

3.0 PROJECT DESCRIPTION

This chapter provides a detailed description of the proposed *Mobility Plan 2035* (MP 2035 or proposed project). The project description discussion includes the background of the proposed project, the project objectives, and a description of the existing environment at the project site and in the surrounding area.

3.1 PROJECT BACKGROUND

The State of California and the Los Angeles City Charter require that Los Angeles create and adopt a general plan. The City's General Plan is the constitution for all future developments and as such is the heart and foundation of the City's long-range vision for growth. The State requires that each jurisdiction's general plan include seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise, but communities may also include additional elements that are tailored to meet specific needs and concerns. While State law requires that the various plans be internally consistent, cities are free to select a distinct name for each element and are permitted to combine and/or disaggregate the individual components of the elements in a manner that is practical for the jurisdiction.

In Los Angeles, the General Plan is a comprehensive declaration of purposes, policies and programs that guide and establish the future form and development of the City. Adopted by the Planning Commission and approved by the City Council and the Mayor, the General Plan serves as a basis for decisions that affect all aspects of our everyday lives from where we live and work to how we move about. It is both a strategic and long term document, broad in scope and specific in nature. It is implemented by decisions that direct the allocation of public resources and that shape private development. The City's official General Plan description consists of:

- Framework Element (adopted 1996)
- Land Use Element- divided into 35 community plans (adoption dates vary)
- Urban Form and Neighborhood Design Element (new – development pending)
- Plan for a Healthy Los Angeles (new – expected in 2014)

Nine technical elements intended to consolidate 23 disparate plans developed in the 1960s and 1970s:

- Housing (adopted 2013)
- Transportation (adopted 1999, Bicycle Plan Chapter adopted 2011, and updated adoption expected in 2014)
- Infrastructure Systems (various plans adopted 1968-1972, update pending)
- Noise (adopted 1999)
- Air Quality (adopted 1992)
- Conservation (adopted 2001)
- Open Space (adopted 1973)
- Safety (adopted 1996)
- Public Facilities and Services (various plans adopted 1968-80, update pending)

MP 2035 (formerly the Transportation Element) is the transportation blueprint for the City of Los Angeles. Last updated in 1999, the Mobility Element is being revamped to reflect the policies and programs that will give Angelenos a full range of options to meet their mobility needs, including bicycling, carpooling, driving, transit, and walking. MP 2035 will lay the policy foundation for safe, accessible and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles alike.

MP 2035 is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include

motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Compliance with the Complete Streets Act is expected to result in increased options for mobility; less greenhouse gas emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. Complete streets play an important role for those who would choose not to drive if they had an alternative as well as for those who do not have the option of driving. The Complete Streets Act specifically encourages an increase in non-driving modes of travel. The project is also consistent with the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Changes in demographics; increased awareness of the relationship among transportation, land use and health; technological innovations; and an embrace of streets as public places are influencing shifts in how the City of Los Angeles will plan for the mobility of its people. Younger populations desire safe and accessible active transportation options, while a growing older population cohort can benefit from mobility alternatives to driving. A growing body of literature points to the benefits of improved urban design for more walking and bicycling, which in turn spur community interaction and economic activity and foster better health outcomes. Technology improvements offer virtual alternatives to travel, new transportation-sharing options, and better information that enables real-time decisions about the best way to travel. Finally, streets increasingly serve not only to facilitate movement but also to provide places to gather, sit, watch, and interact.

MP 2035 acknowledges the necessary and continued investments that are needed to maintain Los Angeles' roadways in light of the many travelers for whom the automobile is the only viable form of transportation. Meanwhile, the plan acknowledges the necessary and continued investments that are needed to improve the variety of safe, comfortable, and attractive transportation choices for those who cannot or desire not to use a car every day.

3.2 PROJECT GOALS AND OBJECTIVES

The proposed MP 2035 addresses all modes of circulation on the City's street network, guiding mobility policies, programs, and projects in the City of Los Angeles through 2035. The six goals and corresponding policy topics of MP 2035 are as follows:

- **Safety First** – focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement.
- **World Class Infrastructure** – focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, goods movement), Great Streets, Bridges, Street Design Manual, and demand management.
- **Access for all Angelenos** – focuses on topics related to affordability, least cost transportation, land use, operations, reliability, demand management, and community connections.
- **Informed Choices** – focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and data base management.
- **Clean Environment and Healthy Communities** – focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events.
- **Smart Investments** – focuses on topics related to fiscal responsibility, sustainable long-term funding, economic development, performance-based analysis and prioritization criteria.

Each of the six goals has a corresponding set of objectives, listed below.

Safety First

- Decrease pedestrian and bicycle collisions with vehicles to 50 percent of 2010 numbers by 2020.
- Increase the number of adults and children who receive in-person safety education by 10 percent annually.
- Increase the number of street segments operating at target speeds by 5 percent annually (refer to Complete Streets Manual for targeted operating speeds).
- Increase the number of roadway safety public service announcements annually.
- Improve safety and increase overall walkability through targeted enhancements at 50 locations annually.

World Class Infrastructure

- Implement at least two new mobility hub projects each year for the next 10 years.
- Increase the miles of roadways, paths and sidewalks that are repaired every five years.
- Implement 25 percent of the Transit Enhanced Network (TEN) every five years.
- Implement 25 percent of the Bicycle Enhanced Network (BEN) every five years.
- Implement 25 percent of the Vehicle Enhanced Network (VEN) every five years.
- Expand plaza or parklet locations.
- Expand bike parking and corral program.
- Bring City-owned bridges to good condition by 2035.

Access for All Angelenos

- Increase the percent of population with access to high quality transit every 5 years.
- Increase walk, bike, and transit trips per capita annually.
- Decrease share of household income spent on transportation costs annually.
- Increase number of transit passes included with event ticket sales annually.
- Increase the number of curb cuts and other features that accommodate disabled and other vulnerable users.
- Increase the annual ridership of the transit system.

Informed Choices

- Manage and disseminate real-time information about changes in the transportation system through a centralized database.
- Improve coordination and cooperation with regional transportation agencies and neighboring jurisdictions.
- Increase the wayfinding information provided by the City.
- Continue to engage Angelenos on transportation projects and outreach using more accessible digital platforms.
- Provide real time information at all major transit stations by 2020.
- Expand Express Park program to Westwood by 2015, Venice by 2016, and Hollywood by 2017.
- Expand on-street parking occupancy detection capability by 50 percent in 10 years.
- Reduce share of single-occupancy vehicle trips annually.

Clean Environment and Healthy Communities

- Zero net increase in VMT per capita beyond 2013 base year.
- Increase the percent mode share of active transportation (pedestrian and bike) by 1 percent every year.
- Meet a 9 percent per capita greenhouse gas (GHG) reduction for 2020 and a 16 percent per capita reduction for 2035 (RTP/SCS).
- Convert 100 percent of City fleet to renewable fuels by 2020.
- Convert 100 percent of City refuse collection trucks and street sweepers to renewable fuels by 2020.

- Reduce transportation-related energy use by 95 percent and reduce maintenance requirements.
- Reduce port-related diesel particulate matter emissions by 77 percent, NO_x by 59 percent, and SO_x by 93 percent by 2023, relative to 2005 levels.
- Reduce the number of unhealthy air quality days per year.
- Reduce the pollutant load of stormwater and urban runoff to meet Total Maximum Daily Load and water quality standards.
- Reduce the percentage of impervious surface area within parking lots and roadways by 1 percent every five years.

Smart Investments

- Annually report on transportation investments; every five years report on estimated transportation Return on Investment (ROI).
- Increase share of Measure R local return funds to 20 percent for active transportation investments.
- Increase the number of street segments that are an average level of B (Average Pavement Condition Index of 80) or better annually.
- Increase proportion of freight transportation provided by railroad and intermodal services by 20 percent over next 20 years.
- Allocate 10 percent of road re-construction budgets for green street improvements.
- Dedicate 10 percent of road re-construction budgets towards complete street improvements.

3.3 LOCATION AND SURROUNDING LAND USES

The arterials included in Mobility Plan 2035 as part of the Pedestrian Enhanced Districts, Bicycle Enhanced Network, Transit Enhanced Network, and Vehicle Enhanced Network are located within the jurisdictional limits of the City of Los Angeles (refer to **Figure 3-2** through **Figure 3-5** at the end of this chapter for maps depicting the study area). Within the City's boundaries are approximately 467 square miles of land area, including approximately 214 square miles of hills and mountains. The San Gabriel and Santa Susana Mountains bound the City on the north, the Santa Monica Mountains extend through the middle of the City and the Palos Verdes Hills and Pacific Ocean bound the City on the south and west. The City is geographically divided into 35 community planning areas. For the purpose of the following land use analysis, the discussion is grouped by the seven Area Planning Commission (APC) areas. Land uses within the APCs are described and shown in Section 4.2 of the EIR.

