

Mobility Plan 2035

An Element of the General Plan



PLAN PURPOSE

- “Complete Streets” safe, comfortable, and convenient for all users:
- Pedestrians
- Bicyclists
- Transit Riders
- Motorists
- Movers of commercial goods



WHAT IS THE PLAN INTENDED TO DO?

- Decrease **collisions**
- Use **data** to prioritize transportation decisions
- Expand **access and ease** to mobility options
- Improve **coordination and communication** between regional transit providers and City
- Increase the use of **technology** to share real-time information
- Reduce the number of unhealthy **air quality** days
- Create **public space**



PLAN GOALS

- 1. Safety First:** crashes, speed, protection, security, safety, education, and enforcement
- 2. World Class Infrastructure:** Complete Streets Network, mode choice variety, seamless and robust transportation infrastructure
- 3. Access for All Angelenos:** affordability, accessibility, land use, operations, reliability, and community connections
- 4. Communication, Collaboration, and Informed Choices:** real-time info, monitoring, reporting, collaboration, performance-based analysis, and prioritization criteria
- 5. Clean Environments and Healthy Communities:** environment, health, benefits of active transportation, clean air, clean fuels and fleets



IDENTIFYING A COMPLETE STREET NETWORK

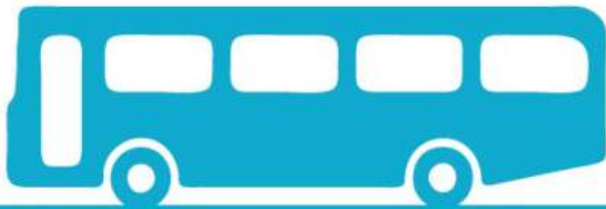
Pedestrian Enhanced Districts



Bicycle Enhanced Network



Neighborhood
Enhanced Network



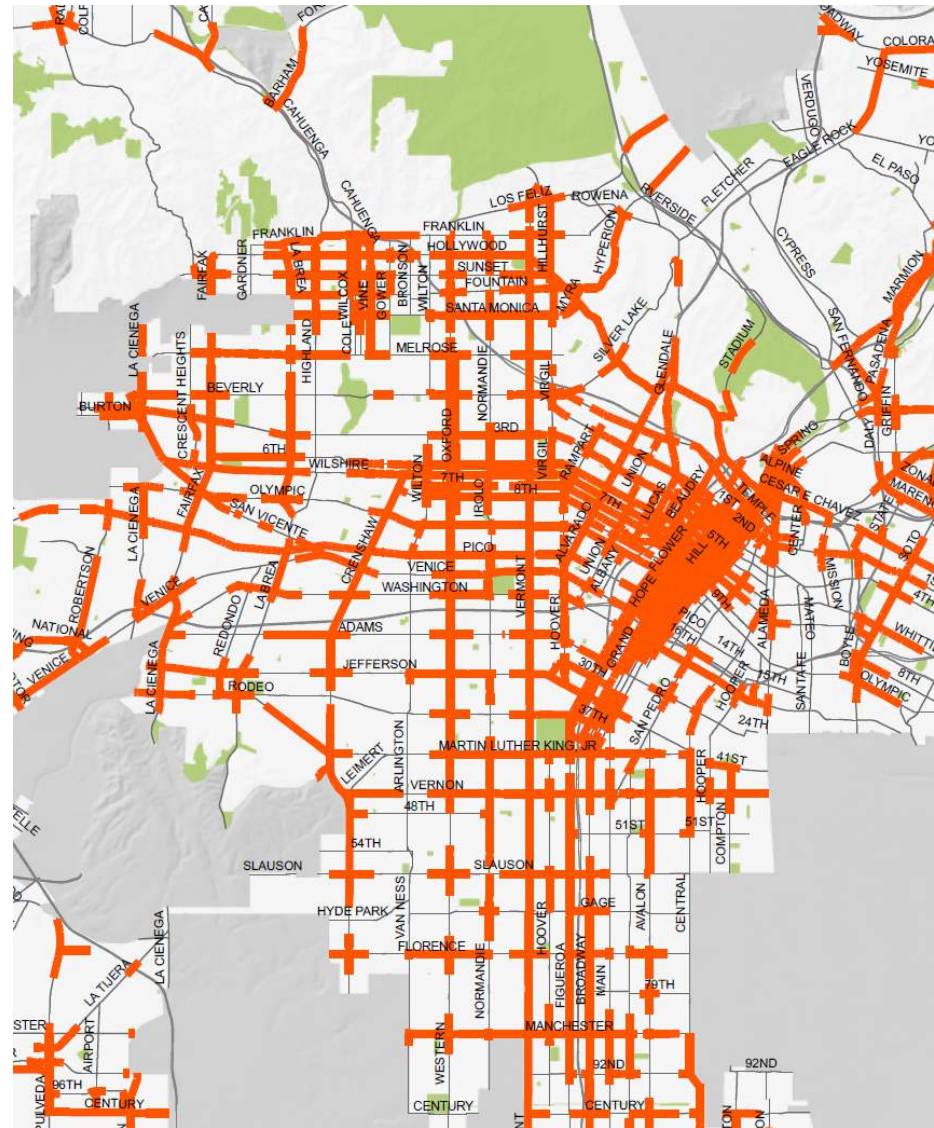
Transit Enhanced Network



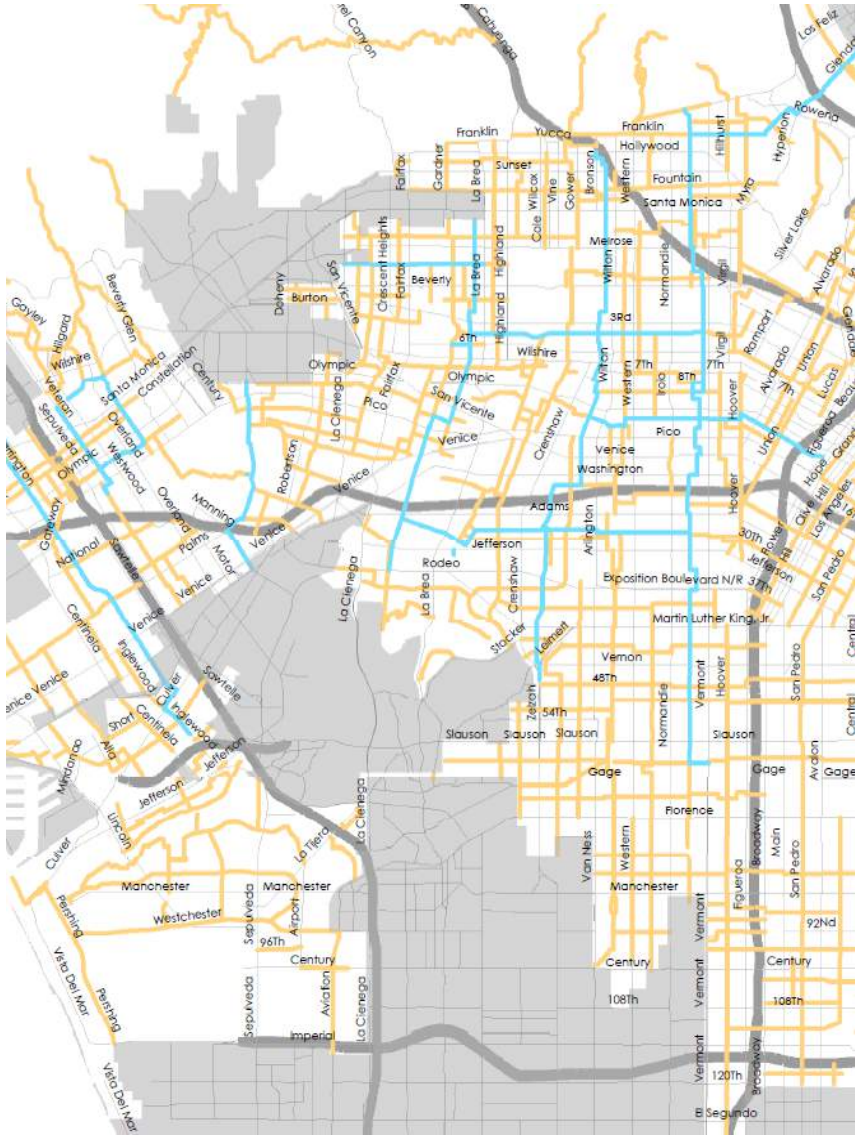
Vehicle Enhanced Network



Pedestrian Enhanced Districts

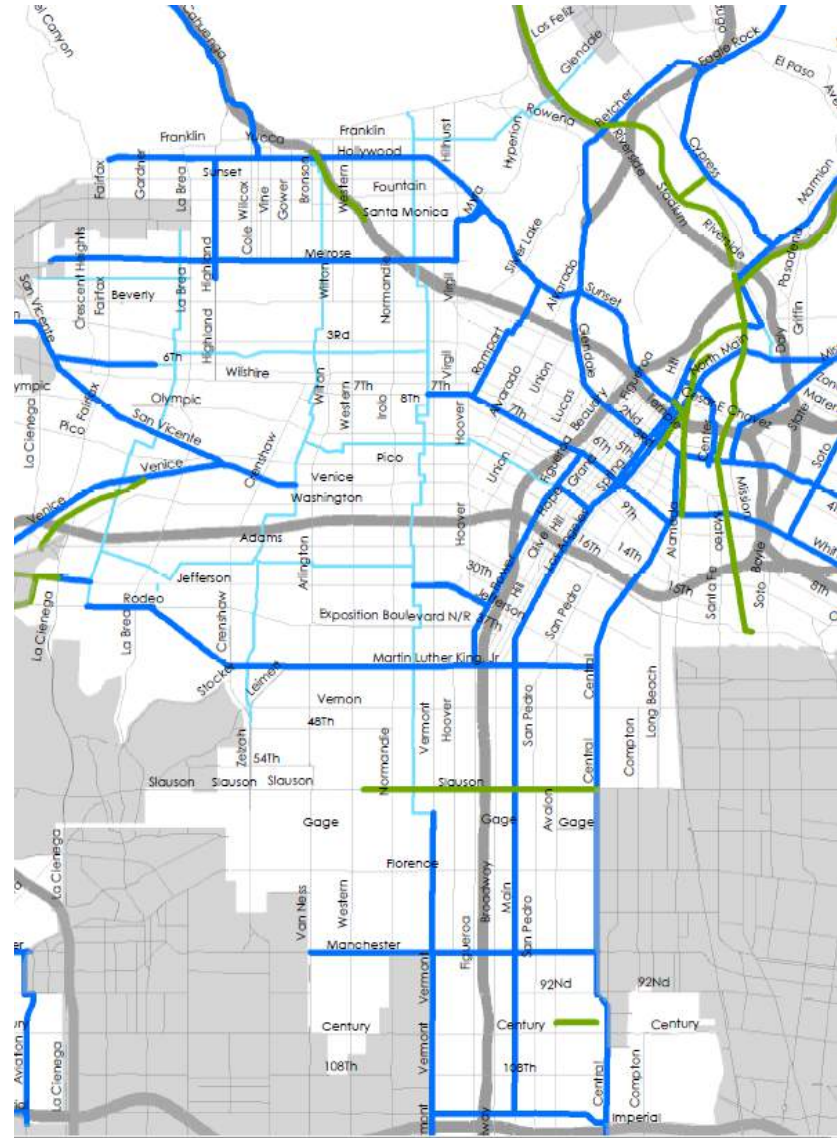


Neighborhood Enhanced Network



Context: Los Angeles Transportation System

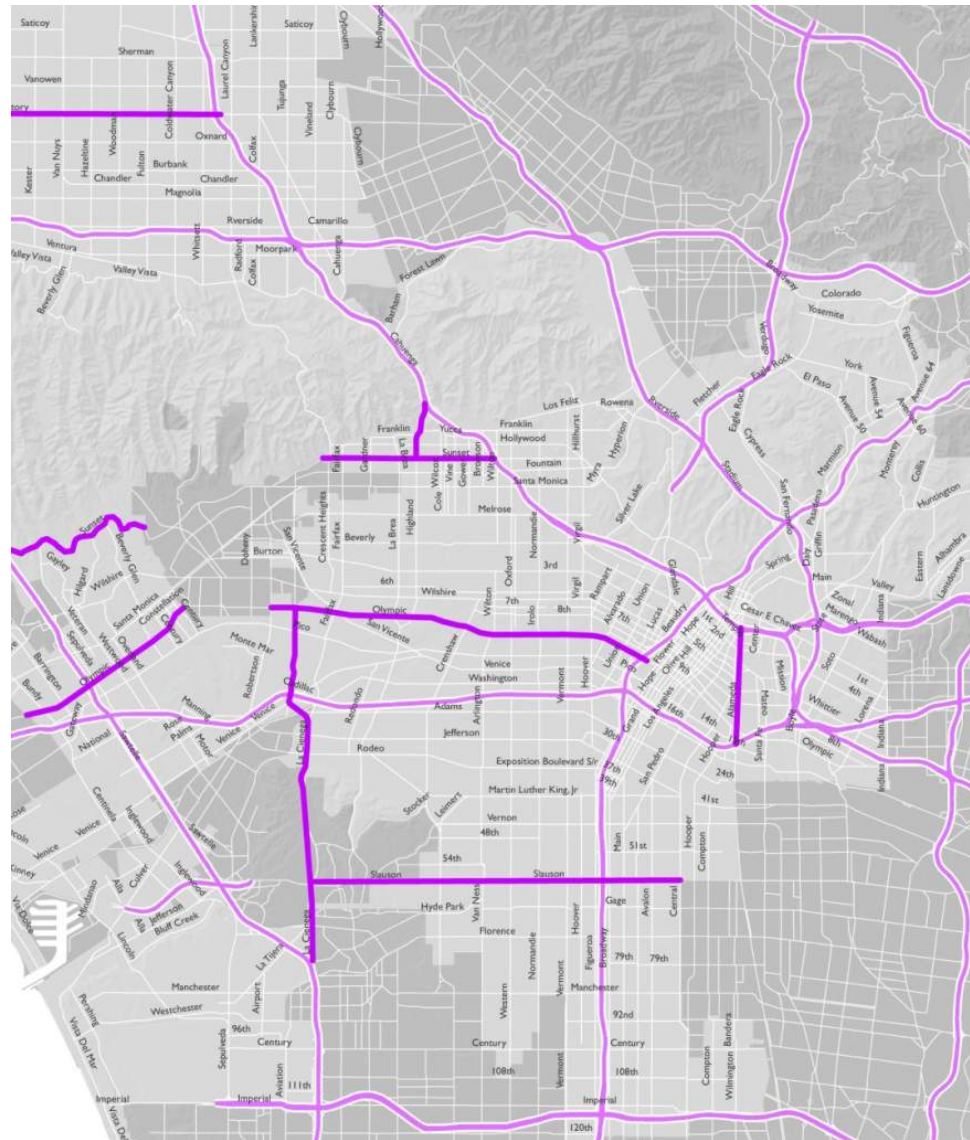
Bicycle Enhanced Network



Transit Enhanced Network



Vehicle Enhanced Network



