off-Road and Park Trail Bicycle Database.</b> 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	1.9	Data & Analysis	LAPD to continue to deploy off road motorcycle detail in the San Fernando Valley. Expand off road patrol throughout the City's off road and park trails.
SF.14	<b>Off-Street Alternative Energy Charging.</b> 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	Install 50 electric vehicle chargers in city-operated parking facilities. Install additional chargers in city-operated parking facilities subject to grant funding and budget availability.
PK.8	<b>On-Street Loading.</b> Encourage the designation of on-street loading areas, through removal of curb parking, in established industrial areas where off-street loading facilities are lacking. Update the Commercial Loading Zone Ordinance (see B-2, page 6, 2-14 of Mayor's Task Force-Mar 2004)	DOT, DCP, City Attorney	2.8	Parking/ Loading Zones	Draft ordinance for metered commercial loading zones. Meter 1,000 commercial loading spaces annually, starting in Downtown and Hollywood.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
O.6	<b>Operational Efficiencies.</b> 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	2.7, 4.10	Operations	Research and design program to explore off-peak freight delivery incentives. Convene working group in partnership with POLA.
SF.18	<b>Parking Meter Posts.</b> Develop pilot project to install bicycle parking mechanism on parking meter posts.	DOT Parking	3.8	Support Features	Implement pilot program in 2016.
PL.5	<b>Pedestrian Safety Action Plan.</b> Develop a Pedestrian Safety Action Plan for that enhances mobility and accessibility for pedestrians.	DOT, Mayor	3.1, 2.3	Planning & Land Use	Complete Pedestrian Action Plan and begin implementation.
PS.1	<b>Plazas/Paseos.</b> Identify temporary and/or permanent opportunities to establish car free zones and/or plazas/paseos in select locations around the City.	DCP, DOT	3.11	Public Space	Convert Sunset Triangle to a permanent plaza by the end of 2017. Incorporate stormwater capture and conservation measures into future plaza and paseo designs whenever feasible.
C.10	<b>Poster Campaigns.</b> Promote awareness of the various networks, streetscape, and green or "great street" improvements through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.	DOT, Mayor's Office, Council	4.14	Communication	City will work with community partners as needed.
F.7	<b>Priority Grading System (PGS).</b> 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	Secure funding and begin implementation, Establish detailed cost estimates and identify funding sources to implement street improvement projects



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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
ED.5 6	<b>Rail Crossing Safety.</b> Work with local and regional passenger and freight services to educate all users about safe at-grade crossing practices.	DOT, Mayor's Office	1.5	Education	Continue to scope and identify funding for the work plan.
O.7	<b>Region-Wide Traffic Control Center.</b> 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	Improve event management coordination with Metro and Caltrans especially on days with multiple events.
C.11	<b>Roadway Safety Campaigns.</b> Conduct outreach citywide to advance vision zero goal.	DOT, LAPD, Caltrans, OHS, LAUSD, LASPD	1.2	Communication	Launch 2 individualized neighborhood safety campaigns each year, analyze impact of campaigns, fully fund additional resources for strategic communications and education/outreach, identify and implement campaign w/ partnerships. Utilize data analysis to prioritize outreach efforts.
D.3	<b>Semi-Annual Survey.</b> 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	4.11, 4.10	Data & Analysis	Complete the Survey every two years.
PK.12	<b>Shared Off-Street Parking.</b> Facilitate the shared utilization of privately owned off-street parking facilities.	DOT, City Attorney, BIDS, DCP	4.13	Parking/Loading Zones	Identify and implement shared parking opportunities. re:code will examine development of by-right shared parking solutions.
O.8	<b>Shuttle Bus.</b> 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	3.2, 3.4, 3.5	Operations	Scope and identify funding. Secure funding and implement. Implement commuter incentive programs utilizing smartphone technology. Expand existing programs as widely as possible.
MT.6	<b>Sidewalk Cleaning.</b> Work with local businesses and community organizations to maintain sidewalks, along arterials, free of debris	Mayor's Office, BSS	1.7, 4.10	Maintenance	Create pilot partnership program in all 15 Great Street areas.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
MT.7	<b>Sidewalk Repair.</b> 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	1.7	Maintenance	Develop a repair strategy for identifying, prioritizing, and repairing the City's broken and cracked sidewalks.