3.4 PROJECT DESCRIPTION

The proposed project is a comprehensive revision of the adopted 1999 City of Los Angeles Transportation Element of the General Plan that will guide mobility decisions in the City through year 2035. The proposed MP 2035 includes:

- **Policies** – that support the goals and objectives described above.
- An **Enhanced Complete Street System** – that prioritizes selected roadways for pedestrian, bicycle, transit, or vehicle enhancements.
- An **Action Plan** – that prioritizes actions necessary for implementing the policies and programs.
- A **Complete Streets Manual** – that describes and identifies implementation procedures for the City's expanded Street Standards and Guidelines.
- A **Bicycle Plan** – updated to reflect public input received since the 2010 Bicycle Plan was adopted in 2011 and integrated into this plan.

Each of these components is described in more detail below.

Policies

Each of MP 2035's goals is supported by multiple policies that seek to advance the plan's goals and objectives, as described above. In total, the plan includes fifty distinct policies, each of which relates to a particular goal. The policies are listed in Chapters 1 through 6 of the MP 2035, attached as Appendix B.

Complete Streets

All city streets shall serve the needs of all roadway users by accommodating pedestrians, bicyclists, motorists, movers of commercial goods, and users of public transportation, consistent with the Complete Streets Act. In addition to basic complete street infrastructure a subset of streets will receive mode specific improvements.

Enhanced Complete Street System

The development of a citywide Enhanced Complete Street System outlines modal enhancements for particular major streets in mode-specific Enhanced Networks that together create a system of complete streets that will improve the overall multimodal transportation system. The Enhanced Complete Street System comprises four Enhanced Networks, one each to support pedestrian, bicycle, transit, and vehicle travel.

Enhanced Networks

Every trip, regardless of mode, includes walking, and pedestrians are the most vulnerable roadway users. Pedestrian-Enhanced Districts (PEDs) establish areas where improvements for pedestrians are prioritized relative to improvements for other roadway users. Pedestrian-Enhanced Districts may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunities. Additional pedestrian safety and enhancements, such as increasing sidewalk widths and improved pedestrian crossing and safety treatments will also be considered. Pedestrian needs are closely linked to the Transit-Enhanced Network (below) because of the conditions encountered walking to or from transit services as well as waiting at stops and stations.

The Bicycle-Enhanced Network (BEN) is a 330-mile subset of the larger Citywide Bikeway System identified in the 2010 Bicycle Plan. The Bicycle-Enhanced streets will work in conjunction with existing paths and lanes to provide a low-stress network of bikeways for all types of riders. While many bicycle facilities will be implemented as envisioned by the 2010 Bicycle Plan, streets on the Bicycle-Enhanced Network will receive treatments beyond a regular bicycle lane or shared lane marking, such as buffered lanes, cycle tracks, and intersection enhancements, and will prioritize improvements for bicyclists relative to improvements for other roadway users. Some BEN streets will receive Neighborhood Friendly Streets treatments, as described below.

The Transit-Enhanced Network (TEN) consists of 240 miles of streets that will improve existing and future bus service on a select group of arterial streets by prioritizing improvements for transit riders relative to improvements for other roadway users. The Transit-Enhanced streets aim to provide reliable and frequent transit service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. The transit technology on these streets will primarily be high-capacity buses. Bus service will be improved with infrastructure improvements in the right-of-way, signal timing and technology improvements, and stop enhancements. Transit enhancements will evolve over time, such as a progression from curb-running bus-only lanes to center-running lanes with boarding platforms, and possibly light rail in the longer-term.

The Vehicle-Enhanced Network (VEN) consists of 78 miles of streets that will improve the through movement of traffic on a select group of streets by prioritizing the efficient movement of motor vehicle occupants relative to other roadway users. Enhancements include investments in intelligent transportation systems, access management and consolidation, parking restrictions and removal, improved signal timing,

and turning restrictions. More detailed information on the typical enhancements included in either a Pedestrian-Enhanced District or one of the Networks (Bicycle, Transit, or Vehicle) is provided below.

Classification of Enhancements

Enhancements along Enhanced Network streets are classified as Moderate, Moderate Plus, or Comprehensive; in the case of the Bicycle Enhanced Network, some streets are classified as Neighborhood Streets. As part of the proposed project, each Enhanced Network is composed of a combination of one or more of these enhancement types; for example, the Transit Enhanced Network includes Moderate, Moderate Plus, and Comprehensive enhancements, while the Bicycle Enhanced Network includes Moderate, Comprehensive, and Neighborhood Streets enhancements. The facility enhancement types for each Enhanced Network are described in more detail below.

Pedestrian Enhancements

Improvements to areas identified within a PED primarily consist of infrastructure improvements within the sidewalk and street right-of-way as well as pedestrian signal timing infrastructure improvements. Pedestrian Enhancements typically include way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, automatic pedestrian signals, reduced crossing length (e.g., bulb-outs, median pedestrian refuges), wider sidewalks (> than 15 feet where feasible), and specialty paving and seating areas where special maintenance funding exists. The streets that make up Pedestrian-Enhanced Districts are selected based on an assessment analysis that took into consideration population density, job density, retail job concentrations, commercial land-use intensity, transit facility proximity and intensity, concentration of landmark destinations, intersection density, pedestrian collisions, park proximity, and school proximity.

Bicycle Enhancements

Improvements along the BEN primarily consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities. Bicycle enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include a cycle track immediately adjacent to the vehicular travel lanes (i.e., no on-street parking buffer); these cycle tracks would not require intersection signalization for bicycles or turning-movement restrictions for motor vehicles. Comprehensive enhancements include cycle tracks that offer an increased degree of separation between bicyclists and the adjacent travel lanes (e.g., an on-street parking buffer between the vehicular travel lanes and the cycle track); in addition, cycle tracks would likely implement signalization for bicycles and turning-movement restrictions for motor vehicles.

In addition to standard wayfinding and street markings, the streets selected for Moderate or Comprehensive enhancements may receive a selection of treatments listed below:

- Wide Bicycle Lane with Additional Pavement Markings;
- Raised Bicycle Lanes; or
- Cycle Tracks-Protected Bicycle Lanes.

An assortment of additional treatments could include:

- Colored Bicycle Lanes in Conflict Areas;
- Colored Bicycle Lanes at Interchanges;
- Bicycle Box; or
- Two Stage Turn Queue Boxes.

The Neighborhood Streets selected for enhancements would be designed to a “Neighborhood Friendly Street Level 5” designation, which could include:

- Mini-roundabouts;
- Stop Signs on Cross-Streets;
- Curb Bulbouts and High-Visibility Crosswalks;
- Diagonal Diverter;
- Bicycle Signals at Major Intersection Crossings;
- Crossing Islands; or
- Bicycle Only Left Turn Pocket.

Bicycle-Enhanced Network Corridors

- Atwater Village to Downtown, via Fletcher Drive, Glendale Boulevard, and Second Street
- Brentwood to Venice, via San Vicente Boulevard and Barrington Avenue
- Chatsworth to Arleta, via Devonshire Street and Arleta Avenue
- Coastal Bike Path to Marina Bike Path, via Washington Boulevard
- Downtown Los Angeles, via Figueroa and Flower Streets Couplet, Spring and Main Streets Couplet, and Seventh Street
- Downtown Los Angeles to Northeast Los Angeles, via Main Street, Alameda Street, Spring Street, Avenue 19
- Expo Connector (Motor Avenue to National Boulevard), via National Boulevard, National Place, and Westwood Boulevard
- Hollywood to El Sereno, via Hollywood Boulevard, Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive
- Hollywood to West Adams, via Martel Avenue and Hauser Boulevard
- Los Feliz to Harbor Gateway, via Edgemont Avenue, Melrose Avenue, Heliotrope Drive, Rosewood Avenue, New Hampshire Avenue, James M Wood Boulevard, Catalina Street, San Marino Street, Berendo Street, Twelfth Street, Catalina Street, Fifteenth Street, Berendo Street, Catalina Street, Budlong Avenue, 36th Place, Catalina Street, Budlong Avenue, 60th Place, Vermont Avenue, 190th Street, Western Avenue, Anaheim Street, Gaffey Street, Figueroa Street, and Pacific Avenue
- Mid-City Connection, via San Vicente Boulevard
- Northeast Los Angeles, via Colorado Boulevard, Figueroa Street, Cypress Avenue, and Eagle Rock Boulevard
- Northeast Valley to Sherman Oaks, via Van Nuys Boulevard
- Porter Ranch to Tarzana, via Reseda Boulevard
- Sun Valley to North Hollywood, via Lankershim Boulevard
- Venice to Downtown Los Angeles, via Venice Boulevard, 4th Avenue, Country Club Drive, St. Andrews Place, Eleventh Street, and Chick Hearn Court
- West Adams to Vernon Central, via Rodeo Road and Martin Luther King Jr. Boulevard
- Westchester to South Los Angeles, via Manchester Avenue
- West Hills to Sun Valley, via Sherman Way
- Westwood to West Los Angeles, via Westwood Boulevard