COMPLETE STREETS NETWORKS

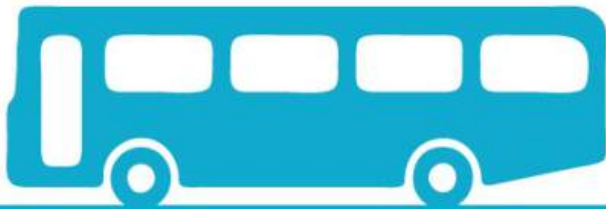
Pedestrian Enhanced Districts



Bicycle Enhanced Network



Neighborhood
Enhanced Network



Transit Enhanced Network



Vehicle Enhanced Network



NEW STREET STANDARDS

S-470-1 Street Standard Dimensions Sheet

Old Classifications:

Major Highway Class I
Major Highway Class II

Secondary Highway

New Classifications:

Boulevard I
Boulevard II

Avenue I
Avenue II
Avenue III



Expanded list to reflect variety of widths already existing within the City.



NEW STREET STANDARDS

Targeted Operating
Speeds:

Design for TOS
instead of LOS

Avenue I (Secondary Highway)

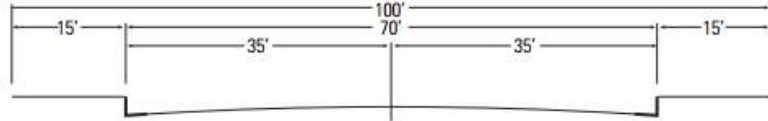
Roadway Width: 70 ft.

Right-of-Way Width: 100 ft.

Typical Number of Lanes: 1-2 lanes in each direction

Typical Sidewalk/Border Width: 15 ft.

Target Operating Speed: 35 mph



Avenue II (Secondary Highway)

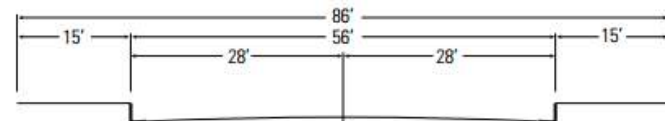
Roadway Width: 56 ft.

