

Los Angeles General Plan

# MOBILITY ELEMENT

Programs Progress Report

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2016 - 2022



LOS ANGELES  
CITY PLANNING

City of Los Angeles General Plan

## **Mobility Plan 2035**

Programs Progress Report

2016 - 2022

This report was produced in March 2023 by the Department of City Planning Citywide Policy Division. The Department of City Planning coordinates with other City Departments on General Plan implementation regularly. This report includes contributions from City Departments to the extent that City Planning has been made aware of the other departments' work programs.

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# Introduction

Mobility Plan 2035 is one of 12 elements of the City's General Plan, the state mandated comprehensive policy document that informs decision making in the city, particularly with respect to land use and transportation decisions. The Department of City Planning (DCP) is the primary City department responsible for maintaining and updating the General Plan, including reporting on implementation. This Programs Progress Report has been prepared in response to the Mobility Plan's Action Program that calls for the preparation of an implementation report every five years.

On November 30, 2022, the City Council also requested the Department of City Planning (DCP) to report on the implementation status of the City's General Plan Mobility Element (Mobility Plan 2035). The motion adopted by Council ([CF 15-0719-S26](#)) broadly calls for more effective reporting on Mobility Plan implementation. This Programs Progress Report specifically responds to the portion of the motion directing staff to report on the implementation of the Mobility Element's Action Programs. Council has asked DCP to prepare this Programs Progress Report in coordination with the various departments that have a role in implementing the Action Programs. DCP is coordinating with the other City departments identified in CF 15-0719-S26 to prepare a more comprehensive response to the motion.

# Background

Adopted in 2016, Mobility Plan 2035 is a 20-year plan that provides the policy foundation for achieving a transportation system that balances the needs of all road users. While the Plan's narrative frames the key concepts and proposals of the Mobility Plan, the essence of the Plan lies in its goals, objectives, policies, and Action Programs. These declarative statements set forth the City's approach to various mobility topics.

The Mobility Plan's five goals are: (1) Safety First, (2) World Class Infrastructure, (3) Access for All Angelenos, (4) Collaboration, Communication & Informed Choices, and (5) Clean Environments and Healthy Communities. Each of the goals contain a series of policies, which represent clear statements that guide a specific course of action for decision-makers to achieve a desired goal. Together, the goals and policies underpin the vision for the City's mobility investments.

The Mobility Plan's Action Programs comprise proposed procedures, programs, or techniques that may be utilized to further the Plan's goals and policies. Decisions to implement specific programs are discretionary and depend on four factors: 1) significant and sustained funding for projects and staff, particularly by prioritizing projects in federal, state, and local transportation programs; 2) a

commitment by key city agencies to implement the recommended strategies; 3) a strong partnership with the community; and 4) political support.

There are multiple ways in which the Mobility Plan is implemented, whether initiated by City departments and external agencies, led by community groups or non-profit organizations, or carried out by individual development projects through the provision of public right-of-way improvements. The City performs many activities carrying out the goals of the Mobility Plan that are not captured in the list of programs (e.g., parking and vehicle towing, construction management services, sidewalk repair, tree trimming, and others). However, the focus of this report is on the status of the Mobility Action Programs identified during the last Plan update.

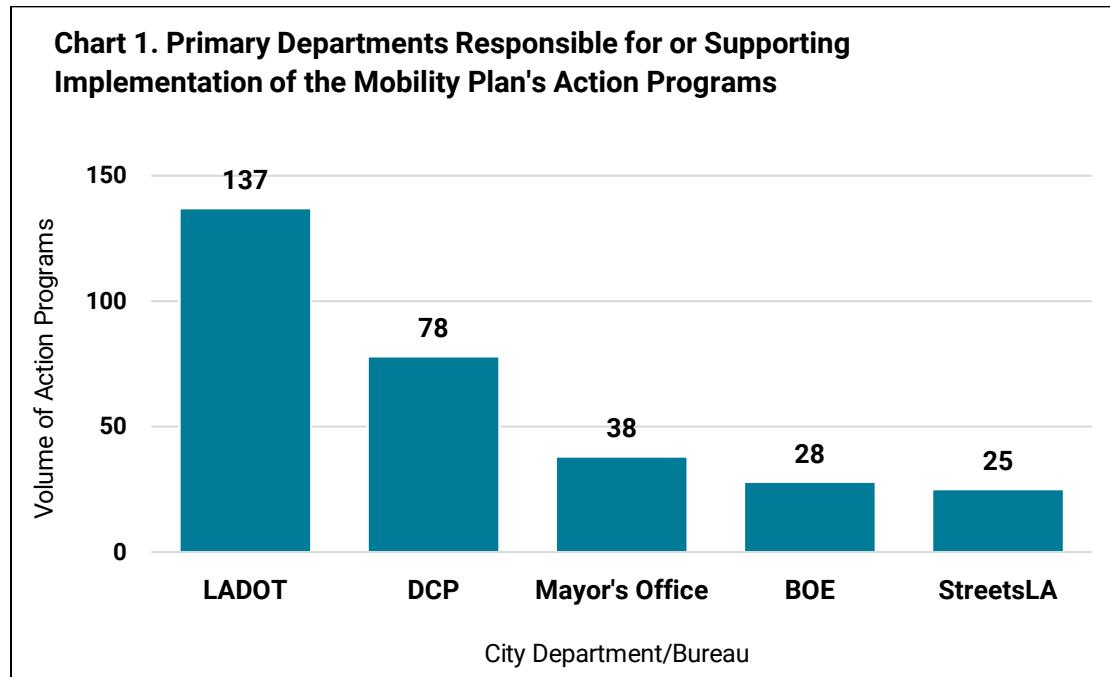
The Mobility Plan's Enhanced Networks, which lay out an aspirational vision for prioritizing modal-specific transportation improvements across the City, are listed as ongoing Action Programs (See programs ENG3, ENG6, ENG14, ENG15, ENG17, ENG18). The Enhanced Networks are being implemented on an on-going basis over the years. This Programs Progress Report does not provide a detailed accounting of the build-out of the Enhanced Networks. However, per the motion issued by Council, the City is exploring ways to track the planning and build-out of the Enhanced Networks, potentially through the creation of an implementation dashboard; this will be explored in the response to the Council motion.

## Status of Mobility Action Programs

There are 173 Action Programs in the Mobility Plan. This report provides a status and summary of each of the 173 programs (see **Attachment 1**). Attachment 1 lists the programs grouped and numbered by topic, and includes their implementation status alongside a brief summary.

Approximately 20 different City departments, as well as multiple outside agencies (e.g., LA Metro, Southern California Association of Governments, other transit providers, and more), are identified as responsible for carrying out the programs. City Planning staff coordinated and collected information from 14 responding City departments.

Five entities share the primary responsibility for program implementation by volume of programs: LADOT, DCP, BOE, StreetsLA (formerly BSS), and the Mayor's Office (see **Chart 1**). Each department plays a role in various aspects of implementation, whether it is the provision of transit service or bicycle infrastructure by LADOT, the coordination of sidewalk amenities by StreetsLA, or advocacy for mobility-related legislation by the Mayor's Office, to cite a few examples.