Transit Enhancements

Transit enhancements are classified as moderate, moderate plus or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic. Moderate plus enhancements include an exclusive lane during the peak period only, while comprehensive enhancements typically include transit vehicles operating in an all-day exclusive lane. Additional characteristics of the Transit Enhanced network are provided in **Table 3-1**.

| TABLE 3-1: TRANSIT-ENHANCED NETWORK FEATURES | | | |
|---|---|---|---|
| | Moderate | Moderate Plus | Comprehensive |
| SERVICE | | | |
| Off-board fare collection | Majority of stations on the route | Majority of stations on the route | Majority of stations on the route |
| Peak Hour Frequency | 7-10 min – all routes combined | 5-7 min – all routes combined | < 3 min – all routes combined |
| Off-Peak Frequency | 12-15 min – all routes combined | 10-12 min – all routes combined | < 8 min – all routes combined |
| Hours of Operation | Late Night and Weekend service required | Late Night and Weekend service required | Late Night and Weekend service required |
| INFRASTRUCTURE | | | |
| Alignment | Mixed flow curb adjacent lane | Curb adjacent exclusive part-time (peak period) lane | Two-way Center Running or curb adjacent exclusive corridor OR Physically Protected or Separate right-of-way (e.g., Orange Line) |
| Priority Treatments at Intersections | Signal Priority across the majority of Busway intersections | Signal Priority and Turn Prohibitions across the majority of Busway intersections | Signal Priority and Turn Prohibitions across the majority of Busway intersections |
| Passing Lanes at Stations | | | Majority of stations |
| Clean Fuels | Includes use of clean fuels | Includes use of clean fuels | Includes use of clean fuels |
| STATION DESIGN | | | |
| Level Boarding | | Majority of stations and vehicles | Majority of stations and vehicles |
| SERVICE | | | |
| Safe and Comfortable | Protected at majority of stations, e.g., shade, benches, lighting | Protected at majority of stations, e.g., shade, benches, lighting | Protected at majority of stations, e.g., shade, benches, lighting |
| Multiple Door Boarding | | 2+ doors on majority of buses | 2+ doors on majority of buses |
| Enclosed Stations | | | Sliding Doors and multiple doors at high ridership locations (85th percentile) |
| INFORMATION AND QUALITY | | | |
| Branding | All buses, routes, signs and stations provide unifying brand elements | All buses, routes, signs and stations provide unifying brand elements | All buses, routes, signs and stations provide unifying brand elements |
| Passenger Information | Real time passenger information provided at stations, on vehicles, and via internet | Real time passenger information provided at stations, on vehicles, and via internet | Real time passenger information provided at stations, on vehicles, and via internet |
| INTERCONNECTIVITY | | | |
| Intermodal Connections | Integrated with physical design, fare payment, and information systems at intermodal hubs | Integrated with physical design, fare payment, and information systems at intermodal hubs | Integrated with physical design, fare payment, and information systems at intermodal hubs |
| Universal Access | Full accessibility at stations and on all vehicles | Full accessibility at stations and on all vehicles | Full accessibility at stations and on all vehicles |
| Pedestrian Access | Safe crossings within 300 ft of station at all locations | Safe crossings within 300 ft of station at all locations | Safe crossings within 300 ft of station at all locations |
| Secure Bicycle Parking | Bicycle racks or lockers within 300 ft of all stations | Bicycle racks or lockers within 300 ft of all stations | Bicycle racks or lockers within 300 ft of all stations |
| Bicycle Sharing | | Bicycle sharing at majority of stations | Bicycle sharing at majority of stations |

Transit-Enhanced Network Corridors

- Alvarado Street / Hoover Street, from Sunset Boulevard to Venice Boulevard
- Beverly Boulevard / 1st Street, from Fairfax Avenue to Alameda Street
- Broadway Avenue, from near Los Angeles State Historic Park to Harbor Freeway Metro Green Line Station
- Central Avenue, from 1st Street to Vernon Avenue
- Crenshaw Boulevard, from Wilshire Boulevard to Florence Avenue
- Fairfax Avenue, from Hollywood Boulevard to La Cienega Boulevard
- Florence Avenue, from West Boulevard to Florence Metro Blue Line Station
- Hollywood Boulevard, from Fairfax Avenue to Sunset Boulevard
- La Brea Avenue, from Hollywood Boulevard to Rodeo Road
- La Cienega Boulevard, from Santa Monica Boulevard to Metro Expo Line Station
- Lincoln Boulevard, from City of Santa Monica limit to Sepulveda Boulevard
- Martin Luther King Jr. Boulevard, from Rodeo Road to Central Avenue
- Pico Boulevard, from City of Santa Monica limit to San Vicente Boulevard
- Reseda Boulevard, from Ventura Boulevard to Nordhoff Street
- Roscoe Boulevard, from Topanga Canyon Boulevard to Van Nuys Boulevard
- Santa Monica Boulevard, from City of Santa Monica limit to Sunset Boulevard
- Sunset Boulevard, Cesar Chavez Avenue, Mission Road, and Huntington Drive, from Santa Monica Boulevard to City of Alhambra limit
- Sepulveda Boulevard / 405 Freeway, from Metro Aviation/LAX Station to Metro Orange Line
- 6th Street / 5th Street, from Valencia Street to Central Avenue
- 6th Street, from Valencia Street to Soto Street
- San Fernando Boulevard, from Hubbard Street to Van Nuys Boulevard
- San Pedro Street, from 1st Street to Martin Luther King Jr. Boulevard
- Slauson Avenue, from Crenshaw Boulevard to Metro Blue Line
- Soto Street, from Whittier Boulevard to Huntington Drive
- 3rd Street, from La Cienega Boulevard to Bixel Street
- Van Nuys Boulevard, from North of Foothill Boulevard to Ventura Boulevard
- Venice Boulevard, from Lincoln Boulevard to Broadway
- Ventura Boulevard, from Lankershim Boulevard to Topanga Canyon Boulevard
- Vermont Avenue, from Hollywood Boulevard to Metro Green Line Station
- Vernon Avenue, from Crenshaw Boulevard to Metro Blue Line Station
- Western Avenue, from Santa Monica Boulevard to Florence Avenue
- Westwood Boulevard, from UCLA to Metro Expo Line Station
- Wilshire Boulevard, from City of Santa Monica limit to Valencia Street

Vehicular Enhancements

Vehicular enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation. Moderate enhancements typically include technology enhancements and peak hour restrictions for parking and turning movements. Comprehensive enhancements include access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control. Additional characteristics of the Vehicle Enhanced network are provided in **Table 3-2**.

| TABLE 3.2: VEHICLE-ENHANCED NETWORK FEATURES | | |
|---|---|---|
| | Moderate | Moderate Plus |
| PARKING | | |
| Peak Period Restrictions | uniform peak period parking restrictions | uniform peak period parking restrictions |
| Parking Lane Conversion | added travel lanes through peak period parking restrictions | added travel lanes through peak period parking restrictions |
| Parking Removal | | strategic removal of on-street parking for added full-time lanes; may also need to provide centralized off-street parking program |
| Management | expand ExpressPark to parking meter districts to minimize "cruising" for parking | expand ExpressPark to parking meter districts to minimize "cruising" for parking |
| ACCESS MANAGEMENT | | |
| Medians | | install raised median (reduces left-turns in and out of driveways and or minor streets) |
| Access Consolidation | consolidate driveways; for new developments, restrict driveways where side street or alley access is available | consolidate driveways; for new developments, restrict driveways where side street or alley access is available |
| CAPACITY / FLOW | | |
| Intersection Treatments | strategically install roundabouts | strategically install roundabouts |
| | install left-turn arrows at intersections of major/major | install left-turn arrows at intersections of major/major |
| Turn Restrictions | restrict turns at strategic intersections | restrict turns at strategic intersections |
| Technology | provide directional signal priority | provide directional signal priority |
| | upgrade all traffic signals to the Adaptive Traffic Control System (ATCS) | upgrade all traffic signals to the Adaptive Traffic Control System (ATCS) |
| | implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions | implement event and incident management strategies; install dynamic roadside signs to alert drivers of conditions |
| Lane Conversions | | install reversible lanes |
| SOURCE: Fehr & Peers 2013. | | |