O.9	<b>Signal Timing.</b> 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	1.4	Operations	Re-time 400 traffic signals per year. Identify criteria for using LPI, including locations with high numbers of pedestrians, older adults and children, or areas in proximity to transit. Implement "leading pedestrian intervals" (LPI) at targeted locations in first year. Evaluate effectiveness of LPI and expand to additional intersections based on analysis.
F.8	<b>State Highway Control.</b> 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	2.11, 4.6,	Funding	Transfer Venice Boulevard to city control.
D.12	<b>Strategic Capital Planning Group.</b> 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	4.6, 4.11, 4.6. 1.2, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6	Data & Analysis	Determine list of priority projects and match to funding sources. Establish detailed cost estimates and identify funding sources to implement improvement projects. Leverage work of Mobility Matrix.
SF.20	<b>Street Furniture Definition.</b> Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities	City Attorney, BSS	1.7, 3.8, 2.13	Support Features	Within two years include "bicycle racks" in the definition of street furniture.
SF.21	<b>Street Lighting.</b> 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	1.7, 2.3, 3.2	Support Features	Set up coordination plan with appropriate partners and identify high-volume stop locations in need of amenities such as lighting, concrete sidewalks, benches and trees. Expand the number of targeted bus stops through continued coordination.
O.11	<b>Transit Coordination.</b> 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	Implement a mobile ticketing demonstration for LADOT transit services. Coordinate with Metro to implement mobile ticketing program pilot on a countywide level.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
PL.7	<b>Transit Coordination.</b> 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, 4.11	Planning & Land Use	Work continuing especially on Exposition LRT, Regional Connector, Westwide Subway and Crenshaw.
SF.22	<b>Transit District Curbside Management.</b> Manage curb areas adjacent to transit stops to facilitate the loading and unloading of buses, para transit, smart shuttles, van/car pools and taxi queuing. Include curb areas for bicycle parking and car share facilities where space warrants.	DCP, DPW, DOT, Metro & other transit providers	3.5, 3.8, 3.2	Support Features	Establish an Intra-agency coordination team to design, allocate and manage the curb area adjacent to transit stations and high-frequency stops.
SF.23	<b>Transit Furniture.</b> 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	1.7	Support Features	Set up coordination plan with appropriate partners and identify high-volume stop locations in need of amenities such as lighting, concrete sidewalks, benches and trees. Expand the number of targeted bus stops through continued coordination.
SF.24	<b>Transit Pass.</b> Collaborate with Metro to encourage schools, employers, and residential developers to provide monthly or annual transit passes for their respective students, employees, and residents.	DOT, DCP, LAUSD, Metro	4.8, 4.9, 4.11	Support Features	Work with Metro to enable colleges and large employers to subsidize transit use. Explore the possibilities of large entities to support transit ridership and ease their own parking obligations for students and employees.
O.12	<b>Transit/Event Coordination.</b> 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	4.2, 3.4	Operations	Scope and identify funding. Secure funding and implement. Implement commuter incentive programs utilizing smartphone technology. Expand existing programs as widely as possible.
SF.25	<b>Trash Facilities.</b> Increase the number of trashcans on sidewalks. Work with local business and community organizations to develop an adopt-a-trash can program.	DPW-BOS	1.7	Support Features	Utilize Great Streets projects to formalize public and private partnership roles in the development of an adopt-a-trash can program.
ENF.5	<b>Truck Inspection Areas.</b> Develop a Truck Inspection Program in coordination with Highway Patrol and Port of Los Angeles.	DOT, POLA, LAPD	1.8	Enforcement	Seek grant funding to conduct commercial vehicle inspections along roadways utilized by commercial vehicles.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>NEW PROGRAMS</b>					
PL.10	<b>Truck Staging Facilities.</b> Identify locations within the City where regional truck staging and service facilities are permitted and address solutions to illegal freight staging practices.	DOT, DCP	1.8, 2.8	Planning & Land Use	Develop targeted solutions to illegal freight staging practices. Scope and secure funding for implementation.