In addition to reviewing programs by identified responsible agencies, programs can be categorized by topic. The programs, as outlined in the Mobility Plan, are organized into 15 categories:

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

In the Mobility Plan, each program also references the pertinent policies that it is intended to implement. The programs that were originally included as part of the 2010 Bicycle Plan have also been integrated into Mobility Plan 2035's Action Programs. Programs are grouped by and numbered within their category; for example, the first listed program under the Management topic is labeled as MG1.

**Table 1** provides a summary of the implementation status of the Mobility Plan 2035's Action Programs. This report identifies the status of the Action Programs using the six categories below, based upon information reported by responding departments and staff research:

- **Completed:** The action program has been completed as described, or completed in a manner that meets the intent of the program.

- **In Progress:** The completion of an action program is in progress, or has been incrementally addressed.
- **Ongoing Implementation:** The action program has been or is being implemented on an ongoing basis.
- **Alternative Approach:** The action program is being implemented in an alternative, substitute, and/or partial manner.
- **Paused:** The implementation of an action program has started but is currently paused due to funding constraints, staffing changes, other departmental priorities, etc.
- **Not Started:** The implementation of an action program has not started, which can be due to funding constraints, staffing changes, other departmental priorities, etc.

<b>Table 1. Status of Mobility Plan Programs (Combined Categories)</b>		
<b>ALL PROGRAMS</b>		
<b>STATUS</b>	<b>COUNT</b>	<b>%</b>
Completed + Ongoing Implementation	132	<b>76%</b>
In Progress + Alternative Approach	18	<b>10%</b>
Paused + Not Started	23	<b>13%</b>
<b>TOTAL</b>	<b>173</b>	<b>100%</b>

Cumulatively, the City is implementing or has implemented a majority of the Mobility Plan’s Action Programs. Of the 173 total programs, 76% of programs have either been completed or are being implemented on an ongoing basis. Meanwhile, 10% of total programs are either in progress or being implemented using an alternative approach. The remaining total, or 13% of programs are currently paused or have not been started.

Another way to describe program status can be to differentiate between those that have a finite end versus those that are implemented in an ongoing manner. As shown in **Table 2**, 30 programs can be described as having a finite end, while 143 programs are to be implemented on an ongoing basis. Of the Action Programs that have a finite end, the City has completed 67% of them, with 7% of programs still in progress, 3% being paused, and 23% having not yet started. As for Action Programs that are ongoing in nature, the City is implementing 78% of them on an ongoing basis, with 11% being implemented utilizing an alternative approach, 4% being paused, and 6% having not yet started.

Table 2. Status of Mobility Plan Programs					
PROGRAMS WITH A FINITE END			PROGRAMS THAT ARE ONGOING IN NATURE		
STATUS	COUNT	%	STATUS	COUNT	%
Completed	20	67%	Ongoing Implementation	112	78%
In Progress	2	7%	Alternative Approach	16	11%
Paused	1	3%	Paused	6	4%
Not Started	7	23%	Not Started	9	6%
TOTAL	30	100%	TOTAL	143	100%

The Action Programs that are paused, in progress, or have not started, represent opportunities for the Council and Mayor to consider for future funding and staffing if they align with current best practices and City priorities. At the same time, the list of Action Programs that are currently being implemented on an ongoing basis should also be considered for continued funding if they continue to reflect the City’s priorities. Programs that are being implemented using an alternative approach can also be considered for future funding, as they may represent a Department’s attempt to implement a program in a substitute or partial manner, often within constrained funding sources and staffing.

## Accomplishments

As described in Attachment 1, Program MG1 is one of the Mobility Plan’s Action Programs that outlines the development of an implementation report to periodically document the Mobility Plan’s accomplishments. This Programs Progress Report responds to Program MG1, as well as the Council motion requesting staff to report on the status of the Action Programs.

Since adoption of the Mobility Plan in 2016, the City has completed a number of key Action Programs. Completed examples include:

**Program D10 - Revised Traffic Analysis Methodology.** This program was completed in 2019 with the adoption of Vehicle Miles Traveled (VMT) as the metric used for transportation analyses under the California Environmental Quality Act (CEQA).

**Program PL9 - Transportation Demand Management Ordinance Revision (TDM).** The update to the TDM Ordinance is currently pending adoption in 2023. The pending TDM ordinance update aims to reduce greenhouse gas emissions by reducing the amount of vehicle miles traveled (VMT) generated by automobile, and would require

certain new development projects to implement strategies such as supporting transit, telecommuting, walking, carshare, neighborhood shuttles, and other strategies that reduce vehicle trips.

**Program ENG13 - Neighborhood Traffic Calming and Slow Zones.** This program calls for the establishment of safe street improvements through the development of LADOT's Slow Streets Program in 2020. The Slow Streets Program has resulted in the installation of over 50 miles of Slow Streets in 30 neighborhoods throughout the City, helping to reduce speeding on neighborhood streets.

The City's accomplishments also include a number of key ongoing programs:

**Program PL7 - Transit Coordination.** This program calls for transit coordination between the City and Metro. DCP and LADOT have regularly coordinated with Metro on station-area planning to ensure that the public right-of-way and/or development projects support mobility needs and amenities. For example, DCP and LADOT staff have periodically met with Metro staff on the development of first mile-last mile plans and an agreement to fund those improvements. DCP has published a Zoning Information file (ZI-1117) on its Zone Information and Map Access System (ZIMAS) for sites within 100 feet of Metro-owned Rail or Bus Rapid Transit (BRT) right-of-way, enabling Metro to review applicable development applications to ensure safe access to, and operations of, transportation services and facilities.

## Measuring Program Effectiveness

This Programs Progress Report does not detail the effectiveness of implementation for any given program. For example, although 78% of ongoing programs are continually being implemented, the degree to which any of those programs are being implemented can vary and is difficult to assess based on the unique specificities of any given program and the lack of a standardized system of evaluation. At Council's direction (CF 15-0719-S26), City departments are in the process of developing metrics to measure the level of success in implementing the Mobility Plan 2035. A more comprehensive evaluation and reporting of metrics and objectives, as well as assessing the effectiveness of programs, represents a future work program that could be taken on with additional staff capacity or reallocation of existing staff from other assignments.

Also following Council's recent direction, the implementation of the Mobility Plan's goals, policies, and programs is currently being integrated into consideration of the City's budgeting process. As a way to track progress and guide decisions on future transportation investments, the City could create an implementation dashboard, which could include metrics. The development of metrics could take into



account the Mobility Plan's existing objectives in order to create measurable methods for evaluating implementation progress. Such metrics could then be integrated into the budgeting process. This recommendation will be discussed in the report back to CF 15-0719-S26.

Another useful tool in helping to measure the evaluation of Mobility Plan 2035 is the City's annual Capital and Technology Investment Program (CTIP). Since 2020, the CAO's office has managed the CTIP to serve as the basis for an enhanced, coordinated approach to infrastructure planning that includes technology and transportation infrastructure projects (CF 19-1353). Presented as a five-year plan that will be updated on an annual basis, the CTIP can serve as the Mobility Plan's proposed work plan for the next five-year cycle, as outlined in Program MG1. As referenced in the CAO's [Capital and Technology Improvement Policy](#), the CTIP incorporates approved projects and creates the framework to:

*Enable elected officials and City departments to submit capital and technology funding requests in a systematic and transparent process; Determine annual appropriations based on prioritization criteria; Establish a governance structure for the purpose of overseeing project progress, and for the approval of interim funding requests; and, collect data and measure the effectiveness of this policy and its impact on the City's capital and technology infrastructure.*

With respect to Mobility Plan implementation, there may be potential to integrate components of the CTIP metrics or data into a potential implementation dashboard. The dashboard could then reflect the funded transportation infrastructure projects that implement the Mobility Plan's Enhanced Networks and the goals, policies, and programs of the Plan.