Vehicle-Enhanced Network Corridors

- Alameda Street, from 101 Freeway to 10 Freeway
- Balboa Boulevard, from 5 Freeway to 101 Freeway
- Highland Avenue, from 101 Freeway to Sunset Boulevard
- La Cienega Boulevard, from Olympic Boulevard to 405 Freeway
- Nordhoff Street / Osborne Street, from Topanga Canyon Boulevard to 5 Freeway
- Olympic Boulevard, from 405 Freeway to 110 Freeway
- San Fernando Road, from City of Glendale Boundary to 5 Freeway
- Slauson Avenue, from La Cienega Boulevard to Central Avenue
- Topanga Canyon Boulevard, from 118 Freeway to Ventura Boulevard
- Victory Boulevard, from Topanga Canyon Boulevard to 170 Freeway

As discussed above, the proposed project is a mix of policies and conceptual-level improvements to the transportation network. Detailed roadway designs for improvements to individual roadways or corridors are not yet available. Therefore, this EIR analyzes impacts at an area-level of detail. For purposes of comparison of impacts between different areas of the City the Area Planning Commission (APC) boundaries were selected as the most appropriate scale to analyze the various issue areas considered in this EIR and to provide an area-level assessment of impacts. As individual projects move forward they will be evaluated at a project level as appropriate.

Project List

In addition to the Draft Plan Enhanced Network improvements, MP 2035 also considers proposed and programmed projects from the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Mitigation Fee (CMF) program and Call for Projects (CFP), the Southern California Association of Governments' (SCAG) RTP/SCS, and the City of Los Angeles' Street and Transportation Projects Oversight Committee (STPOC). The Project List includes projects beyond the TEN, BEN, and VEN, such as pedestrian access enhancements and the installation of mobility hubs at Metro Rail stations, complete street enhancements, and other automobile-, transit-, goods movement-, bicycle-, and pedestrian-related projects throughout the City.

Action Plan

The Action Plan contains the programs that carry out the MP 2035 policies. The set of programs encompasses amendments to existing plans, ordinances, development standards and design guidelines; capital investments/projects; coordination of economic development/development review processes; and interagency/interjurisdictional coordination. The Action Plan describes each of the implementation programs and identifies the City agencies responsible for implementation. Each program includes reference to the pertinent policies that it implements. The programs are organized into the following 15 categories:

- Communication
- Data + Analysis
- Education
- Enforcement
- Engineering
- Funding
- Legislation
- Maintenance
- Management
- Operations
- Parking/Loading Zones
- Planning + Land use
- Public Space
- Schools
- Support Features

Program implementation is in large part contingent upon the availability of adequate funding. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies. None of the programs included in the Action Plan can be implemented unless specific funding is made available.

In order to assist the City in prioritizing annual transportation related funding the various departments including, planning, transportation and public works will collectively prepare for Council a sub-set of programs to be implemented in each forthcoming budget cycle.

Complete Street Manual

In Los Angeles, the Complete Streets concept is promoted by 1) acknowledging that all streets are Complete Streets and 2) an Enhanced Complete Street Network that selects specific regionally serving streets to be enhanced for transit, bicycles, or vehicles while also providing access for all other modes. A specified number of streets within the northern part of the City have also been identified to serve the transportation and recreation needs of the equine community. While the term Complete focuses on the various travel modes (pedestrians, bicycles, transit, vehicles) the term "green street" has been embraced to further describe streets that include improvements to facilitate the retention and detention of stormwater.

The Complete Streets Manual, a chapter of the MP 2035 establishes selection and performance criteria, guiding principles, stormwater management, street targeted operating design speeds, prototypical cross-sections, and street design standards that guide planners, city engineers, and urban designers in determining the application of specific street improvements within the roadway and overall right-of-way and/or the actual street designation for a specific street segment.

Complete Street Standards- (S-470 Standard Plan)

In response to the State's Complete Street mandate the City is in the process of amending its street classifications and standard street dimensions. The current classifications are described in the Transportation Element and the dimensions are formally articulated in the S-470 Standard Plan. Last adopted in 1999, the street classifications and their corresponding dimensions reflect the then, continued focus on moving vehicles. The new expanded list of classifications and revised S-470 aims to acknowledge the multi-modal role and objectives of complete streets.

Rationale for Name and Designation Changes

The Highways and Freeways map included in the 1999 Transportation Element reflects a future vision (right-of-way and roadway widths) that has not, in most places, been built out. In fact, many of the city's existing street dimensions do not reflect the streets' designation as physical changes to the roadway are not made until adjacent parcels are redeveloped. In recognition of this, and since the 1999 Element was last adopted, there has been growing interest in restricting streets from being widened to match their designation. As community and specific plans have been updated and/or introduced over the past 14 years (since 1999), footnotes have been added and street modifications have been made that would restrain a street from future widening. In most instances the street retained its designation in name only, but the footnotes and modifications indicated that the street was not to be widened in the future. Unfortunately, this collection of footnotes and modified references has made it difficult for city engineers, consultants, property owners, developers and community members alike to have a full grasp of the city's long term vision for its streets.

With the passage of the Complete Streets Act in 2008, and added emphasis on accommodating a variety of travel modes within our City's streets, there has been further interest in rethinking street widths and street nomenclature. The new Boulevard (I and II) and Avenue (I, II, and III) street names are but one step in moving us away from thinking of our streets as simply "highways" to move cars. The broader range of arterial street types (five instead of three), also reflect the variety of dimensions that are currently evident within the city's streets. Non-arterial streets are designated in 14 types, with five new types for unique street conditions, including shared streets, stormwater greenways, access roadways, and service roads. Similar to the existing process, the new roadway and right-of-way dimensions would be implemented as adjacent parcels are redeveloped.

The current S-470 is divided into Arterial, Non-Arterial and Hillside Streets. Standards for a standard flare section, alleys, and cul-de-sacs are also illustrated.

The updated S-470 expands the Arterial and Non-Arterial categories. While the current S-470 includes three arterial street classifications; Major Highway Class I, Major Highway Class II, and Secondary the updated S-470 is expanded to five arterial streets; Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III. The Boulevard I and II streets align with the Class I and II categories and the Secondary street classification is sub-divided into three Avenue categories. The Non-Arterial category is expanded from eight to 11 street classifications. The Hillside Streets are not modified. **Table 3.3** summarizes the existing street classifications, including their designated and approximate built right-of-way and roadway dimensions. The table also presents the corresponding revised street classification on the same row. In some cases an existing classification could correspond to more than one revised classification; in these cases the existing built dimensions indicate which revised street classification applies. **Table 3.4** summarizes the new designations. **Figure 3-1** illustrates the locations of the streets designated as Arterials. Narrative descriptions of the revised classifications and exceptions to the correspondence presented in the table follow.

