

Mobility

Plan

2035

What is Mobility Plan 2035?

- >> Element of the City of Los Angeles's General Plan
- >> Updates the City's 1999 Transportation Element and integrates the 2010 Bicycle Plan
- >> Lays the policy foundation necessary for the City to plan, design, and operate streets that accommodate multiple modes and users
- >> Responds to recent state legislation
 - > Complete Streets Act (AB 1358)
 - > Sustainable Communities and Climate Protection Act (SB 375)
 - > Global Warming Solutions Act (AB 32)
 - > CEQA / Level of Service (SB 743)



Graphic courtesy Metro's First/Last Mile Strategic Plan

PLAN ORGANIZATION

Mobility Plan 2035 includes six **goals** that highlight the City's mobility priorities. Each of the goals contains **objectives** (targets used to help measure the progress of the Plan) and **policies** (broad strategies that guide the City's achievement of the Plan's goals). Policies have **programs** linked to them, which are action items that will implement this Plan.

Goals:

- 1. Safety First** >> crashes, speed, protection, security, education, enforcement
- 2. World Class Infrastructure** >> design quality, street trees, maintenance, multimodal facilities, active transportation, signal management (ATSAC), parking, bridges, system management
- 3. Access for All Angelenos** >> affordability, vulnerable users, land use, operations, reliability, demand management, community connections
- 4. Informed Choices** >> real time information, open source data, transparency, communication, monitoring and reporting, inter-departmental cooperation, database management, parking options, loading and unloading, goods movement
- 5. Clean Environments for a Healthy Community** >> public health, clean air, stormwater management, clean fuels and fleets
- 6. Smart Investments** >> fiscal responsibility, sustainable long-term funding, economic development, placemaking, performance-based analysis and prioritization

Today's Problems

HEALTH + SAFETY

>> collisions

- > 36,000+ Angelenos are injured or killed in motor vehicle collisions per year
- > 48% of traffic fatalities are pedestrians and bicyclists

>> obesity

- > 6% increase in the likelihood of obesity for each additional hour per day spent in a car
- > 25% of children are obese in the City of LA
- > \$6 billion annual cost of obesity in LA County (health care and lost productivity)

ECONOMY

>> deteriorated infrastructure

- > 42% of the City's sidewalks are in a state of disrepair
- > 38% of the City's streets are in "poor" or "very poor" condition

>> time and money

- > \$9,122 average annual cost of vehicle ownership
- > 61 hours per year spent in traffic by the average Angeleno

ENVIRONMENT

>> poor air quality

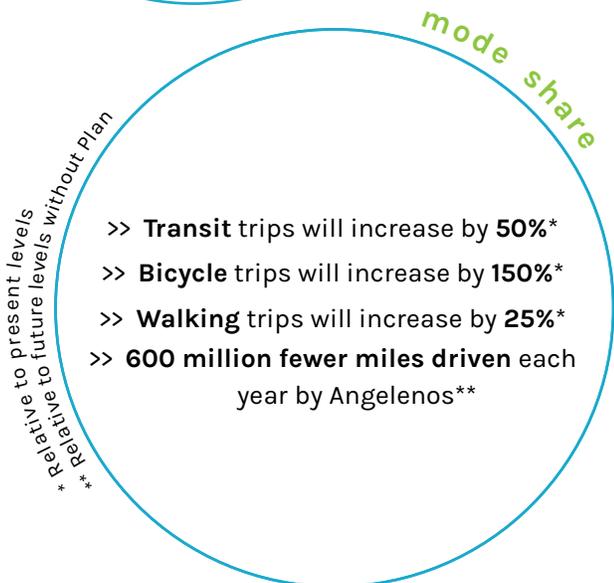
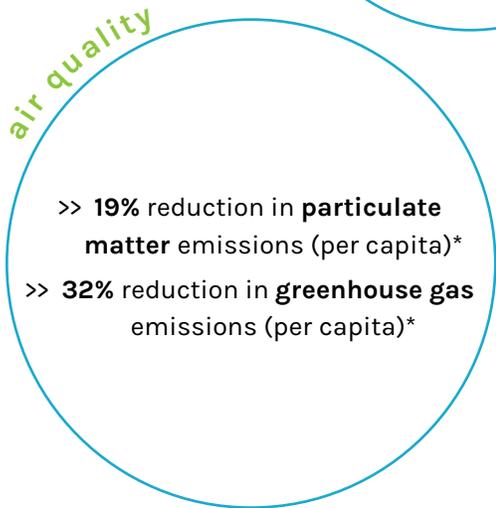
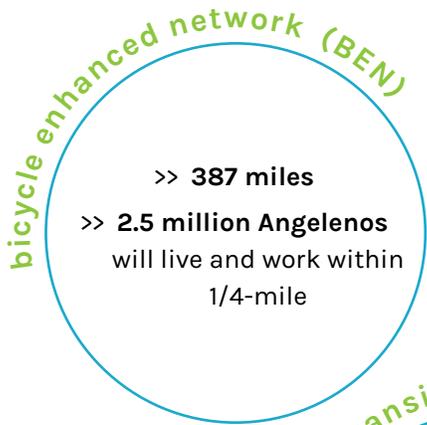
- > 57 unhealthy air quality days in 2012, when air pollution levels in LA County exceeded federal standards
- > 2,000+ premature deaths per year in greater LA attributed to air pollution from vehicles
- > \$22 billion annual cost of health impacts from air pollution in the South Coast Air Basin