## Conclusion

As of this Programs Progress Report, three-quarters of the Mobility Plan's Action Programs are being implemented on an ongoing basis or completed. The Action Programs that are paused, in progress, or have not started, as well as those that are ongoing, represent opportunities for the Council and Mayor to consider for future funding and staffing when they align with current best practices and City priorities. A future effort to measure the effectiveness of program implementation presents an opportunity to evaluate Mobility Plan implementation more extensively. With continued funding and prioritization by the Council and Mayor, City departments can continue to implement the Action Programs to meet the Mobility Plan's goals for promoting safety, access, infrastructure, collaboration, and healthy communities.

Attachment 1. Mobility Plan 2035 List of Programs and Status Summaries				
No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
<b>COMMUNICATION</b>				
C.1	<b>Bicycle Ambassador Program.</b> Develop a Bicycle Ambassador program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information.	Alternative Approach	The non-profit organization Bike LA (formerly Los Angeles County Bicycle Coalition) launched a Neighbor Ambassadors Program (NAP) to help advocate for more local level change and grow bike culture across LA. Additionally, the City's Bicycle Advisory Committee (BAC) represents a citizen advisory committee appointed by the City Council and Mayor. The purpose of the BAC is to advise the City of Los Angeles on important mobility issues that impact people bicycling.	DOT, bicycle nonprofits
C.2	<b>Bike to Work Week.</b> Expand the regional efforts of Bike-to-Work Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Program Websites.	Paused	LADOT has provided occasional support for Bike to Work activities in the past. Different departments and employees informally organize Bike to Work events and activities that aim to address the same intent of this program. Year-round, LA City employees are eligible for bike subsidies (through the Personnel Department's COMMUTEwell Program), discounted bike share passes, and have access to information on bicycle facilities. The TDM Program menu includes bike services and incentives as options for new commercial and residential buildings.	Mayor, Council Offices, LAUSD, DOT, SCAG, Metro
C.3	<b>Bus Arrival Information.</b> Work with Metro, municipal transit providers, and local businesses and organizations to provide bus arrival information near station and stop areas.	Ongoing	In 2014, LADOT contracted with Syncromatics to install real-time information at high ridership bus stops for the DASH and Commuter Express bus programs, and in 2016 Metro contracted with Syncromatics for real-time information for Metro buses. LA World Airports (LAWA) plans real-time GPS tracking to all LAWA managed shuttle contracts which includes LAX terminal connector, employee shuttle, metro connector, and economy parking shuttles. From 2020-22, StreetsLA lead the contract negotiation to solidify the Sidewalk Transit Amenities Program (STAP) that can address arrival information at bus stops.	Metro, DOT, Mayor's Office, BSS, Council Offices
C.4	<b>Car Free Days.</b> Coordinate a Car-Free Day on a regular basis each month. Provide information and incentives for drivers to leave the car behind for a day. Work with Metro and City Council offices to provide incentives and disseminate materials to event participants.	Alternative Approach	The City, with support from Metro, coordinates and supports the closure of streets for open streets events typically operated by CicLAvia. CicLAvia has steadily increased annual events since 2010 and will host eight events in 2023. The City continues to search for additional funding to organize similar events.	DOT, DPW, Council Offices, Mayor, SCAG, Metro
C.5	<b>Citywide Active Transportation Map.</b> Provide and distribute physical and electronic copies of the City's existing bikeway facilities, neighborhood greenways and safe routes to school along with information about public bicycle parking facilities and mobility hub facilities.	Ongoing	Digital maps are now easily maintained, updated, and accessed via online or smart phone and live on LADOT's Active Transportation webpage. DCP has proposed a new team (for FY 2023-24) to develop and maintain a Mobility Plan Implementation Dashboard which will display existing and proposed active transportation facilities. LADOT has paused their efforts to print and distribute physical maps in 2015 due to the difficulty of reproducing hard copies every time map details change.	DOT Systems, Planning, DOT Bikeways, Metro, Council Offices
C.6	<b>Citywide Bicycle Transportation Website.</b> Continue to maintain the BicycleLA.org website to provide bicyclists with current information about safety, future improvements, events, network maps, route information and suggestions, maintenance and other relevant information.	Ongoing	The information on <a href="http://BicycleLA.org">BicycleLA.org</a> has been migrated to the City's Livable Streets webpage on LADOT's website, which is regularly updated to include project info, project timelines, etc. LADOT and other City departments will continue updating and maintaining websites and encourage online engagement via different online platforms.	DOT

