Mobility Plan
2035

An Element of the City’s General Plan
Context: Los Angeles Transportation Facts

- 3.8 Million People
- 468.7 Square Miles
- 7,500 miles of Public Streets
- 3,665 bus miles in service
- 73 rail miles in service
- 352 miles bike lanes, paths, bikeways in service
- 181 miles of Freeway
- 1,470 miles of arterial streets
“Constitution for development,” mandated by state law

Composed of Elements:

- Framework
- Land Use: 35 Community Plans
- Air Quality
- Conservation
- Housing
- Noise
- Open Space
- Safety
- Mobility (replaces Transportation)
**Context: California State Legislation**

**AB 32: Global Warming Solutions Act**
- Achieve 1990 GHG levels by 2020

**SB 375: Sustainable Communities Act**
- Achieve regional GHG reduction targets, in accordance with AB 32, through regional transportation process

**AB 1358: Complete Streets Act**
- Cities must include Complete Streets policies in their General Plans
- “balanced, multimodal transportation network that meets the needs of all users”

**SB 743 CEQA Reform**
- Eliminates Auto LOS as a metric for measuring traffic impacts
Today’s Problems

Health/Safety
> collisions
> obesity

Environmental
> poor air quality
> urban runoff

Economic
> congestion costs
> deteriorated infrastructure

Tomorrow’s Potential

Health/Safety
> all are comfortable walking and biking
> reduced collisions
> reduced obesity

Environmental
> reduced air pollution
> improved water quality

Economic
> less time and money spent commuting
> attractive public spaces spur neighborhood economic development
> coordinated investment
1.) **Mobility Plan 2035** contains goals, policies, and programs that establish a vision for a balanced transportation system, accommodating all users and modes of travel.

2.) As a chapter in Mobility Plan 2035, the **Complete Streets Manual** provides technical design guidelines for engineers/planners/urban designers for creating safer, multi-modal streets.

3.) As a chapter in Mobility Plan 2035, the **Mobility Map Atlas** provides a collection of maps that highlight Los Angeles’ transportation landscape today and proposes where it’s headed in the future.

4.) The **Draft Environmental Impact Report (DEIR)** is a required document that assesses the potential environmental impacts related to Mobility Plan 2035, and analyzes possible mitigation measures and project alternatives.
Mobility Plan 2035 Project Timeline

Current phase: Public comment period through May 13
Complete Streets: A Long Range Vision

Safe, Comfortable, and Convenient for ALL users:

- Pedestrians
- Bicyclists
- Transit Riders
- Motorists
- Movers of commercial goods

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Complete Street Challenges

Constrained Urban Environment

Traditional Engineering Standards

Traffic Impacts

Parking Impacts

Competing Interests

Worry Warts
Complete Streets make economic sense.

Complete Streets improve safety.

Complete Streets encourage more walking and bicycling.

Complete streets are good for air quality.

Complete Streets improve health.

Complete Streets make fiscal sense.

**Transportation Costs**

American families spend a lot on transportation—and the costs are increasing. Making streets safer for biking, walking, and transit can save money.

**CLIMATE CHANGE**

Choosing other modes of travel besides driving reduces carbon emissions; Complete Streets makes different travel options easier for more people.

**Public Health**

As Americans move less and drive more, it’s having a big impact on our health.

- 6% increase in likelihood of obesity
- 17% of children currently do

- 71% of adults walked or rode their bike to school as a child

1 hour of additional driving = 6% increase in likelihood of obesity

1 km of additional walking = 5% reduction in likelihood of obesity

**Safety**

Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk.

**FATALITIES IN MOTOR VEHICLE CRASHES IN 2011**

MORE THAN 4,400 PEDESTRIANS AND 670 BICYCLISTS

**Mobility Plan 2035**

THE BENEFITS OF COMPLETE STREETS

Roadways that are designed with all kinds of users in mind—pedestrians, seniors, children, people with disabilities, bicyclists, transit riders, and drivers—provide a multitude of benefits. Communities with complete streets are safer, healthier, more equitable, and better for the environment.

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The transportation sector is the fastest growing carbon dioxide source in the United States; emission rates are rising 2 percent per year.