>> urban runoff

- > 4 in 10 of California's most polluted beaches are in LA County
- > 48% of beaches in LA County received an F grade for wet weather water quality

Key Policy Initiatives

- >> Lays the foundation for a network of Complete Streets, and establishes **new Complete Street standards** (through S-470) and targeted operating speeds that will provide **safe and efficient transportation** for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers
- >> Creates a new **Complete Street Manual** with a toolkit of option to design our streets
- >> Identifies an **Enhanced Network System**
- >> **Holds roadway widths** as they are today to protect our City's built environment
- >> Considers the strong **link between land use and transportation**
- >> Promotes "**first mile-last mile**" connections
- >> Expands the role of the **street as a "public place"**
- >> Improves **inter-departmental and inter-agency communications and coordination** with respect to street design and maintenance
- >> Identifies **potential funding options** for regular street maintenance as well as infrastructure changes
- >> Increases the use of **technology** (applications, real time transportation information) and **wayfinding** to expand awareness of and access to parking options and a host of **multi-modal options** (car share, bicycle share, car/van pool, bus and rail transit, shuttles, walking, bicycling, driving)
- >> Identifies potential future mobility and **goods movement** investments
- >> Increases the role of **low-tech "green street" solutions to treat and infiltrate stormwater**



Tomorrow's Potential

HEALTH + SAFETY

- >> People of all ages and abilities will feel comfortable walking and biking
- >> Number of collisions will be reduced
- >> Obesity will be reduced as more people integrated walking and biking into their daily routines

ECONOMY

- >> People will spend less time and money commuting, and have more options for doing so
- >> Streets will become attractive public spaces that will spur neighborhood economic development
- >> Coordinated investment will make the most of limited resources by prioritizing multi-benefit projects

ENVIRONMENT

- >> Adverse health and environmental impacts from air pollution will be reduced
- >> Water quality will improve
- >> Heat island effect will be reduced

Mobility Plan 2035 provides a roadmap for achieving a transportation system that balances the needs of all road users.

Complete Streets Manual: Implementing the Multi-Modal Vision

NEW DESIGN STANDARDS

Street design standards play a vital role in shaping the look and feel of the City's neighborhoods. LA's current street standards focus solely on moving vehicles. In order to implement the City's vision of a multi-modal transportation system, Mobility Plan 2035 includes a comprehensive revision of the City's Standard Street Dimensions (S-470 Standard Plan). The new standards, detailed in the Complete Streets Manual, will result in streets that better serve all users and needs. New features include wider sidewalks, separated cycle tracks and bus rapid transit lanes. In the interest of protecting our built environment (and living largely within our current right-of-way), all of the City's arterial streets have been reclassified according to the new system, which includes five categories of arterial streets: Boulevard I, Boulevard II, Avenue I, Avenue II and Avenue III (from widest to narrowest).

ENHANCED NETWORKS

In addition to the new designations, certain streets will be assigned to one of the Enhanced Networks: Bicycle, Transit, and Vehicle. The Enhanced Networks concept acknowledges that, given limited right-of-way, the citywide transportation system functions best when certain streets are designed to prioritize a particular mode. These networks work in tandem: for example, three parallel corridors might be optimized respectively for bicycles, transit and vehicles. The Enhanced Networks, in conjunction with arterial streets that have not been enhanced to support a specific function, comprise a citywide Complete Street system.

Benefits:

- > Increases connectivity between modes
- > Improves accessibility for all users
- > Focuses improvements for select modes on specific streets



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

- Los Angeles City Council Motion, Jan. 28, 2014

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