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C.7	<b>Multi-Modal Access Campaign.</b> Develop a Multi-Modal Access Campaign, in collaboration with Metro, SCAG and other transportation providers, to highlight the availability (all day, every day) of multiple transportation options (transit, vanpool, car share, bikeshare, bicycling, walking, etc.) across the region.	Ongoing	The City and transportation service providers regularly promote the availability of existing and planned transportation services through online platforms, public engagement, and other forms of media.	Metro, SCAG, DOT, BBB, Culver City Bus, Metrolink, Foothill Transit, Orange Transit, Gardena Transit
C.8	<b>Neighborhood Network and Business District Maps.</b> Work with local Business Improvement Districts, Neighborhood Councils, Homeowner Associations and Chambers of Commerce to develop, fund, and distribute physical and electronic maps of localized portions of the existing bikeways, neighborhood network streets, and bicycling supportive businesses.	Paused	The City launched the Bicycle Friendly Business District initiative to partner with neighborhood businesses to promote bicycling locally, but the program has been on pause in recent years.	DOT, Council Offices
C.9	<b>Poster Campaigns.</b> Promote awareness of the various networks, streetscape, and green or "great street" improvements through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.	Alternative Approach	Some of the City's individual mobility or streetscape efforts, such as some of the Greats Street projects, have utilized community events and physical media, including light-pole banners, to promote the planned improvements.	DOT, Mayor's Office, Council Offices
C.10	<b>Roadway Safety Campaigns.</b> Conduct outreach citywide to advance vision zero goal.	Paused	The City with support from LADOT oversaw public service announcement (PSA) activity through bus stop ads and radio ads between 2013-2017. There has been no activity in recent years.	DOT, LAPD, Caltrans, OHS, LAUSD, LASPD, Council Offices
C.11	<b>Timely Information.</b> Provide timely information on current roadway work, including scheduled maintenance, work in progress and completed projects. Use temporary signage, social media, and web banners to warn users and provide detour strategies for vehicles, pedestrians and bicyclists. Promote the State-wide 511 Real Time Travel Information System.	Ongoing	LADOT provides construction notifications through their website and social media platforms. BOE shares master project lists through their website and maintains PWRS which shows current and upcoming projects (city and private development work) in a map interface. Additionally, LAWA provides real time traffic impacts and construction advisories on their website.	DOT, BOE, BSS, Council
C.12	<b>Wayfinding.</b> Develop and install a comprehensive way-finding program throughout the City to provide information about transportation routes, schedules, bikeways urban trails, and area amenities including schools, parks, cultural and retail activities.	Alternative Approach	Individual LADOT projects have included wayfinding signs, but there is an opportunity to develop a more systematic approach going forward. LADOT and DCP have partnered on developing and adopting the Transportation Demand Management Ordinance which will allow projects to provide wayfinding as a way to receive credit in the TDM program. LAWA's Landside Access Modernization Program (LAMP) incorporates wayfinding into new projects as appropriate.	DOT, DCP, Mayor's Office, BSS, Council Offices
C.13	<b>CSTAN.</b> In collaboration with Metro support efforts to promote goods movement traffic to the CSTAN and identify funding to maintain corridors.	Ongoing	LAWA participates in Metro's CSTAN task force, providing feedback and technical assistance. LADOT has paused efforts on this program due to lack of resources.	DOT
DATA & ANALYSIS				
D.1	<b>Analysis of Existing Paths.</b> Identify and map paved paths within City parks suitable for bicycling. Emphasize opportunities for gap closures in the active transportation network.	Alternative Approach	RAP does provide some bike trail information on their website. Additionally, the Department of Public Works' Sepulveda Basin Vision Plan will study the efficient use of multi-use paths, including the Orange Line Bike Path, as part of the project.	RAP, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
D.2	<b>Annual Counts of Bicyclists and Pedestrians (Active Transportation).</b> Initiate a long-term strategy to count the number and type (by sex, age, disability, income and geography) of bicyclists and pedestrians traveling for all trips on the Networks and other City streets each year. Identify a specific date and locations for the annual count. The number of locations that are included each year should increase as funding increases. Utilize the locations, date, and time of the count conducted by the Los Angeles County Bicycle Coalition (LACBC) in 2009 as the baseline; implement a methodology that is consistent with SCAG and Metro/UCLA Luskin Center.	Paused	LADOT started bi-annual counts in 2019. Efforts have temporarily paused due to COVID.	DOT, DCP, Mayor's Office of Technology, LAPD, Council Offices
D.3	<b>Semi-Annual Survey.</b> Conduct in-person and on-line interviews annually about active transportation implementation. In particular, identify on-going concerns and listen to suggested improvements. Collect data on problem areas (not just where collisions have occurred but where "near-misses" frequently occur) and identify solutions.	Not Started	The City has not started this program. However, the City's Vision Zero program does collect collision data to analyze where future safety improvements can be directed.	DOT, DCP, Council Offices
D.4	<b>Collision Monitoring and Analysis.</b> Annually identify locations with high levels of auto, pedestrian, and bicycle collisions and develop and implement strategies to improve the safety of these areas and reduce overall collision rates. Analyze bicycle crash data from the Statewide Integrated Traffic Records System (SWITRS) and other sources to evaluate the impacts of prior improvements. Use collision data to produce hot zone maps (GIS maps that reflect crash data citywide) and to conduct case studies of potential improvements to reduce collisions. Coordinate engineering and enforcement reporting systems to avoid duplication and/or overlooked emergency room data; with support and data from LAPD, LAFD and LAUSD.	Ongoing	LADOT regularly conducts analyses of data that is used to develop the High Injury Network (HIN) which informs Vision Zero investments. Future opportunities exist to conduct analyses on a more frequent basis.	DCP, DOT, LAPD, LAFD, Council Offices
D.5	<b>Data Collection Protocols.</b> Establish before and after data collection protocols for all projects.	Alternative Approach	DOT collects data on higher profile mobility projects and there is an opportunity to expand these efforts to all projects.	DOT, DCP
D.6	<b>Goods Movement Information.</b> Compile goods movement data from the Port of Los Angeles, Los Angeles World Airport and regional goods movement providers to monitor and assess economic fluctuations.	Ongoing	Port of LA regularly compiles (and reports to the Mayor) cargo statistics (including volumes, market shares, truck turn times, and berth productivity). Cargo volumes, traffic counts, and travel model updates are provided to Metro and to SCAG for inclusion in RTP, and used for rail & highway infrastructure development in and adjacent to POLA on the Interstate and State Highway system. LAWA initiated a Cargo Study for LAX which includes a component to re-envision management of truck movements around the airport's cargo areas.	Port, LAWA

