City of Los Angeles

HLA Standard Elements Table

A Supplemental Document to the
Complete Streets Design Guide

Added by the Street Standards Committee on April 3, 2025

HLA STANDARD ELEMENTS TABLE

A supplemental document added to the Complete Streets Design Guide (Council File No. 24-0173)

Mobility Plan 2035, the Mobility Element of the City's General Plan, was adopted by the City Council on September 7, 2016 (CF 15-0719-S15). Mobility Plan 2035 incorporates complete streets principles and provides the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Plan includes Network Concept Maps, which identify potential networks of streets prioritized for different modes of transportation. These include the Bicycle Enhanced Network, Bicycle Lane Network, Neighborhood Enhanced Network, Pedestrian Enhanced Districts, Transit Enhanced Network, Vehicle Enhanced Network, and Goods Movement Map.

Initiative ordinance Measure HLA – the Los Angeles Safe Streets for All Initiative (Measure HLA) – was adopted by voters on March 5, 2024, and took effect on April 9, 2024. Measure HLA added Section 85.11 to the Los Angeles Municipal Code which requires the City to implement its Mobility Plan 2035 whenever the City carries out certain improvement projects in City-owned rights-of-way on streets identified in the Mobility Plan's Network Concept Maps. Measure HLA requirements apply to an "Improvement" (as defined in LAMC Section 85.11(a)) constructed by the City on a "Mobility Plan Street" (as defined in LAMC Section 85.11(a)), which shall be referred to as a "Mobility Plan Project."

This table presents Standard Elements that are reasonably expected to be included in a Mobility Plan Project on the corresponding Mobility Plan Network. The City will include Standard Elements in all Mobility Plan Projects to satisfy the requirements of Measure HLA. The City will seek to include Optional Elements when feasible and appropriate to meet the intent of Mobility Plan 2035. In certain circumstances, the City may include alternative elements of equivalent quality where Standard Elements are not feasible or appropriate. Mobility Plan 2035 emphasizes flexibility and context-sensitivity when implementing the network concepts and the City reserves the right to exercise reasonable discretion in its pursuit of Mobility Plan 2035 implementation. Measure HLA similarly recognizes flexibility may be necessary and/or beneficial, stating: "It is the intent of this Ordinance that the street enhancements required herein shall not prohibit the City from installing street enhancements that are comparable, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan" (Section 3 of Ordinance No. 188,198).

The Mobility Plan envisioned certain streets to encompass multiple Networks. There may be instances where the City may employ alternative design solutions, based on guidance and best practices featured in published street design guides (e.g., NACTO), to achieve the Network intent on streets with multiple Networks. When the City considers implementing multi-modal facilities on a corridor that MP2035 assigned to one Network but not to the Network(s) for the other mode(s), design elements for the assigned MP2035 Network should be the priority. The City may also implement infrastructure on streets (whether or not the street is on a Network) to a standard above and beyond what is called for in this table to satisfy the goals of the Mobility Plan 2035.

The Standard Elements and Optional Elements listed in the table are specific to Mobility Plan 2035 implementation, pursuant to Measure HLA compliance. In addition, the City relies on existing standard plans and design guidance, including the Complete Streets Design Guide, Supplemental Street Design Guide, Street Design Manual, LADOT Manual of Policies and Procedures, Manual on Uniform Traffic Control Devices (MUTCD), and the National Association of City Transportation Officials (NACTO) guides. These documents

provide guidance on design considerations, ideal, typical, and minimum elements, and other engineering standards that departments use to design street improvements in the City's diverse public rights-of-way. In addition, City departments have established community engagement policies and commitments, which include public notifications and outreach during project development; the public input received shapes the evaluation of tradeoffs and final project design. Mobility Plan Projects must also comply with any applicable federal, state, and local requirements, which are not incorporated in this document. The standards in this table shall not prohibit the City from installing street enhancements that are comparable to, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan 2035, which provided concept maps for connected networks for pedestrian, bicycle, transit, and vehicle routes in the City.

Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
A1	**Bicycle Enhanced Network (BEN)** Tier 1 - Protected Bicycle Lanes	Part of the Low Stress Network. MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class IV Bikeway (protected bike lane), including: ● Striping, and ● Separation from vehicular lanes using bollards, flexible traffic posts, modular or concrete curbs or barriers, or other vertical elements; or elevation of the bikeway to sidewalk grade	● Bike-only turn pockets ● Bike boxes ● Bike parking ● Bike signals and detection ● Bus boarding islands ● Class I Bikeway (Bike Path) ● Green-colored pavement markings ● Intersection treatments to promote safer interactions between bicyclists and right-turning drivers ● Leading Pedestrian/Bicycle Intervals (LPI/LBI) ● Separation from vehicular lanes by placing the parking lane between the bike lane and vehicular lane (Parking-Protected Bike Lane) ● Street trees ● Wayfinding signage

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Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
A2	**Bicycle Enhanced Network (BEN)** BEN Segments from the Neighborhood Enhanced Network (i.e., "Tier 1 - Neighborhood Enhanced Network")	Part of the Low Stress Network. MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. MP Policy 2.4 Provide a slow speed network of locally serving streets. The following targets should be considered as part of the design: ● Vehicular volume is less than or equal to 1500 vehicles a day; and ● The 85th percentile of travel speed is less than or equal to 20 mph	Class III Bikeway (bike route) including: ○ At least one element from the Optional list that promotes speed control, and ○ At least one element from the Optional list that promotes volume control, and ○ Crossing control at major cross streets or Class II Bikeway (bike lane), including any applicable Standard and Optional Elements listed in Row B or Class IV Bikeway (protected bike lane), including any applicable Standard and Optional Elements listed in Row A1	● Advisory signage ● Bike-only turn pockets ● Bike boxes ● Bike parking ● Bike signal improvements or other traffic control at major intersection crossings ● Chicanes ● Curb bulb-outs, crossing islands, crossing improvements ● Diverters ● Leading Pedestrian/Bicycle Intervals (LPI/LBI) ● Sharrows / Wayfinding signage ● Speed humps for streets that meet LADOT's basic feasibility requirements ● Street Trees ● Traffic circles, mini-roundabouts, or stop signs

These standards shall not prohibit the City from installing street enhancements that are comparable to, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan 2035, which provided concept maps for connected networks for pedestrian, bicycle, transit, and vehicle routes in the City.

Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
A3	**Bicycle Enhanced Network (BEN)** Bicycle Paths (i.e., bicycle facilities located outside of the roadway)	Part of the Low Stress Network. MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class I Bikeway (bike path) or Class IV Bikeway (protected bike lane), including any applicable Standard and Optional Elements listed in Row A1	• Bike-only turn pockets • Bike boxes • Bike parking • Bike signals and detection • Bus boarding islands • Curb bulb-outs, crossing islands, crossing improvements • Green-colored pavement markings • Intersection treatments to promote safer interactions between bicyclists and right-turning drivers • Leading Pedestrian/Bicycle Intervals (LPI/LBI) • Lighting • Trees and landscaping • Wayfinding signage

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Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
B	**Bicycle Lane Network (BLN)** Tier 2 - Bicycle Lane, and Tier 3 - Bicycle Lane	MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class II Bikeway (bike lane) or Shared bus/bike lane* --- ** For the BLN, bicyclists must have a facility available at all times. Therefore, a peak-hour shared bus/bike lane is only acceptable if a BLN-consistent bike facility is available at all times.*	• Bike-only turn pockets • Bike boxes • Bike parking • Bike signals and detection • Bus boarding islands • Class IV Bikeway, including any applicable Standard and Optional Elements listed in Row A1 • Green-colored pavement markings • Intersection treatments to promote safer interactions between bicyclists and right-turning drivers • Leading Pedestrian/Bicycle Intervals (LPI/LBI) • Separation from vehicular lanes or parking lanes through striping (buffers) • Street trees • Wayfinding signage

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Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
C	**Neighborhood Enhanced Network (NEN)**[1] Tier 2 - Neighborhood Enhanced Network	MP Policy 2.4 Provide a slow speed network of locally serving streets. The following targets should be considered as part of the design: ● Vehicular volume is less than or equal to 1500 vehicles a day; and ● The 85th percentile of travel speed is less than or equal to 20 mph	Not required by HLA; the NEN is not part of the Enhanced Complete Street System, as defined in the Initiative Ordinance (LAMC 85.11(a)). It is included in this table for reference. --- *Note: For NEN segments that are also on the BEN (i.e., Tier 1 - NEN), see Row A2 above for: Bicycle Enhanced Network (BEN): BEN Segments from the Neighborhood Enhanced Network*	● Advisory signage ● Bike-only turn pockets ● Bike boxes ● Bicycle signal improvements or other traffic control at major intersection crossings ● Chicanes ● Curb bulb-outs, crossing islands, crossing improvements ● Diverters ● Leading Pedestrian/Bicycle Intervals (LPI/LBI) ● Sharrows / Wayfinding signage ● Speed humps for streets that meet LADOT's basic feasibility requirements ● Street trees ● Traffic circles, mini-roundabouts, or stop signs
These standards shall not prohibit the City from installing street enhancements that are comparable to, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan 2035, which provided concept maps for connected networks for pedestrian, bicycle, transit, and vehicle routes in the City.				

Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
D	**Pedestrian Enhanced Districts (PED)**	MP Policy 2.3 Ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	● Address severe impediments on sidewalk or crosswalk, ● Add missing access ramps, ● For actuated crosswalks, ensure push buttons are physically accessible and/or place the crosswalk pedestrian phase on recall (WALK comes up automatically), ● Ensure transit stops are accessible, and ● Update pedestrian signal phase to current timing standard	● Curb bulb-outs, crossing islands, crossing improvements, other ways to reduce crossing distance at intersections ● Hardened daylighting zones ● Increase safe crossing points (mid-block crossings) ● No-turn-on-red signs ● Placemaking amenities: sidewalk seating, dining, specialty paving and designs ● Raised crossings and raised intersections ● Sidewalk widening ● Street lighting ● Street trees ● Signal timing infrastructure (leading pedestrian intervals, pedestrian push buttons, APS, and/or increased pedestrian crossing timing) ● Tree well or parkway expansion
These standards shall not prohibit the City from installing street enhancements that are comparable to, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan 2035, which provided concept maps for connected networks for pedestrian, bicycle, transit, and vehicle routes in the City.				

Row	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
E	**Transit Enhanced Network (TEN)**[2]	MP Policy 2.5 Improve the performance and reliability of existing and future bus service.	Moderate: Addressed through citywide programs including the Sidewalk and Transit Amenities Program (STAP), bus bench program, and Advanced Transportation System and Coordination (ATSAC) (e.g., transit signal priority) Moderate-Plus: Peak-hour bus lane Comprehensive: Full-time bus lane	• Bus bulbs or boarding islands • Bus stop enhancements: accessible boarding area, shelter, shade, seating, waste receptacles, lighting, safe crossing, and bike racks • Enforcement of bus lane • In-lane stopping • Far-side bus stop placement • Full-time bus lane on a TEN Moderate-Plus street • Full-time or peak-hour bus lane on a TEN Moderate street • Limit turning movements over bus lane • Signage • Transit signal priority and other signal modifications, queue jumps
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F	**Vehicle Enhanced Network (VEN)**	MP Policy 2.7 Provide vehicular access to the regional freeway system.	● Pavement (asphalt or concrete), ● Striping, and ● Intersection control for cross street intersecting VEN corridor (e.g., signal or sign)	● Driveway consolidation ● Parking restrictions ● Protected left turns or restrictions ● Turn restrictions
G	**Goods Movement**[1]	MP Policy 2.8 Implement projects that would provide regionally significant transportation improvements for goods movement.	Not required by HLA; Goods Movement is not part of the Enhanced Complete Street System, as defined in the Initiative Ordinance (LAMC 85.11(a)). It is included in this table for reference.	● Mountable Truck Apron or Pillow
These standards shall not prohibit the City from installing street enhancements that are comparable to, or of a better quality than what this Ordinance requires, provided it is consistent with the intent of the Mobility Plan 2035, which provided concept maps for connected networks for pedestrian, bicycle, transit, and vehicle routes in the City.				

[1] Because the Initiative Ordinance HLA (LAMC 85.11(a)) does not include the Neighborhood Enhanced Network (NEN) and the Goods Movement Map under the term “Enhanced Complete Streets System,” the implementation of these networks is not required by the ordinance. However, their exclusion does not preclude the City from pursuing opportunities for implementation.

[2] LA Metro and other transit operators’ service patterns change over time and the TEN is intended to reinforce and support that service. Where transit service is nonexistent (neither exists today nor is planned), the City may forgo the implementation of a bus lane on a TEN street. Where transit service exists but is very infrequent, alternative transit speed and reliability improvements may be installed in coordination with the transit operator(s). Where rail service exists at grade in the public right-of-way, no additional priority bus lane is required.