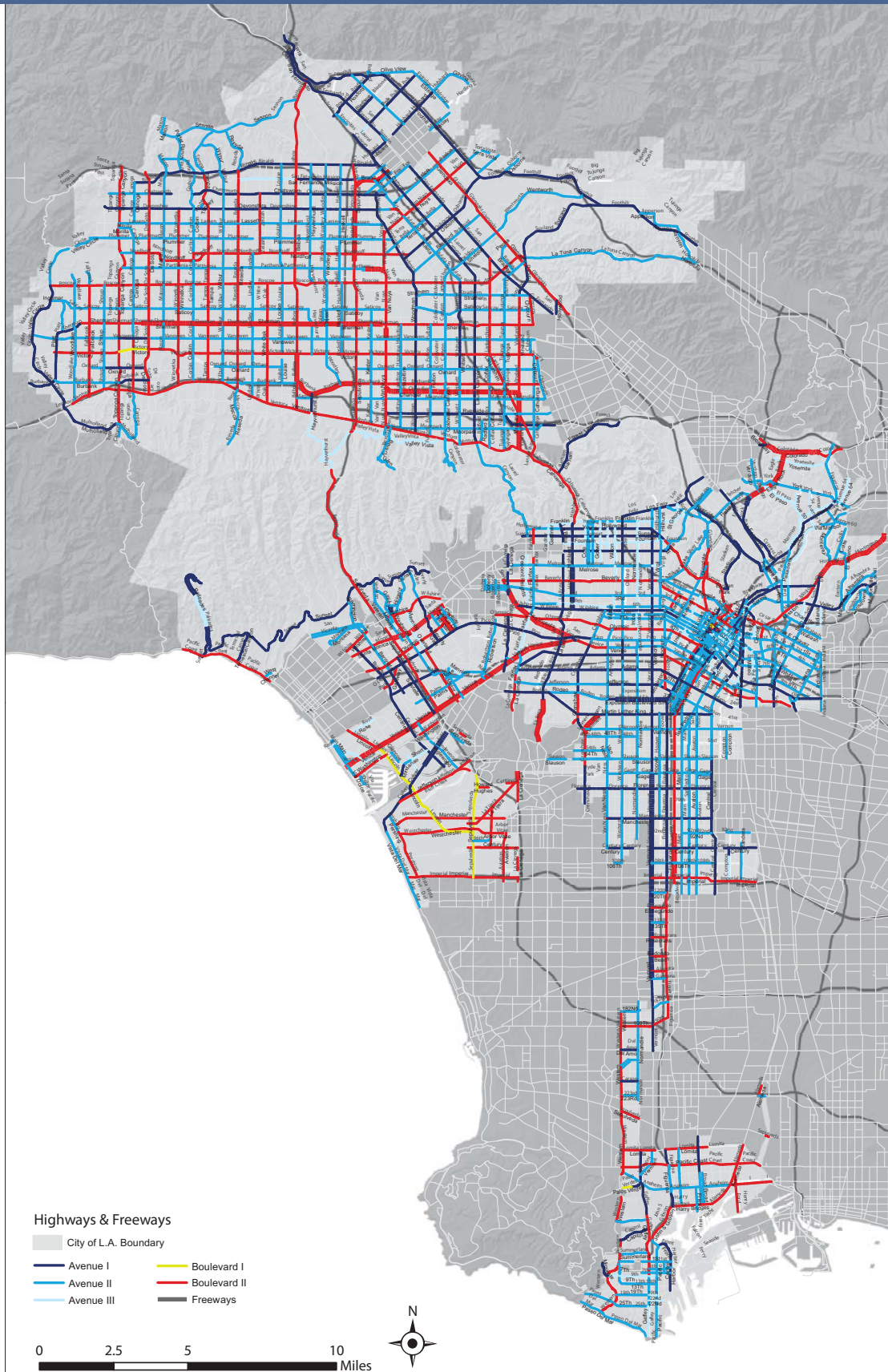
| TABLE 3.3: STREET DESIGNATIONS AND STANDARD ROADWAY DIMENSIONS | | | | |
|---|-------------------------------------|--------------------------------------|--|---|
| Previous Designation | Previous Designated Dimensions | Example of Previous Built Dimensions | New Designation(s) | New Designated Dimensions (right-of-way/Roadway widths, feet) |
| | (Right-of-Way/Roadway widths, feet) | | | |
| Major Highway Class I | (126/102) | (126/102) | Boulevard I | (136/100) |
| | | (110/80) | Boulevard II | (110/80) |
| Major Highway Class II | (104/80) | (104/80) | Boulevard II | (110/80) |
| | | (100/70) | Avenue I | (100/70) |
| | | (86/56) | Avenue II | (86/56) |
| Secondary Highway | (90/70) | (90/70) | Avenue I | (100/70) |
| | | (86/56) | Avenue II | (86/56) |
| | | (72/46) | Avenue III | (72/46) |
| | | (66/40) | Collector Street | (66/40) |
| Collector Street | (64/44) | (64/44) | Collector Street | (66/40) |
| Industrial Collector Street | (64/48) | (64/48) | Industrial Collector Street | (68/48) |
| Local Street | (60/36) | (60/36) | Local Street – Continuous | (60/36) |
| | | (50/30) | Local Street – Non-Continuous | (50/30) |
| Industrial Local | (60/44) | (60/44) | Industrial Local | (64/44) |
| Standard Walkway | 10 | 10 | Pedestrian Walkway | (10–25) |
| (New Designation) | | | Shared Street | (30' / 10') |
| (New Designation) | | | Stormwater Greenway | (Variable/15+) |
| (New Designation) | | | Access Roadway | (20 right-of-way) |
| Service Road | 20 | Various | One-Way Service Road – Adjoining Arterial Streets | (28–35/12 or 18) |
| | | | Bi-Directional Service Road – Adjoining Arterial Streets | (33–41/20 or 28) |
| Hillside Collector | (50/40) | (50/40) | Hillside Collector | (50/40) |
| Hillside Local | (44/36) | (44/36) | Hillside Local | (44/36) |
| Hillside Limited | (36/26) | (36/26) | Hillside Limited | (36/26) |

| TABLE 3.4: NEW STREET DESIGNATION EXAMPLES | | | | | | |
|---|--------------------------------|---|----------------------------------|-----------------------------|--|--|
| New Designation | Previous Designation(s) | Examples | Right-of-Way Width (feet) | Roadway Width (feet) | Typical No. of Vehicle Travel Lanes /a/ | Targeted Operating Speed (miles per hour) /a,b/ |
| Boulevard I | Major Highway Class I | Lincoln Blvd. (south of Venice) Sepulveda Blvd. (I-105 to Culver City limits) | 136 | 100 | 6–8 | 40 |
| Boulevard II | Major Highway Class I | Santa Monica Blvd. (I-405 to Beverly Hills city limits) | 110 | 80 | 4–6 | 35 |
| | Major Highway Class II | Olympic Blvd. Beverly Blvd. Venice Blvd. Ventura Blvd. Lankershim Blvd. | | | | |
| Avenue I | Major Highway Class II | Wilshire Blvd. (Alvarado to Beverly Hills city limits) Sunset Blvd. Pico Blvd. (west of Crenshaw Blvd.) | 100 | 70 | 4 | 35 |
| | Secondary Highway | Chatsworth St. (east of De Soto Ave.) | | | | |
| Avenue II | Major Highway Class II | Alvarado St. | 86 | 56 | 2–4 | 30 |
| | Secondary Highway | 3 rd St. 7 th St. Robertson Blvd. Pico Blvd. (east of Crenshaw Blvd.) | | | | |
| Avenue III | Secondary Highway | Normandie Ave. (north of Pico Blvd.) Rose Ave. Fountain Ave. Crescent Heights Blvd. | 72 | 46 | 2 | 25 |
| Collector Street | Secondary Highway | Monte Mar | 66 | 40 | 2 | 25 |
| | Collector Street | All current collector streets | 66 | 40 | 2 | 25 |
| Industrial Collector Street | Industrial Collector Street | All current Industrial Collector Streets | 68 | 48 | 2 | 25 |
| Local Street–Continuous | Local Street | Some current Local Streets | 60 | 36 | 2 | 20 |
| Local Street–Non-Continuous | Local Street | Some current Local Streets | 50 | 30 | 2 | 15 |
| Industrial Local | Industrial Local | All current Industrial Local Streets | 64 | 44 | 2 | 20 |
| Pedestrian Walkway | Standard Walkway | All current Standard Walkways | 10– 25 | – | 2 | N/A |
| Shared Street | – | None existing | 30 | 10 | 2 | 5 |
| Stormwater Greenway | – | Ed T. Reyes River Greenway | Variable | 15+ | 2 | 5 |
| Access Roadway | Access Roadway | – | 20 | – | 2 | – |
| One-Way Service Road–Adjoining Arterial Streets | Service Road | – | 28–35 | 12 or 18 | 2 | – |
| Bi-Directional Service Road–Adjoining Arterial Streets | Service Road | – | 33–41 | 20 or 28 | 2 | – |
| Hillside Collector | Hillside Collector | All current Hillside Collectors | 50 | 40 | 2 | – |
| Hillside Local | Hillside Local | All current Hillside Locals | 44 | 36 | 2 | – |

/a/ Typical No. of Vehicle Travel Lanes and Targeted Operating Speeds reflect conditions both with existing and new designations.
/b/ Targeted Operating Speeds are 25 miles per hour in an area defined as a community, downtown, or regional center, or within a mixed-use Boulevard or neighborhood district (as per new S-470).