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D.7	<b>Greenhouse Gas Emission Tracking Program.</b> Quantify total reduction in GHG from vehicle miles traveled reductions. Include data in the Citywide Climate Action Plan and the Climate Action Registry. Maintain a database of completed infrastructure projects; track and apply offset credits (resulting from GHG and VMT reductions) towards the city's compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.	Ongoing	In coordination with the Mayor's Office, the Bureau of Sanitation conducts an annual Greenhouse Gas (GHG) inventory at the municipal and community-wide level. Inventories currently exist for calendar years 2014-2020 and are available to download on LASAN's Climate Action webpage. The City's 2020 Community Greenhouse Gas Inventory, published April 2022, can be read here: <a href="https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdc0/~edisp/cnt074753.pdf">https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdc0/~edisp/cnt074753.pdf</a> . Through City initiatives in L.A.'s Green New Deal (2019 Sustainable City pLAn), Los Angeles has reduced its GHG emissions by 36%, from 32.8 million metric tons of carbon dioxide equivalents in 1990 to 21.1 million metric tons of carbon dioxide equivalents in 2020. The City's 2020 Municipal Greenhouse Gas Inventory, published April 2022, can be read here: <a href="https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdc0/~edisp/cnt074754.pdf">https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdc0/~edisp/cnt074754.pdf</a>	Mayor's Office on Environment and Sustainability, DCP, Council, SCAQMD
D.8	<b>Mountain Trail Spillover and Conflict Resolution Analysis.</b> Conduct a spillover analysis to determine the extent to which mountain biking use spills over onto trails where biking is prohibited. Examine other jurisdictions to understand how they accommodate mountain biking and how they have managed conflicts.	Not Started	This program has not started. Generally, RAP's website provides general biking rules and signals.	RAP, DPW, Council Offices
D.9	<b>Off-Road and Park Trail Bicycle Database.</b> Develop a database and create maps of mountain and park bicycling trails within and adjacent to the City of Los Angeles.	Ongoing	RAP's website provides broad information about biking trails within the City, while the County also provides resources countywide.	RAP, DCP, DOT, LAPD, Council Offices
D.10	<b>Revised Traffic Analysis Methodology.</b> Establish a revised Traffic Analysis Methodology (TAM) that takes into consideration a project's location, design and density, based on CEQA revisions, OPR guidelines, and other state/regional authorities.	Completed	The City adopted Vehicle Miles Traveled (VMT) in 2019 as the metric used for transportation analyses under the California Environmental Quality Act (CEQA).	DOT, DCP
D.11	<b>Unimproved/Off-Road Database.</b> Inventory all unimproved roads and determine their suitability for mountain biking and off-road facilities.	Not Started	While RAP's website provides broad information about biking trails within the City, this program has not been initiated.	RAP, DCP, DOT, LAFD, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
D.12	<b>Strategic Capital Planning Group.</b> Establish an inter-departmental Group to determine, using data and prioritization criteria, a list of priority projects and match to funding sources.	Ongoing	The City has established interdepartmental groups that coordinate on capital projects, as well as grant application efforts to pursue funding for capital projects, including the grant coordination working group and the Interdepartmental MOU Committee. BOE and CAO are in the process of creating Equity Indices to assist with project prioritization and evaluation. Additionally, The CAO's Capital and Technology Improvement Expenditure Program (CTIEP) uses the development of its annual program as the basis for an enhanced, coordinated approach on infrastructure planning that includes technology infrastructure projects. The information collected as part of the CTIEP is presented as a five-year Capital and Technology Improvement Plan (CTIP) that is updated on an annual basis	CAO, DCP, BPE, BSS, BSL, BOE, Council Offices
<b>EDUCATION</b>				
ED.1	<b>Bicycle Parking Training.</b> Develop a Bicycle Parking Requirement Training Presentation and Handbook and post on the Bicycle website. Provide training sessions to the Departments of Building and Safety, Planning, Engineering, and all other public counter staff on the LAMC bicycle parking requirements.	Completed	LADOT developed a public facing guide for the Department of Building and Safety (DBS) staff and for developers. DBS conducted training for staff and continues to train their new hires.	DBS, DOT, DCP
ED.2	<b>Design Workshops.</b> Host/participate in workshops on active transportation facility design.	Ongoing	LADOT hosts public workshops for their active transportation projects that incorporate and educate the stakeholders on facility design. Additionally, LADOT occasionally participates in conference workshops that share out knowledge on active transportation facility design.	DOT, DCP, Council Offices
ED.3	<b>Goods Movement Awareness.</b> Develop and implement strategies to increase coordination of issues relating to goods movement and increase awareness of economic role of goods movement.	Ongoing	POLA participates in numerous federal, State (CA Freight Advisory Committee), and regional (South Bay COG, Gateway COG, Metro I-710 Task Force) committees on an ongoing basis that deal with issues related to goods movement.	POLA
ED.4	<b>LAPD Officer Training.</b> Train officers on the rights and responsibilities of all roadway users and improve their ability to evaluate conflicts and collisions between different modal users.	Not Started	The City has not initiated efforts for this program.	LAPD
ED.5	<b>Rail Crossing Safety.</b> Work with local and regional passenger and freight services to educate all users about safe at-grade crossing practices.	Ongoing	The City has engaged in two recent rail safety campaigns with local and regional passenger and freight services: Metro's "Safety Begins with You" campaign and Metrolink's "Track Safety" campaign.	DOT, Mayor's Office, Council Offices
ED.6	<b>Roadway Safety Education.</b> Educate law enforcement, heavy duty bus and truck operators, taxis, motorists, all City employees, and roadway users on the rights of, and need for safe motoring skills, around non-motorized active transportation uses. Develop educational/ promotional materials to inform roadway users about the benefits of active transportation facilities.	Ongoing	LADOT's work programs such as Vision Zero, Safe Routes to School, and Safe Routes for Seniors promote roadway safety education and active transportation. DASH's Transit Operating Contractor trains bus operators on bike safety and spatial awareness.	DOT, POLA, LAUSD, GSD, LAPD, Council Offices
ED.7	<b>Roadway Safety Public Service Announcements.</b> Continue to produce a series of Roadway Safety Public Service Announcements (PSA's) for distribution on television, radio, and outdoor signage.	Ongoing	LADOT's "Gimme 3" and "Your Family Also Bikes" were PSAs that were produced to promote roadway safety for active transportation users.	DOT, LAPD, ITA

Attachment 1. Mobility Plan 2035 List of Programs and Status Summaries				
No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
<b>ENFORCEMENT</b>				
ENF.1	<b>Commercial Loading Zones.</b> Target enforcement efforts against parking by vehicles not in the act of loading/unloading in Commercial Loading Zones.	Alternative Approach	LAWA traffic officers enforce loading/unloading on campus. Additionally, LADOT's Zero Emission Delivery Zone pilot program, in which enforcement is a component of, which entails issuing citations to curb users who violate the zero-emission vehicle designation	DOT
ENF.2	<b>Enforcement Stings.</b> Target enforcement efforts against unsafe behavior by roadway users, especially in school and commercial loading zones. Publicize the stings to encourage healthy interaction among all roadway users.	Not Started	The City has not initiated efforts for this program.	LAPD, Council Offices
ENF.3	<b>Local Truck Use.</b> Target enforcement efforts against truck use on local streets where cut-through traffic has been expressly forbidden.	Ongoing	LADOT's District Operations implements traffic restrictions, diversions, and calming to prevent trucks cutting through on residential streets.	DOT, LAPD, Council Offices
ENF.4	<b>Speed Limit Enforcement.</b> Execute speed limit enforcement checks 48 hours prior to calculating prevailing speeds in Engineering and Traffic Surveys used for adjusting speed limits.	Completed	This practice was done before the passage of AB 43, which established a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.	LAPD, DOT
ENF.5	<b>Truck Inspection Areas.</b> Develop a Truck Inspection Program in coordination with Highway Patrol and Port of Los Angeles.	Ongoing	The Port Police's Commercial Enforcement Unit ensures trucks are within weight, height, registration and maintenance regulations. The unit works in direct coordination with the LAPD and many other agencies, including the CHP, and police forces from Torrance, Beverly Hills, Riverside, the LA County Sheriff's Office, and others.	DOT, POLA, LAPD
ENF.6	<b>Enforcement Program.</b> Utilize LAPD and LADOT Traffic Officers to identify bicycle lane parking violations and issue citations.	Not Started	It's unknown whether the City has initiated efforts for this program. An additional, alternative solution would be for the City to identify locations where abuse is rampant and analyze the potential of upgrading the facility to a physically separated bikeway.	LAPD, DOT, DPW
<b>ENGINEERING</b>				
ENG.1	<b>ATSAC.</b> Continue to implement and update as needed the City's signal management program (ATSAC) to monitor and manage the traffic flows.	Ongoing	The City continues to utilize ATSAC to monitor traffic flows and continually is in the process of updating it to better meet modern needs.	DOT
ENG.2	<b>Bicycle-Sensitive Detectors.</b> Continue to install bicycle sensitive detectors at all actuated signal-controlled intersections, including pavement markings for bicyclists.	Ongoing	DOT installs bicycle sensitive detectors and loop detectors that are bike-sensitive for some projects. Traffic signal designs for recent projects under construction, specifically LAMP, include bicycle sensitive detectors at all intersections that include a bike path.	DOT
ENG.3	<b>Transit Enhanced Network.</b> Collaborate with transit providers to implement the TEN, an approximately 300-mile network of roadway improvements to provide a frequent and reliable bus system that interfaces and supports the fixed-transit lines.	Ongoing	DOT implements the Transit Enhanced Network by collaborating with Metro to coordinate the implementation of bus lanes. Additionally, bus infrastructure improvements are being advanced through several initiatives, including Metro's NextGen Bus Plan, the City/Metro Bus Speed Engineering Working Group, Metro's Countywide Bus Rapid Transit (BRT) program, and individual capital projects such as Wilshire BRT and NoHo-Pasadena BRT. As of March 2022, total new bus lane mileage during Mayor Garcetti's administration is 25.9 miles.	DOT, DCP, Metro, Mayor's Office, Council Offices