Right-of-Way Width: 86 ft.

Typical Number of Lanes: 1-2 lanes in each direction

Typical Sidewalk/Border Width: 15 ft.

Target Operating Speed: 30 mph

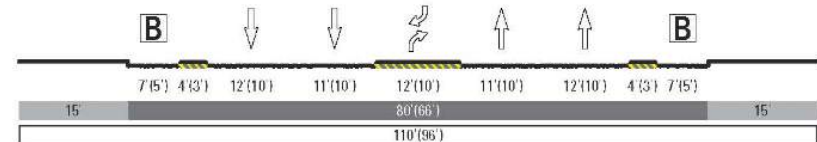


NEW STREET STANDARDS

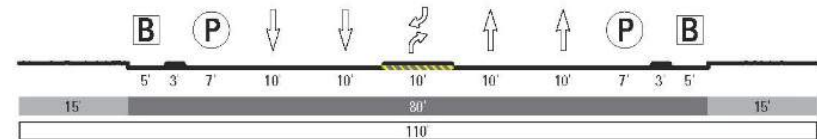
Live within our means (with more options)

- Maintain curb to curb dimensions
- Creates wider sidewalks as a standard
- Introduces new street typologies such as “shared street”

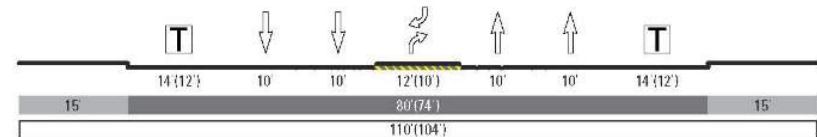
B.	Boulevard II (Major Highway Class II)--110' ROW, 80' Roadway (Typical)
2	Bicycle Enhanced (BEN)
2.1	Bicycle lane without parking



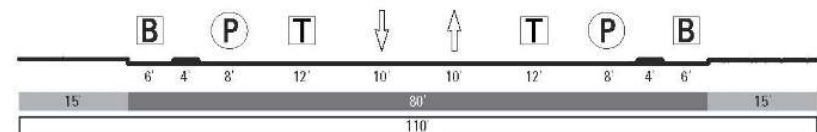
2.2	Cycle Track - with curbside parking
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3	Transit Enhanced (TEN)
3.1	Full-time or peak period transit lane (curbside)