LOS ANGELES MOBILITY ELEMENT

Highways and Freeways



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FIGURE 3-1

Arterial Streets

The new arterial types were selected to reflect, by and large, the variety of street dimensions that are exhibited in today's actual physical street cross-sections. Streets were then re-classified based upon the new classification that most closely resembled its current physical configuration. The new Highways and Freeways map included in the Mobility Plan's Map Atlas illustrates the new street classification assigned to each arterial street. Due to the multiple references to Major and Secondary Highways throughout the City's documents, Boulevards will continue to be recognized as Major Highways and Avenues will also be recognized as Secondary Highways.

The following information identifies each of the new arterial street classifications and describes how the existing arterial streets were reclassified. The right-of-way describes the distance from property line to property line. The roadway dimension illustrates the distance between the curbs. The sidewalk width is calculated by subtracting the roadway width from the right-of-way dimension and dividing by two.

Boulevard I (Major Highway Class I). In most instances, Major Highway Class I streets are simply relabeled as Boulevard I. The new Boulevard I closely resembles the Major Highway Class I except the standard roadway dimension will be 100 feet instead of 102 feet. The right-of-way will be 136 feet instead of 126 feet to allow for a more generous sidewalk width of 18 feet instead of the existing 12 feet. Class I streets that had not yet been widened to a Class I roadway or right-of-way dimensions, and more closely resembled Boulevard II dimensions, were relabeled as Boulevard II's.

Boulevard II (Major Highway Class II). Here, the 80-foot roadway dimension is retained and the right-of-way is expanded from 104 feet to 110 feet to accommodate a future 15-foot sidewalk in lieu of the current 12 feet. Today, many streets designated as Major Highway Class IIs have been built proximate to the 80/104-foot dimensions. In these instances the streets have been relabeled as Boulevard IIs. However, many Class II streets today more closely resemble a 70/100-foot configuration. In such instances the Class II streets have been relabeled as Avenue I (Secondary Highway). Hollywood, Santa Monica, and Sunset Boulevards are all examples of streets that have been relabeled as Avenue Is.

Avenue I (Secondary Highway). The Avenue I (70/100 feet) closely resembles the existing Secondary Highway (70/90 feet). The wider right-of-way width again allows for a wider sidewalk, in this case 15 feet instead of 10 feet. While the vast majority of Avenue Is are former Major Highway Class IIs, there are some situations where a Secondary Highway had been built out close to a 70-foot roadway dimension. In these situations, the street was identified as an Avenue I. Bundy Drive is an example of this.

Avenue II (Secondary Highway). The vast majority of streets that are today labeled as Secondary Highways have not been widened to that standard but instead more closely resemble a 56/86-foot cross-section. In these cases, the street has been labeled Avenue II.

Avenue III (Secondary Highway). While not as common as the Avenue II, the new Avenue III was developed in response to the number of arterials currently labeled as Secondary Highways that predominantly function with only one lane in each direction and have dimensions approximating a 46/72-foot cross-section. Crescent Heights Boulevard and Fountain Avenue are examples of this new street classification.

Non-Arterial Streets

Collector. Streets that are currently Collector streets will continue as Collectors. In some limited instances, a designated Secondary street that today functions as a collector will be re-designated to this non-arterial classification. The dimensions for Collectors have been modified slightly to provide for calmer street travel and additional pedestrian sidewalk area.

Industrial Collector. The roadway area of the Industrial Collector remains unchanged but the sidewalk dimensions have been widened from 8 to 10 feet to provide additional pedestrian capacity.

Local Streets. There are three local street types. The Local Street has not been changed. The Non-Continuous Local Street has been modified to reflect the existing dimensions of many local streets throughout the city today. This revised Local Street option will protect streets with a right-of-way less than 60 feet from being widened. The roadway dimension of the Industrial Local remains unchanged at 44 feet but the overall right-of-way has been increased to 64 feet to allow for 10-foot sidewalks.

Non-Arterial Unique

A new sub-set of Non-Arterial streets has been added to describe the variety of unique street conditions that exist today as well as to accommodate the opportunity for additional unique configurations in the future. Existing roadway conditions for Access roads and Service roads are included in this category. The Standard Walkway has been redefined as a Pedestrian Walkway and the 10-foot dimension is identified as a minimum distance so that future walkways need not be constrained to the 10-foot dimension. A Shared Street has been added with a minimum of 20 feet in width plus 5-foot protected pedestrian areas. A Shared Street typically is designed without a raised sidewalk to differentiate between the vehicular and pedestrian areas. Instead, a shared street allows all users (pedestrians, bicyclists, and vehicles) to share the same area. In these situations, the vehicles typically operate at 3 to 5 miles per hour. The Stormwater Greenway is perhaps the most unique new street condition. This street type, similar to the Shared Street concept, is meant to accommodate a wide variety of users (pedestrians, bicyclists, vehicles) in a slow speed situation while also providing area to detain stormwater. An example of the stormwater greenway is Humboldt Street between Avenue 18 and the Los Angeles River in the Northeast area of Los Angeles.

Hillside Streets

The designations for Hillside Streets are not modified.

Exceptional Cases

Divided Highways. Currently, some major or secondary highways are designated as divided highways. Despite the new Boulevard and Avenue nomenclature, all of the existing divided street segments will continue to be identified as divided highways. While there is no specific right-of-way or roadway dimension identified for a divided highway, as per LAMC 12.37 “the width of the dividing strips (a wide median) shall be considered a part of the highway for the purpose of calculating either the width of the dedication or the width of the improvement.” Therefore, while a street may now be designated as an Avenue II, with a 86-foot right-of-way and a 56-foot roadway, the overall right-of-way width may be in fact be wider when accounting for the width of the dividing strip.

Frontage Roads. While not reflected in the street designation, several major or secondary highways currently have frontage roads. There is no plan to eliminate or modify the frontage roads but, as with the methodology currently in place, the new designation and its accompanying dimensions will reflect only the right-of-way and roadway for the primary road.

Scenic Highways. A name change from Secondary to Avenue I or from Major Highway Class II to Boulevard II will have no impact on Scenic Highways. All of the existing Scenic Highways will remain Scenic Highways and there are no plans to alter the cross-section of any Scenic Highways. Should the designation for a Scenic Highway change, for example, from Major Highway II to Avenue I, it will be made so that the street designation accurately reflects existing conditions and will further protect the Scenic Highway from any unintended widening.

Bicycle Plan

The Bicycle Plan has been updated to reflect public input received since the 2010 Bicycle Plan was adopted on March 1, 2011. The 2010 Bicycle Plan, in its entirety has been incorporated into the various chapters of the Mobility Plan and is no longer a standalone chapter devoted to a single mode but instead reflects the City’s commitment to a holistic and balanced complete street approach that acknowledges the role of

multiple modes (pedestrians, bicycles, transit, and vehicles). The Technical Design Handbook has been incorporated into the Complete Streets Manual, including sections on design needs, bicycle paths, bicycle lanes, bicycle routes and neighborhood friendly streets, network gaps, signalized intersections, bicycle parking, bikeway signage, non-standard treatments, and street sections.

3.5 PLAN IMPLEMENTATION

There are a number of different ways that MP 2035 could be implemented in terms of what type of treatment is applied to each roadway. During the development of MP 2035 two approaches to implementation were considered to reflect the policies of MP 2035. The more comprehensive set of improvements more fully implements the MP 2035 and is analyzed in this EIR as the project. However, even the comprehensive package of improvements includes a mix of levels of improvement because the comprehensive treatment is not appropriate for every location. The more moderate set of improvements is analyzed in Alternative 2 in Chapter 5.0 Alternatives of this EIR. The more comprehensive package of improvements that represents the project is shown in **Figure 3.2** through **Figure 3.5**. **Figure 3.2** shows PED, **Figure 3.3** shows the BEN, **Figure 3.4** shows the TEN, and **Figure 3.5** shows the VEN.

3.6 CONSTRUCTION SCHEDULE AND PHASING

The proposed project is an element of the General Plan that would guide mobility policies, programs, and projects in the City of Los Angeles through 2035. There is no specifically planned development that is part of this proposed project. Program implementation is in large part contingent upon the availability of adequate funding. Funding is likely to change over time due to economic conditions and to fluctuations in the priorities of federal, state and regional funding agencies. None of the projects included can be implemented unless specific funding is made available. In order to assist the City in prioritizing annual transportation related funding the various departments including, planning, transportation and public works will collectively prepare for Council a sub-set of programs to be implemented in each forthcoming budget cycle. Therefore, there is no construction schedule or phasing.