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ENG.4	<b>Bridge Design Program.</b> Incorporate bicycle and pedestrian facilities when designing new or retrofitting bridges. Particular attention to bridge underpasses that cross existing or future bicycle/walking paths to ensure design integration.	Ongoing	The City continually evaluates the feasibility of incorporating active transportation facilities on bridges where feasible. In recent years, a pedestrian and bike facilities were incorporated into the construction of the Sixth Street Bridge and are additionally planned for the Lincoln Boulevard bridge over Ballona Creek. BOE is in the process of developing a Bridge Strategic Plan which will expand to fully protected bicycle and pedestrian facilities on all new or retrofitted bridges as part of the pre-design phase.	DOT, BOE
ENG.5	<b>Caltrans Design.</b> Work with Caltrans to develop and implement design improvements to freeway entrances and exit ramps to transition motorists from freeway speeds to an urban environment that includes vulnerable roadway users.	Ongoing	Caltrans is developing updated guidance through the Walk Bike Technical Advisory Committee. Additionally, LAWA roadway programs work with Caltrans & LADOT to design highway improvements where applicable.	DOT, Caltrans
ENG.6	<b>Bicycle Enhanced Network.</b> Create and maintain an interconnected bicycle network of 150 miles of bicycle paths and 300 miles of protected bicycle lanes to provide a regional low-stress bicycle system.	Ongoing	DOT's Active Transportation Division, along with the Vision Zero program, implement the Bicycle Enhanced Network through the installation of bicycle facilities. DOT works closely with other City agencies, community partners, elected officials, and stakeholders to identify, design, and implement street improvement projects that support safer and more accessible transportation choices for everyone including those who walk, bike, ride or roll.	DOT, DCP, Council Offices
ENG.7	<b>Flexible Installation Standards.</b> Use engineering judgement and the approval of the City transportation engineer or designee, in lieu of warrants, to install facilities that will improve safety and comfort for bicyclists and pedestrians.	Ongoing	The City, with coordination between departments, occasionally applies flexible installation standards for certain infrastructure projects. DOT's Complete Streets Committee also adopted additional policy and design guidance for treatments in the City's Complete Streets Design Guide.	DOT, City Attorney, Caltrans, BOE, BSS, BSL
ENG.8	<b>Grade Crossing Elimination.</b> Work with Southern California Regional Railroad Association (Metrolink) as well as with freight rail operators to eliminate rail/ street at-grade crossings on regional passenger rail and freight lines.	Ongoing	The City and the larger county region continually evaluate opportunities for grade crossing separation. For example, POLA completed construction in April 2015 for the South Wilmington Grade Separation project. Elsewhere, Metro has undertaken the Rosecrans/Marquardt Grade Separation Project that will construct a bridge to carry vehicular traffic over railroad tracks used by Metrolink, Amtrak, and the future California High-Speed Rail. The BOE bridge program has recently applied for a Railroad Grade Crossing Elimination grant to grade separate streets crossing Valley Bl and the adjacent UPRR tracks, with results still pending.	BOE, Port of LA, DOT, FRA, FTA, FHWA, CPUC, Metro, Expo Authority, City Attorney, Railroad Owners and Operators.
ENG.9	<b>Green Alleys Program.</b> Continue the Green Alleys program to introduce low-impact development stormwater features and improve the overall quality and safety of neighborhood alleys.	Ongoing	Green alley projects have been done in Pacoima, Boyle Heights, and South LA. Additionally, LASAN continues to deliver Green Alley projects that address Total Daily Maximum Load (TMDL) mandates and improves stormwater quality and beautify communities.	BOS, DOT, LASAN, Council Offices
ENG.10	<b>Industrial Street Infrastructure.</b> Provide adequate street infrastructure in established industrial areas; revise geometric design standards for intersections in/around industrial areas with high truck volumes.	Ongoing	DOT's Supplemental Street Design Guide from 2020 includes design guidance for "mountable truck apron/pillow," which addresses needs to balance safety and truck movements in street design. Additionally, DCP's proposed revisions to the Downtown Street Standards includes cross-sections and design guidance for "Living Streets" in the Arts District.	DOT, DCP, BOE