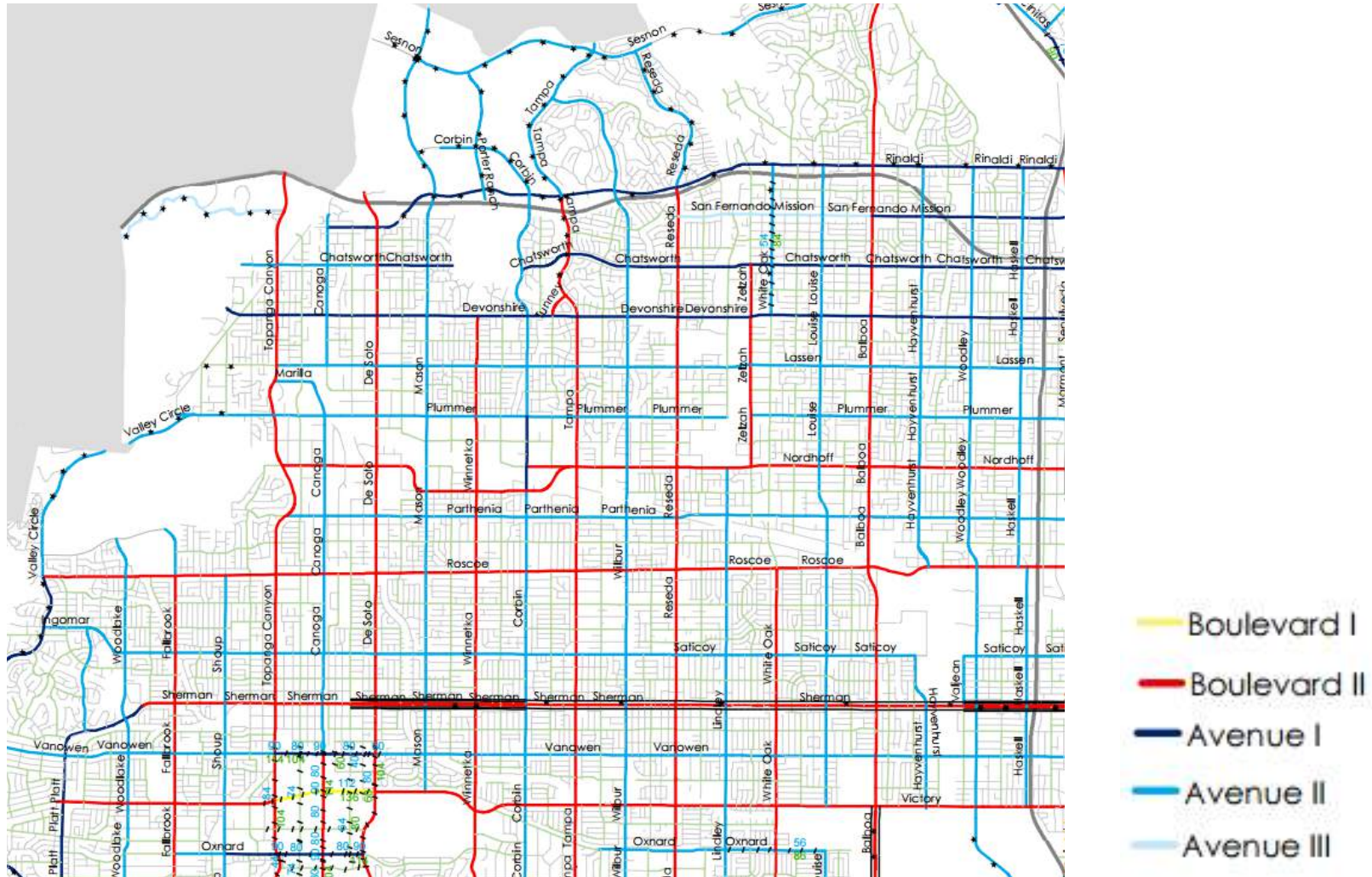


3.1	Full-time or peak period transit lane+
3.1	a. Cycle track with curbside parking



CHANGING STREET DESIGNATIONS

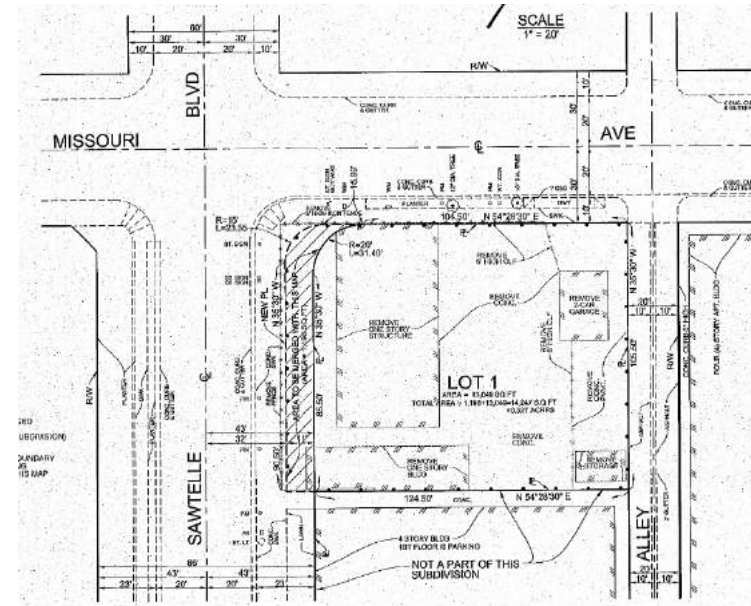
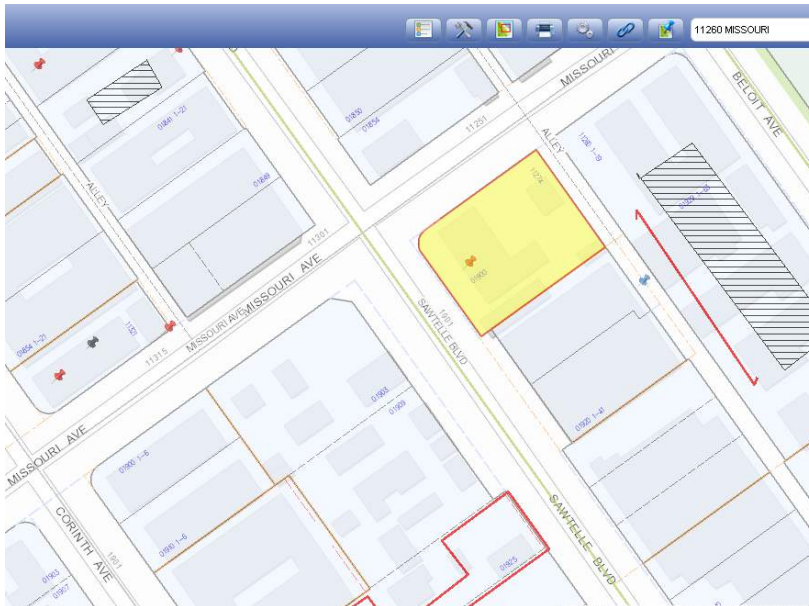
General Plan Circulation Maps – new designations to all arterials in City



STREET STANDARDS

Street standards and widenings

- applies to projects R3 and above, and subdivisions
- The old way – requiring projects to dedicate right of way for little benefit