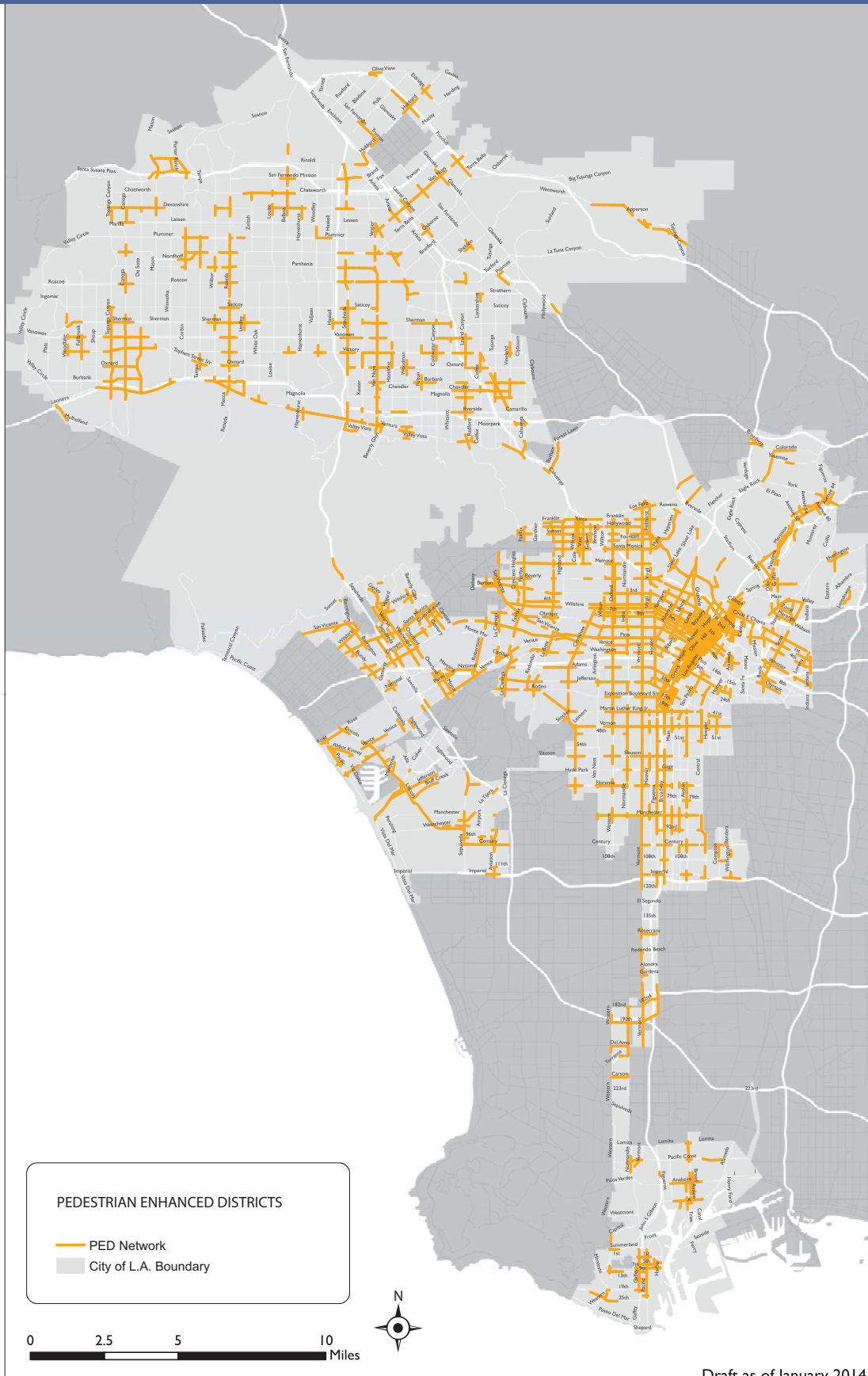
3.7 DISCRETIONARY ACTIONS AND APPROVALS

The following actions will be required in order to implement the proposed MP 2035 and its constituent goals, objectives, and policies.

- General Plan Amendment to update the Transportation Element of the General Plan with the proposed MP 2035 and associated implementation guidelines. Changes to other Elements of the General Plan may also be necessary to implement MP 2035.
- Revisions to Zoning Code Section 17.05 to expand the role of the Street Standards Committee and to reflect the City's new focus on complete streets.
- Specific Plan Amendments to align the street designations, of streets previously adopted by ordinance, in a specific plan to reflect the corresponding revised S-470 Complete Street Standards.
- A new LAMC ordinance to align the street designations of streets previously designated by ordinance (outside of a specific plan) to reflect the corresponding revised S-470 Complete Streets Standards.
- Update the S-470 Standard Plan to include revised Complete Street Standards.
- Revise the Street Dedication Guidelines/Checklist developed in response to LAMC 12.37-A.5 to reflect the revised S-470 Complete Street Standards.
- Certification of the proposed MP 2035 EIR.