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ENG.11	<b>Manual of Policies and Procedures.</b> Update LADOT Manual of Policies and Procedures to incorporate innovative engineering standards and traffic control devices (for all modes of transportation) included in the City's Complete Street Design Guide. Regularly update both manuals as new standards and devices are adopted by the California Traffic Control Devices Committee in the MUTCD and/or the CA Highway Design Manual and/or Federal Highway Administration.	Ongoing	Portions of LADOT's Manual of Policies and Procedures are updated periodically as needed to align with new standards, for instance the "Application and Design for Striping, Channelization, and Special Signing (MPP 531)" was updated in 2022. A Supplement to the Complete Streets Design Guide was completed in 2020. Departments have identified additional desired supplemental design guidance; funding would be needed to complete that work.	BOE, DOT, DCP, LASAN
ENG.12	<b>Complete Street Design Guide (CSDG).</b> Utilize the CSDG to guide decisions about specific complete street enhancements and potential cross-section designs of streets on the BEN, Bicycle Lane, TEN, PED, and VEN networks.	Ongoing	DOT regularly consults the Complete Streets Design Guide to help guide decision making regarding street configurations as they pertain to pedestrian, bicycle, transit, and vehicular improvements.	DCP, BOE, DOT, LASAN, LAPD, LAFD
ENG.13	<b>Neighborhood Traffic Calming and Slow Zones.</b> Establish a proactive neighborhood traffic management program and institute "slow zones" in targeted areas. Support and advocate for 20 new zones.	Completed	LADOT developed a Slow Streets program in May 2020. In November 2021, the Council (CF 21-1222) explored making the program permanent to include: an application process open to all eligible community sponsors, criteria for prioritizing neighborhoods, a toolkit of Slow Streets treatments, an approval process including required findings and community engagement process, a process for coordinating requested locations with existing City plans/programs, staff and budget needs, a transition plan for existing program participants, and the status of each installation.	DOT, DCP, CLA, LAPD, Council Offices
ENG.14	<b>Neighborhood Enhanced Network.</b> Implement the NEN, an approximately 800-mile system of collector and local streets designed to facilitate pedestrian and bicycle activity. A subset of this network has been prioritized to fill gaps in the protected bicycle lane system defined by the Bicycle Enhanced Network.	Ongoing	DOT's Planning for Stress Free Connections initiative represents an effort to implement the Neighborhood Enhanced Network by collaborating with communities to identify potential connections and crossings on neighborhood streets that will make walking and biking easier and more stress-free. Overall, DOT's various active transportation projects across the city implement pedestrian and bike projects that may overlap with the expansive Neighborhood Enhanced Network.	DOT, DCP, LASAN, Council Offices
ENG.15	<b>Vehicle Enhanced Network (VEN).</b> Implement the VEN, an 80-mile roadway system of existing city streets that have been prioritized for vehicular movement due to their ability to improve vehicular access to the regional freeway system.	Ongoing	LADOT and monitors traffic flows, manages traffic signals and parking regulations including peak hour parking restrictions, while StreetsLA (formerly BSS) manages street repaving. The VEN can be implemented through interventions such as peak hour parking restrictions; this is the case for some VEN corridors such as Victory Blvd west of 170 freeway.	DOT, DCP, BOE, BSS, Council Offices
ENG.16	<b>Los Angeles River.</b> Implement Greenway 2020 (a locally led effort to complete the bicycle path along the entire 32 mile stretch of the Los Angeles River by 2020.) and Los Angeles River Greenway Trail to provide a multi-generational trail and provide active transportation options to disadvantaged communities.	In Progress	Metro is leading the effort on an eight-mile shared-use bicycle and pedestrian path along the LA River between Elysian Valley and the City of Maywood, through downtown Los Angeles and the City of Vernon. This project will close the gap in the LA River Path, creating a safe, efficient active transportation travel option connecting the San Fernando Valley and Long Beach.	RiverWorks Team and local non-profit partners, Council Offices
ENG.17	<b>Bicycle Lane Network.</b> Implement and maintain an interconnected 700-mile bicycle lane system 300 of which are intended to be upgraded to protected bicycle lanes. See above BEN.	Ongoing	DOT's Active Transportation Division, along with the Vision Zero program, implement the Bicycle Lane Network through the installation of bicycle facilities. DOT works closely with other City agencies, community partners, elected officials, and stakeholders to identify, design, and implement street	DOT, DCP, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
			improvement projects that support safer and more accessible transportation choices for everyone including those who walk, bike, ride or roll.	
ENG.18	<b>Pedestrian Enhanced Districts.</b> Implement pedestrian improvements on targeted intersections and arterial street segments based on a set of criteria.	Ongoing	DOT's Planning for Stress Free Connections initiative represents an effort to implement the Pedestrian Enhanced Districts by collaborating with communities to identify potential connections and crossings on neighborhood streets that will make walking and biking easier and more stress-free. Overall, DOT's various active transportation projects across the city (such as People Street), DCP's Streetscape Plans, Ventura/Cahuenga Boulevard Corridor Specific Plan, and the Mayor's Great Streets Initiative implement pedestrian projects that may overlap with the Pedestrian Enhanced Districts.	DOT, DCP, LASAN, Council Offices
ENG.19	<b>First Mile/Last Mile Transit Connectivity Program.</b> Install pedestrian and bicycle connectivity improvements at every major Metro transit station by providing enhanced sidewalk amenities such as landscaping, shading, lighting, directional signage, shelters, curb extensions and mid- block crosswalks where feasible, ADA ramps, lead pedestrian interval signal phases, secure bike parking, etc.	Ongoing	The City regularly coordinates with LA Metro on First Mile / Last Mile improvements around Metro stations. As an example, LAWA coordinated with Metro on improvements for Metro's Crenshaw/LAX station at Century Blvd.	DOT, Council Offices
<b>FUNDING</b>				
F.1	<b>Commercial Vehicle Related Revenue.</b> Dedicate revenues generated by commercial vehicle fees to roadway-related purposes.	Not Started	At the local level, StreetsLA manages and issues overload permits for overweight truck movements that exceed legal weight or dimensions, the fees of which are returned to the General Fund.	DOT
F.2	<b>Congestion and Cordon Pricing.</b> Evaluate potential revenues and performance improvements in congestion relief from the implementation of congestion or cordon pricing. Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing.	Ongoing	Currently, LAWA is commissioning a study of ground transportation access fees for commercial and private vehicles at LAX. Executive Directive 25 under Mayor Garcetti also directed LADOT to designate a team to support the development of a congestion pricing pilot program, in collaboration with Metro's Traffic Reduction Study. Metro anticipates submitting a pilot program and implementation plan to the Metro Board for approval in 2023, with an targeted launch date in 2026 if approved.	DOT, DCP, Mayor's Office, CLA, SCAG, Council Offices
F.3	<b>Coordinated Grant Application.</b> Establish a coordinated effort to apply for and administer federal, state, and local transportation grants to provide additional funding to support transportation and streetscape efforts.	Ongoing	Recent coordination efforts include the release of new Council-adopted grant coordination procedures (CF 14-0499-S5) in 2021 for citywide transportation projects that creates a more consistent process citywide for pursuing grant applications and expands the Mobility Investment Program to include DPW agencies working on transportation projects. Citywide agencies have been using this process since adoption, including for the Active Transportation Program Cycle 6 applications submitted June 15, 2022.	Mayor's Office, Council Offices, LADOT, DCP, Public Works
F.4	<b>Funding Reports.</b> Identify the total amount of funding needed to design, construct and maintain transportation related priority projects on an on-going basis. Identify existing sources of funds and evaluate funding gaps.	Ongoing	This work began prior to the adoption of the Mobility Plan and continues to this day on an ongoing basis amongst departments. The CAO's Capital and Technology Improvement Expenditure Program (CTIEP) uses the development of its annual program as the basis for an enhanced, coordinated approach on infrastructure planning that includes technology	CAO, DOT, BOE, BSS, BOS

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
			infrastructure projects. The information collected as part of the CTIEP is presented as a five-year Capital and Technology Improvement Plan (CTIP) that is updated on an annual basis.	
F.5	<b>Maintenance Options.</b> Establish procedures and protocols to facilitate partnerships with community groups and the private sector to provide maintenance of street investments; encourage the utilization of assessment districts by local non-profits or businesses to fund and maintain specific infrastructure improvements	Ongoing	Revocable permits issued by the City and agreements have been put in place to maintain parklets, bike corrals, medians, landscaping, and other public right of way interventions. Other means of securing maintenance commitments are through Business Improvement Districts (BIDs), leveraging existing relationships with contractors, council offices, and through community groups.	DOT, BOE, BSS, LASAN Council Offices
F.6	<b>Priority Grading System (PGS).</b> Pursue funding for projects based upon the criteria established by the PGS as defined by the Strategic Capital Planning Group.	Ongoing	LADOT maintains the citywide Mobility Investment Program (MIP) to track and prioritize future mobility improvements. The MIP documents project information, including the level of public engagement, potential design constraints, and feasibility issues, and matches projects in early development with eligible funding opportunities. Utilizing a scoring system, the MIP is critical for tracking, securing, and managing new and ongoing funding opportunities to minimize funding gaps. A localized MIP effort for Downtown LA occurred alongside the Downtown Community Plan update, providing a community-empowered process to develop a transportation capital improvement plan that will accommodate DTLA's anticipated growth. <a href="https://ladot.lacity.org/projects/livable-streets/advanced-planning">https://ladot.lacity.org/projects/livable-streets/advanced-planning</a>	DOT, DCP, BOE, BSS, BSL, LASAN
F.7	<b>State Highway Control.</b> Identify funding, and initiate process with Caltrans to transfer oversight of, and improve State Highways within the City limits including Lincoln, Santa Monica, Venice and Topanga Canyon Boulevards.	Ongoing	Several state highway relinquishments have been completed or initiated in recent years, including Caltrans' relinquishment of their oversight over Venice Blvd. LADOT is coordinating relinquishments on Lincoln Blvd and portions of Santa Monica Blvd.	Mayor's Office, DOT, DCP Council Offices
F.8	<b>State Highway Funding.</b> Coordinate with Caltrans, other local, regional, state and federal agencies, and the private sector to identify and implement funding alternatives for the City's transportation network including the State highway system.	Ongoing	In coordination with Metro, the City is a beneficiary to local return from County-wide funding measures such as Measure R, Measure M, and Propositions A and C. In the past, the City has also applied for Metro Call for Projects grants that distributed discretionary capital transportation funds to regionally significant projects.	Mayor's Office, DOT, DCP Council Offices
F.9	<b>Active Transportation Funding.</b> Update Mobility Plan every five years to stay competitive for state funding of active transportation grants.	Not Started	The Mobility Plan was last updated in 2016 and there are no current plans for a comprehensive update. However, the City has adopted and continues to adopt other General Plan Elements such as the Community Plans (i.e., the 35 plans that comprise the Land Use Element), which have the ability to amend portions of the Mobility Plan's circulation system and enhanced networks to respond to more localized planning issues.	DCP, DOT
<b>LEGISLATION</b>				
L.1	<b>Advocacy for Funding Multi-Modal Infrastructure Projects.</b> Aggressively advocate for continued and expanded Federal, State, Regional, and Local funding for multi-modal transportation programs and infrastructure projects in transportation legislation. Ensure representation of issues with City's lobbyists in Sacramento and Washington DC.	Ongoing	In 2016, Mayor Garcetti led L.A. County to approve Measure M, a \$120 billion local transportation funding initiative. Through this initiative, L.A. won approximately \$11 billion in combined state and federal competitive grant funding and financing. Additionally, the City Council adopted a Resolution on May 31, 2022 to support modifications in the State Budget that increase funding to jurisdictions for electrification, electric vehicle adoption, and electric vehicle infrastructure CF 22-0002-S80.	Mayor's Office, City Council, CLA