PL.11	<b>Union Station Master Plan.</b> Continue to work with Metro to complete the Union Station Master Plan and implement <i>Connect US</i> . <i>Connect US</i> is a strategy to improve active transportation options to and from Union Station.	DCP, DOT, Mayor's Office	3.6	Planning & Land Use	Adopt Connect US and establish a formal partnership between Metro and the City for the design, funding and implementation of Stage 1 Perimeter Improvements of the Master Plan and an analysis of the impacts of Connect US Action Plan adoption.
C.13	<b>Wayfinding.</b> 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	4.14	Communication	Prepare bid within one year and undertake construction by end of 2016.

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>DEFERRED PROGRAMS</b>					
D.1	<b>Analysis of Existing Paths.</b> Identify and map paved paths within City parks suitable for bicycling. Emphasize opportunities for gap closures in the active transportation network.	RAP	2.5	Data & Analysis	
SF.1	<b>Artist Designed Bicycle Parking Standards.</b> 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.6	<b>Bicycle Racks on Taxis.</b> 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	
C.5	<b>Car Free Days.</b> 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, Mayor, SCAG, Metro	1.4, 4.8	Communication	
F.1	<b>Commercial Vehicle Related Revenue:</b> Dedicate revenues generated by commercial vehicle fees to roadway-related purposes	DOT	1.7, 4.6	Funding	
F.3	<b>Coordinated Grant Application.</b> 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	1.2, 4.6	Funding	
ED.3	<b>Goods Movement Awareness.</b> Develop and implement strategies to increase coordination of issues relating to goods movement and increase awareness of economic role of goods movement.	POLA	4.12, 2.7, 1.8	Education	
D.6	<b>Goods Movement Information.</b> 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	Data & Analysis	
L.7	<b>Local Street Speed Limit.</b> Advocate for and support for a 20 mph speed limit on all local streets within California.	DOT, City Attorney	1.5	Legislation	

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>DEFERRED PROGRAMS</b>					
D.8	<b>Mountain Trail Spillover and Conflict Resolution Analysis.</b> 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	1.9	Data & Analysis	
C.8	<b>Multi-Modal Access Campaign.</b> 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.9	<b>Neighborhood Network and Business District Maps.</b> 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	4.14	Communication	
SF.15	<b>On-Board Storage.</b> 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.17	<b>Operator Judgement of Bicycles on Buses.</b> Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather	DOT, City Council, Mayor's Office, BAC, Metro	3.5, 3.8, 4.11	Support Features	
PK.10	<b>Pedestrian Improvement Incentives.</b> Establish an incentive program to encourage projects to retrofit parking lots, structures and driveways to include pedestrian design features.	DCP	2.3, 3.1, 4.13,	Parking/ Loading Zones	

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Program No.	Program	Dept.	Policy	Topic	Implementation Strategy
<b>DEFERRED PROGRAMS</b>					
L.3	<b>Posted Speed Limit Reductions.</b> 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	<b>Resetting Speed Limits.</b> Evaluate the effectiveness of the State's speed limit requirements on street safety and performance.	DOT, City Attorney	1.4	Legislation	
F.9	<b>State Highway Funding.</b> 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	2.11, 4.11, 4.6	Funding	
MT.9	<b>Street Trees.</b> Implement a tree trimming cycle for all street trees within the public ROW. Use Priority Grading System to prioritize streets.	BSS-UF	1.7, 3.2, 2.1, 2.3	Maintenance	
L.5	<b>Tailpipe Emission Legislation.</b> Support legislation to reduce tailpipe emissions from cars and trucks.	Mayor's Office, CLA, SCAQMD	5.3, 5.4	Legislation	
O.14	<b>Truck Inspections and Service Patrol.</b> 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	2.7	Operations	
D.11	<b>Unimproved/Off-Road Database.</b> Inventory all unimproved roads and determine their suitability for mountain biking and off-road facilities.	RAP, DCP, DOT, LAFD	1.9	Data & Analysis	
L.6	<b>Vehicular Travel Safety Training.</b> 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	1.5	Legislation	