STREET STANDARDS

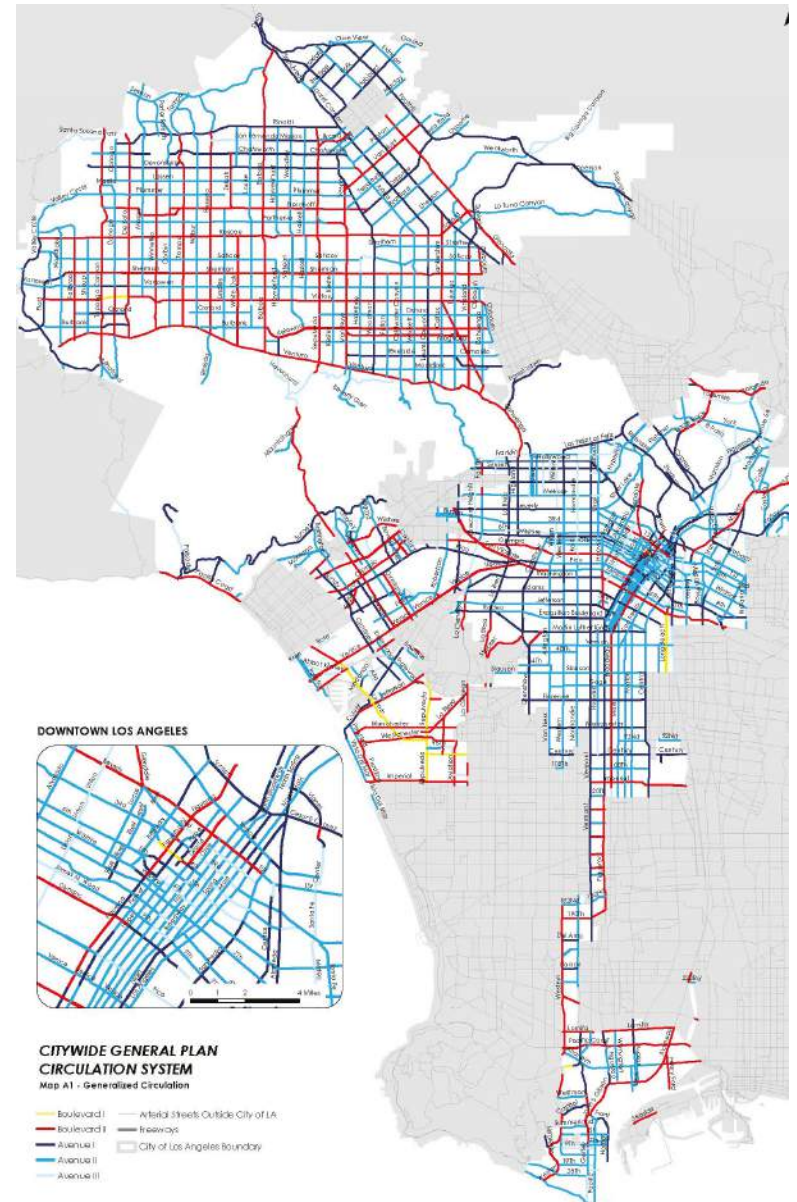
Related Policies

Policy 2.14. Street Design:

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

Policy 2.17. Roadway Widening:

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



ADOPTING NEW DESIGN GUIDES

- NACTO Guides
- Complete Streets Design Guide (CSDG):