2%
How do we harness the power of ingenuity that helped auto movement, to start thinking about solving transportation problems for all roadway users?
Complete Street Opportunities

7th at Spring

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Complete Street Opportunities

Ventura at Van Nuys

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Complete Street Opportunities

Budlong at 51st

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Complete Street Opportunities

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Complete Street Opportunities

Mobility Plan 2035
1. Safety First

2. World Class Infrastructure

3. Access for all Angelenos

4. Collaboration, Communication, and Informed Choices

5. Clean Environments

6. Smart Investments
New Tools: Arterial Redesignations

“Living within our means”
New Tools: Revised S-470: Complete Street Standards

Boulevard I (Major Highway Class I) + see Service Road

- 40 mph TOS*
- 18' + 100' (includes up to 10' median) + 18' = 136'

Boulevard II (Major Highway Class II)

- 35 mph TOS*
- 15' + 80' + 15' = 110'

Avenue I (Secondary Highway)

- 35 mph TOS*
- 15' + 70' + 15' = 100'

Avenue II (Secondary Highway)

- 30 mph TOS*
- 15' + 56' + 15' = 86'

Avenue III (Secondary Highway)

- 25 mph TOS*
- 13' + 46' + 13' = 72'

*TOS shall not exceed 25 mph in an area defined as a Community, Downtown or Regional Center or within a Mixed-use Boulevard or Neighborhood District.
New Tools: Complete Streets Network

Pedestrian Enhancements

Bicycle Enhanced Network

Transit Enhanced Network

Vehicle Enhanced Network
Pedestrian Enhanced Districts

» Wide sidewalks as a standard
» Trees, lighting, benches, signage
» Safe crossings
Bicycle Enhanced Network

» 387 miles including local and arterial streets
» 2.3 million Angelenos will live and work within ¼ mi
» Cycle tracks on arterial streets
Transit Enhanced Network

- 381 miles of arterial streets
- 3.2 million Angelenos will live and work within ¼ mi
- Dedicated transit lanes (peak period or all day)
Vehicle Enhanced Network

» 265 miles of arterial streets
» Access control
» Parking to travel lane

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Vision and Guiding Principles:

• Long-range, incremental implementation
  (learn lessons and adjust strategy as we go)

• One size does not fit all
  (need for design flexibility based on local conditions)

• Rarely possible to have it all
  (street space is limited -> layered network approach)

• Safety is everyone’s shared concern
  (even in light of different perspectives of engineers, planners, advocates, road users)

• Small adjustments can make a big difference

B. Boulevard II (MAJOR HIGHWAY CLASS II) - 110' ROW, 80' Roadway (Typical)

- **3.1 Full-time or peak period transit lane (curbside) +**
- **3.1 B Bicycle lane**

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- **3.2 Bus Rapid Transit (BRT) (center-running)**
  - Midblock
New Tools: Changing Metrics

- TOS (Targeted Operating Speed)
- Collision Reductions
- VMT (Vehicle Miles Traveled)
- GHG Reductions
- Increased Activity (Health)
- Equity

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New Tools: Inter-Departmental / Agency Collaboration

Building Signage
Planning
LADBS

Murals
CAC

Street Cleaning
BOS

Street Maintenance
BSS
DOT

Off-Site Signs
Planning

Street Lighting
BSL

Parking
DOT

Bike Lanes
DOT
BSS

Awnings
CAC

Bus Shelter/Lanes
METRO
DOT

Street Furniture
BSS

Events on Public Right-Of-Way
BSS

Street Furniture
BSS

Drainage/Sewers
BOS
BOE

Street Tree Design Standards
/Permits
BSS

Street Tree Design Standards
/Permits
BSS

Bike Rack
DOT

Sidewalk Maintenance
Trash Receptacles
Property Owners
BSS

Caltrans
Street Planning
Planning
DOT
Caltrans

Street Construction
DOT
BOE
BSS

Traffic Controls/Signage
DOT

Caltrans
Street Planning
Planning
DOT
Caltrans

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New Tools: Funding

Measure R2

Street Bond

Increased allocation for active transportation

Other?
For more information:
LA2B project website: la2b.org

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