LOS ANGELES MOBILITY ELEMENT

Pedestrian Enhanced Districts



Draft as of January 2014

FIGURE 3-2

LOS ANGELES MOBILITY ELEMENT

Bicycle Enhanced Network

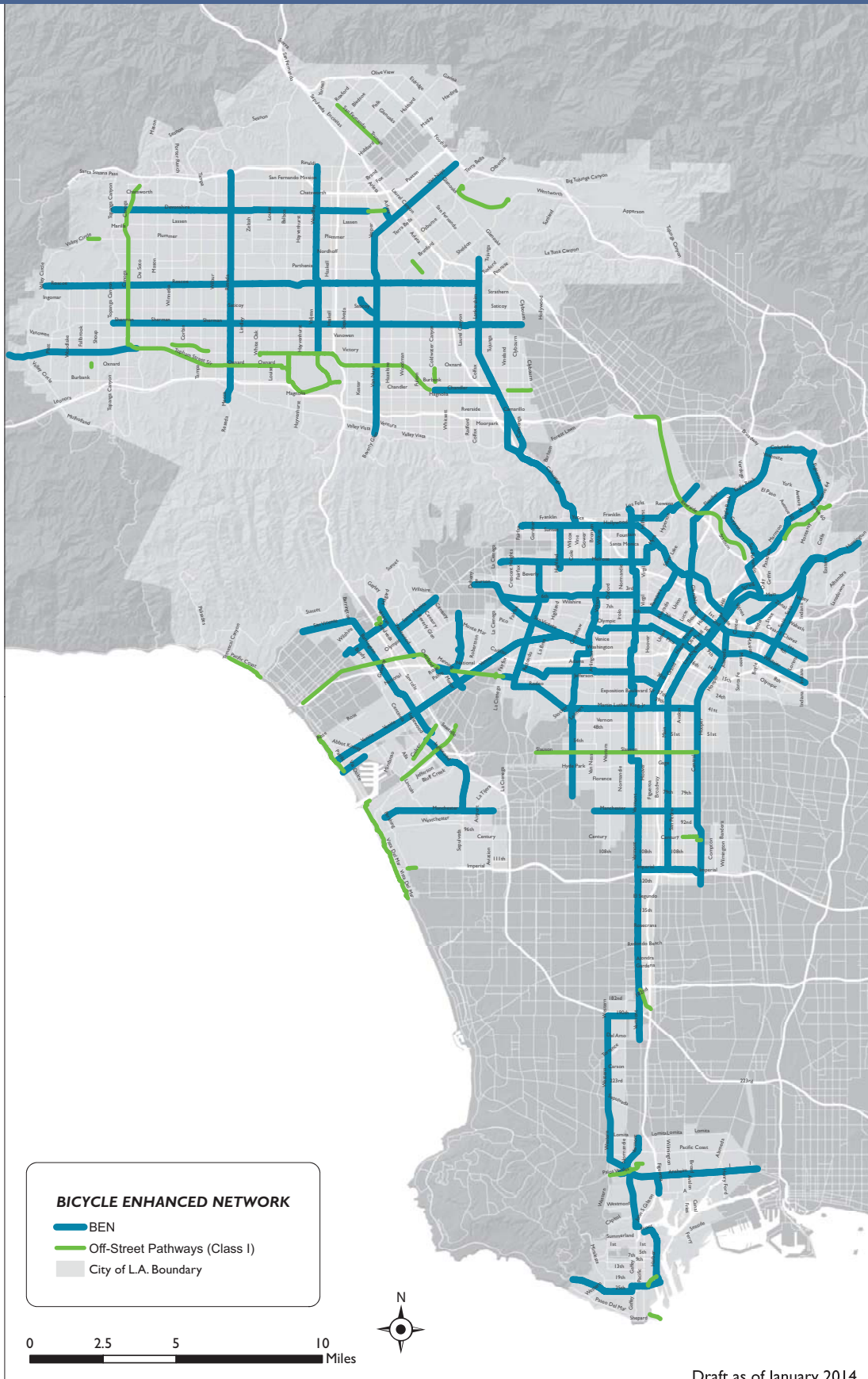


FIGURE 3-3

LOS ANGELES MOBILITY ELEMENT

Transit Enhanced Network

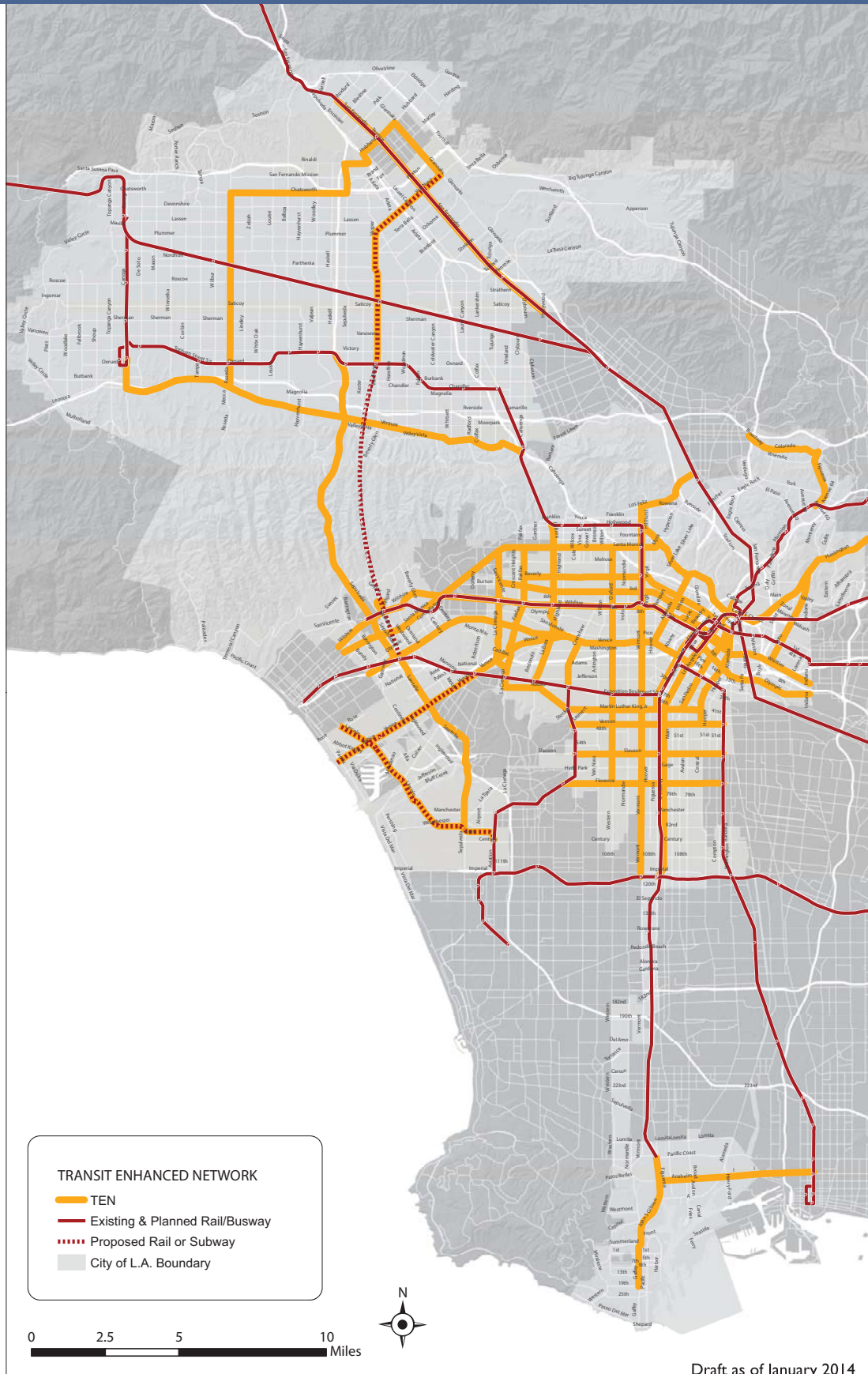
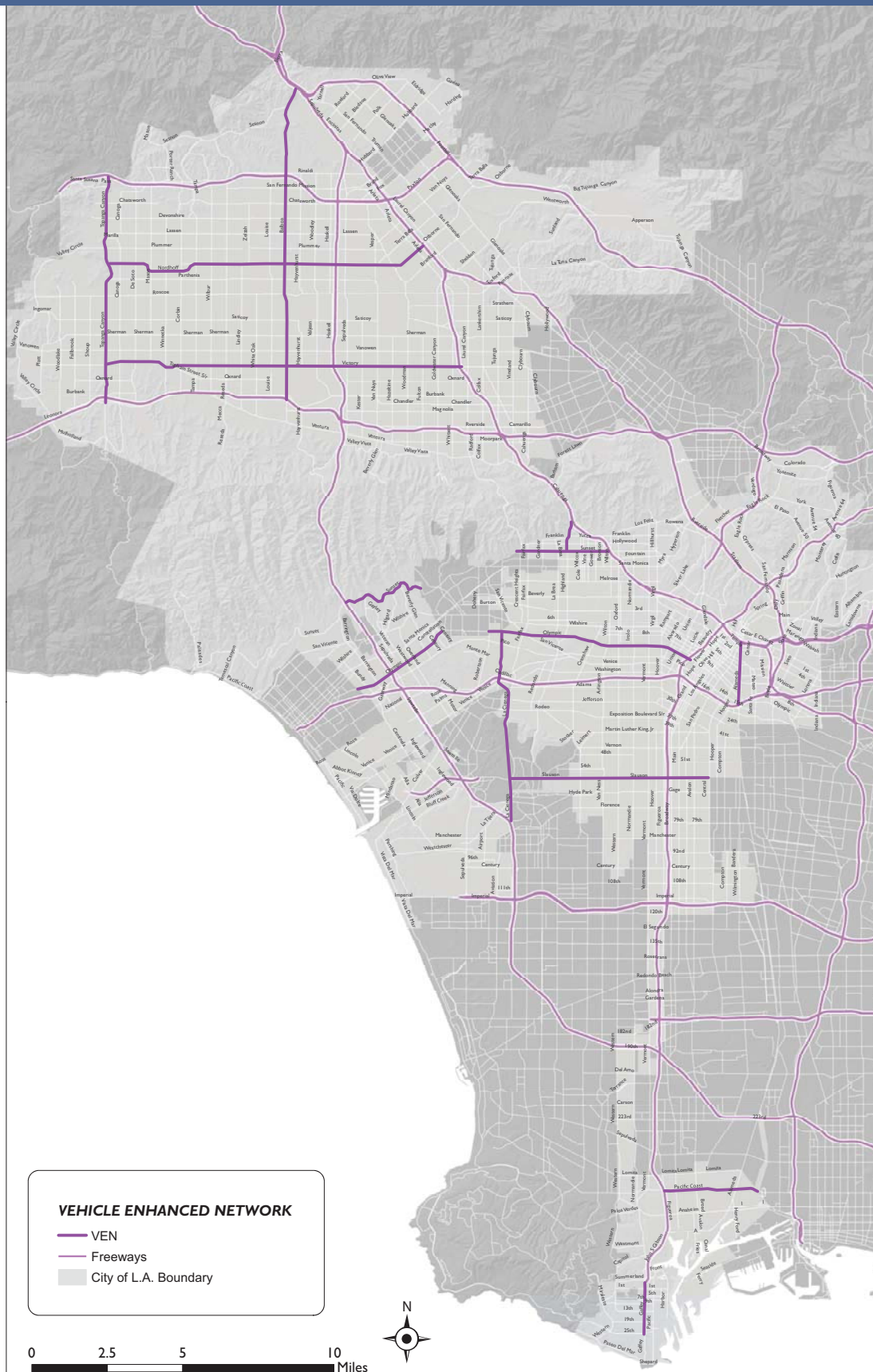


FIGURE 3-4

LOS ANGELES MOBILITY ELEMENT

Vehicle Enhanced Network



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FIGURE 3-5