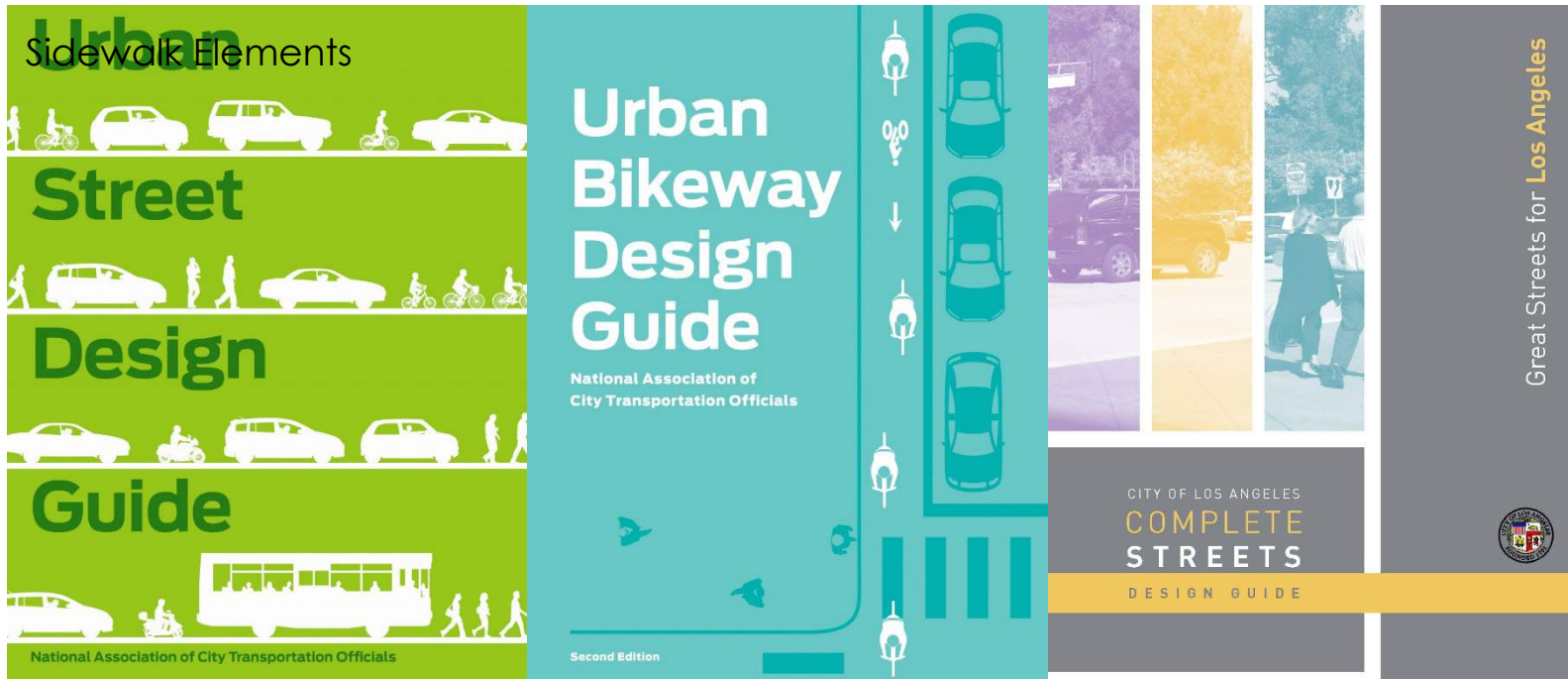
Street Classifications and Network

Roadway Elements

Targeted Operating Speeds

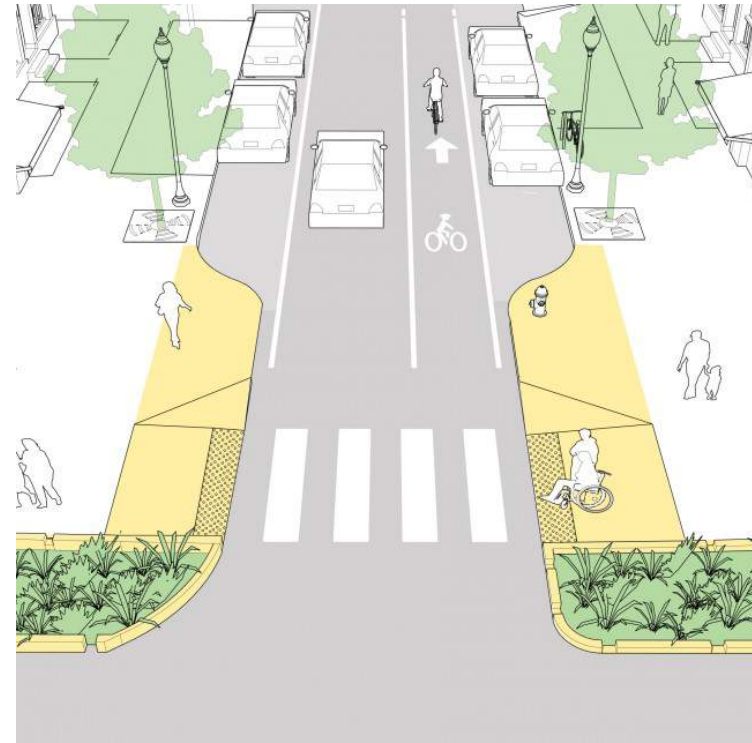
Intersections & Crossings Elements

Complete Street Cross Sections



CSDG and NACTO Guidelines – mitigation concepts

Encourage wider sidewalks, and curb extensions, especially at intersections, and mid block.



CSDG and NACTO Guidelines – mitigation concepts

Mitigate neighborhood intrusion impacts through traffic calming treatments.



CODE AMENDMENTS



- Authorize a street standards committee to make decisions on street design issues
- Clarify procedures of our street dedication process
- Limit cul-du-sacs and only encouraging their use if they're designed for active transportation users
- Limit block length in commercial areas



Making Complete Streets the Default



GENERAL PLAN FINDINGS

Mid-sized projects – Site Plan Review scale or greater



Policy 3.3 Land Use Access and Mix

Policy 4.8 Transportation Demand Management Strategies

Policy 5.2 Support ways to reduce vehicle miles traveled (VMT)

Policy 5.3 Alternative Metrics

Ex. The Project would unbundle parking, integrate transit passes and rideshare services to reduce vehicle trips. The project integrates neighborhood services to support lower trip distances for on and offsite users.



GENERAL PLAN FINDINGS

Major Projects – Block Level

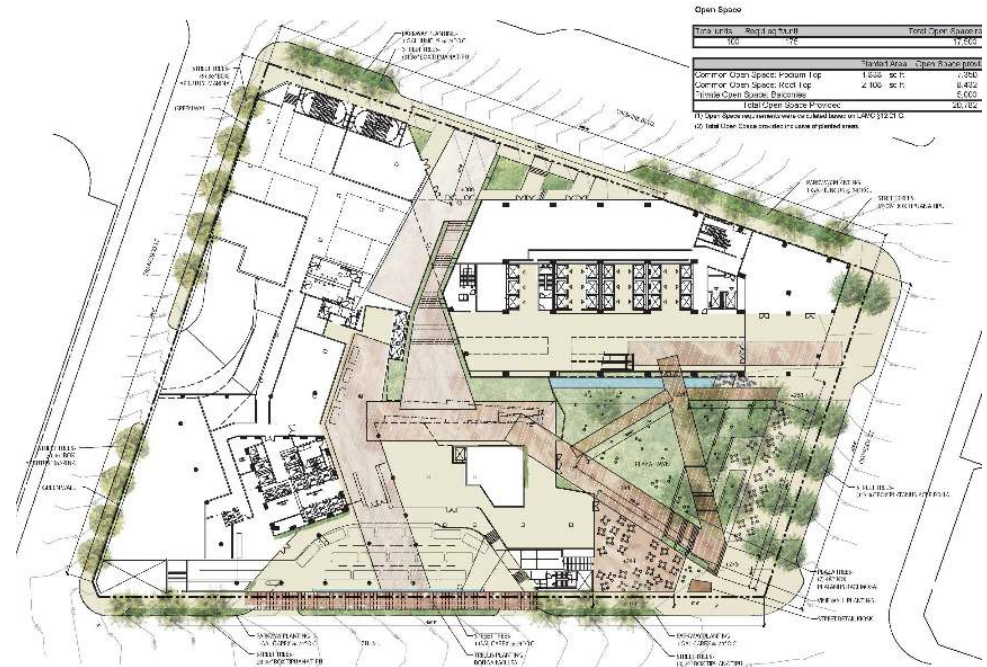
Policy 1.1 Roadway User Vulnerability

Policy 2.3 Pedestrian Infrastructure

Policy 2.10 Loading Areas

Policy 2.14 Street Design

Policy 5.3 Alternative Metrics



Ex. The project integrates mid-block pedestrian crossing, and curb extensions to support safe pedestrian access where nexus can be demonstrated.





The Draft Downtown Approach Report Presentation is Available.

Our goal is to create a flexible (yet defined and rigorous) toolkit of zones that can be used in the community planning process across the City to address the variety of known development-related issues.

[VIEW THE PRESENTATION](#)

ABOUT THE PROJECT



The City of Los Angeles is providing a modern, web-based version of the new code that is interactive, elegant, personalized, and optimized for mobile devices.

[ENGAGE & LEARN MORE](#)

[MEET THE TEAM](#)

TWO YEARS AND COUNTING ...



JUN 12 2015

Two years ago today we launched re:code LA, LA's first comprehensive revision of the City's Zoning Code since it was first adopted in 1946.

[READ MORE](#)

PROJECT FILES

Keep up to date as new project documents are made available and provide your feedback.

[VIEW ALL](#)

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A CONTEXT-BASED APPROACH

For downtown, the following Context Areas have been established based primarily on the existing physical character of each area:

PREDOMINATELY MIXED USE AREAS

Downtown "A"



INTENSITY	Very High
USE	Mixed Use
TRANSIT ACCESS	Well-Served: Regional/local
BLOCKS	Small, Gridded

Downtown "B"

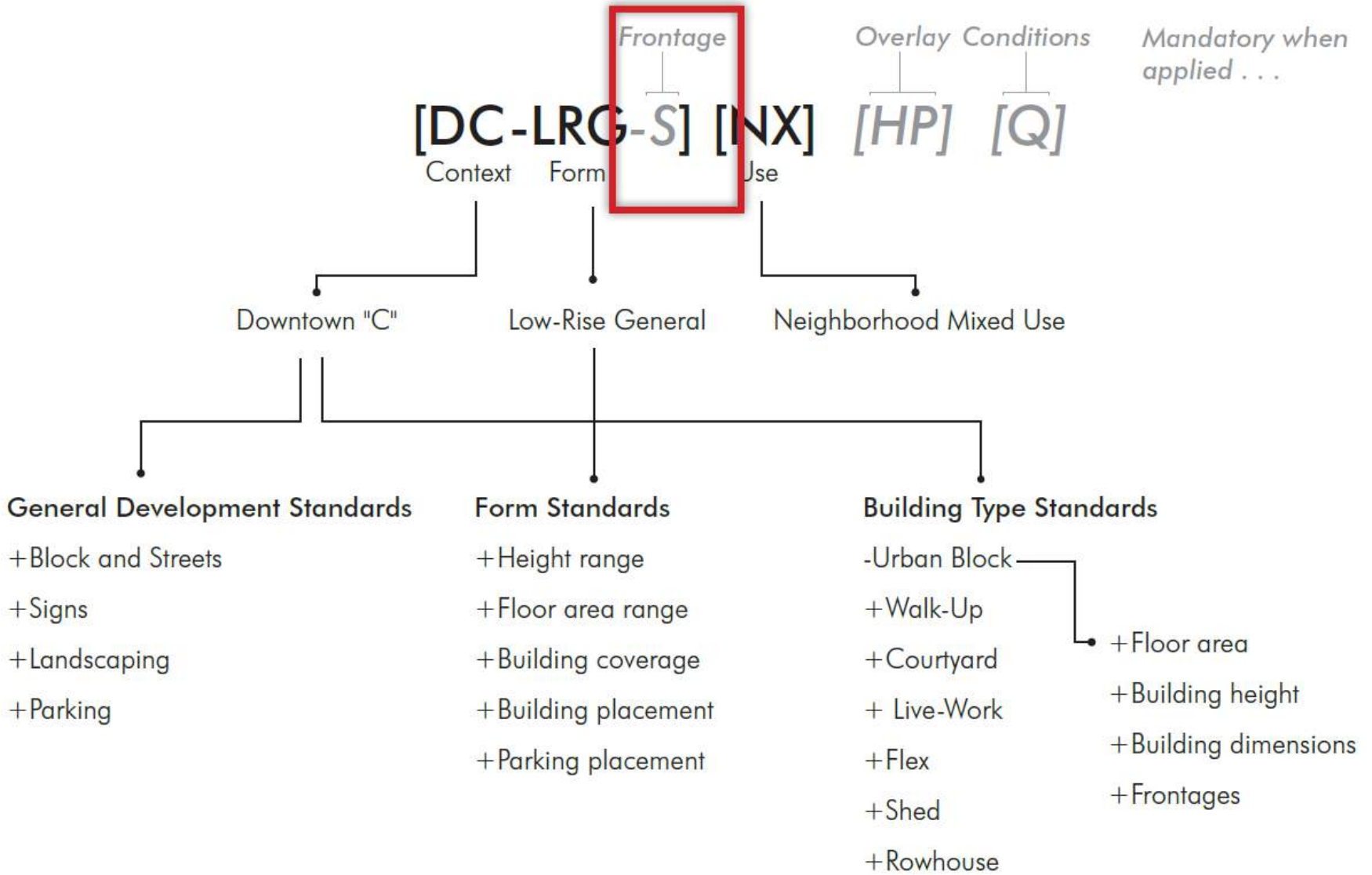


INTENSITY	High
USE	Mixed Use
TRANSIT ACCESS	Moderately-Served Local
BLOCKS	Small, Gridded

Downtown "C"



INTENSITY	Moderate
USE	Mixed Use
TRANSIT ACCESS	Limited
BLOCKS	Larger, Gridded



FRONTAGE TYPES

Frontages set standards for building facades that face streets. Frontage standards help to ensure that buildings address each street appropriately.



Shopfront

The shopfront frontage is suitable for ground floor retail activity and has substantial glazing (windows and doors) at the sidewalk level.



General

The general frontage is suitable for ground floor residential lobbies or hotel and office uses and has moderate glazing (windows and doors) at the sidewalk level.



Workplace

The workplace frontage is suitable for ground floor industrial and warehouse activity and has limited glazing (windows and doors) at the sidewalk level.



Large Format Retail

The large format retail frontage is suitable for large ground floor retail spaces that have unique street front needs based on building footprint size and configuration.



Alley

The alley frontage is suitable for enhancing activity that addresses an alley or block interior.



Stoop

The stoop frontage is suitable for ground floor residential uses; raised ground floors are required with limited glazing (windows and doors) at the



Front Yard

The front yard frontage is suitable for ground floor uses that need to be moderately set back from the sidewalk level.



Arcade

The arcade frontage is suitable for enhancing activity that addresses a covered alley or block interior.

Questions?

My La

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Thank You