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L.2	<b>Legislation Monitoring.</b> Continually monitor and develop state and federal legislation to support or oppose legislation that could impact plan/project implementation.	Ongoing	The Mayor's office monitors and advocates for various legislative positions on an ongoing basis, and coordinates with City agencies in determining whether an item is added to the City's Legislative Program (Mayor Garcetti's Executive Directive 4). Mayor Garcetti supported SB 288 (2020), temporarily exempting from CEQA certain clean transportation projects; projects to charge or refuel zero-emission buses; projects led by a city or county to reduce minimum parking requirements; and projects for pedestrian and bicycle facilities. Mayor Garcetti and the Los Angeles City Council also supported SB 922 (2022), which modifies the CEQA exemptions provided by SB 288 to include additional project types that will expedite the delivery of clean transportation options and extend these streamlining measures indefinitely.	DOT, DCP, Mayor's Office, CLA
L.3	<b>Posted Speed Limit Reductions.</b> Develop and advocate for state legislation to support reducing posted traffic speeds. Revised methodology should account for all roadway users (including pedestrians and bicyclists), adjacent land uses, and street user demand.	Completed	The City Council adopted a resolution to support AB 2336, which details a basic speed law that prohibits unreasonable speeds. City Council adopted Ordinance (No. 187,427) in 2022 to limit speed limits on 77 street segments totaling 177.2 miles, or 90% of the total miles of streets where speed limits increased in the last cycle.	Mayor's Office, CLA
L.4	<b>Resetting Speed Limits.</b> Evaluate the effectiveness of the State's speed limit requirements on street safety and performance.	Completed	In response to the State's speed limit requirements, LADOT has evaluated and identified segments warranting updated speed limits, with priority given to streets with a history of fatal and severe injury collision. As a result, City Council adopted Ordinance (No. 187,427) in 2022 to limit speed limits on 77 street segments, totaling 177.2 miles, or 90% of the total miles of streets where speed limits increased in the last cycle.	DOT, City Attorney
L.5	<b>Tailpipe Emission Legislation.</b> Support legislation to reduce tailpipe emissions from cars and trucks.	Ongoing	The Mayor's Office has advocated for additional funding in State budget legislation for electric vehicles and supporting infrastructure, helping to secure \$2.7 billion in 2021-22, and \$3.9 billion over three years, in the 2021 Budget Act. The Mayor's Office has also advocated for State investments in active transportation, helping to secure \$500 million in the 2021 Budget Act and \$1 billion in the 2022 Budget Act.	Mayor's Office, CLA, SCAQMD
L.6	<b>Vehicular Travel Safety Training.</b> Work with the Los Angeles County Superior Court to develop a program that offers training on driving behavior around other users of the roadway to motorists receiving citations and/or involved in collisions with non-auto modes.	Not Started	The City has not initiated efforts for this program.	DOT, City Attorney, Council Offices
L.7	<b>Local Street Speed Limit.</b> Advocate for and support for a 20 mph speed limit on all local streets within California.	Not Started	The City has not initiated efforts for this program.	DOT, City Attorney
<b>MANAGEMENT</b>				
MG.1	<b>Five Year Mobility Plan Implementation Report.</b> Develop and submit a report every five years detailing accomplishments of prior five years and prepare a proposed work plan for the next five-year cycle.	Ongoing	In 2022, DCP began the process of completing a status report on Mobility Plan implementation programs. DCP and other city departments are working the Office of the City Administrative Officer (CAO) to gather and report information on budgeted activities and capital projects, and assessing how to integrate Mobility Plan goals, policies, and programs into the budget process.	DCP, DOT, BOE, BSS, BSL, BOS, Council Offices

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MG.2	<b>Green Streets Committee.</b> Continue the Green Streets Committee to identify and evaluate the effectiveness of existing green street features and to continue to identify funding and location options in which to upgrade with green street features.	Ongoing	While the Green Streets Committee no longer meets, a subcommittee called the Green Streets Standard Plan Committee that includes LASAN, DWP, StreetsLA, and is headed by BOE, meets monthly. They are currently developing a dry well standard plan and are modifying parkway basin standards to apply to medians in the public ROW.	DOT, DCP, BOE, BSS, LASAN
MG.3	<b>Off-Peak Deliveries.</b> Identify and Implement incentives to encourage off-peak hour delivery operations.	Not Started	The City has not initiated efforts for this program. However, DOT's Zero Emission Delivery Zone (ZEDZ) ordinance authorized the DOT to install loading zones for the "exclusive use and access by zero-emission commercial delivery vehicles." The ZEDZ ordinance can incentive delivery services to utilize cleaner vehicles in order to utilize ZEDZ spaces during normal business hours.	DOT, DCP, Mayor's Office
MG.4	<b>Regional Cooperation.</b> Work cooperatively with adjoining jurisdictions and agencies to coordinate transportation related planning and implementation activities to ensure regional connectivity.	Ongoing	DOT has ongoing coordination with Metro on transit planning, station area planning, and First Last Mile planning efforts. DOT also coordinates with Caltrans, the councils of government, and adjacent cities on transportation related planning activities.	DOT, DCP, Metro, Mayor's Office, SCAG
MG.5	<b>State Highway Management.</b> Collaborate with Caltrans on any modifications to the State highway system necessary to accommodate new development or on any modifications to City's transportation network.	Ongoing	DOT coordinates with Caltrans on an ongoing basis, as needed. For example, several state highway relinquishments have been completed or initiated in recent years, including Caltrans' relinquishment of their oversight over Venice Blvd. DOT is coordinating relinquishments on Lincoln Blvd and portions of Santa Monica Blvd.	DOT, DCP, Caltrans, Council Offices
MG.6	<b>State Highway Management continued.</b> Cooperate with Caltrans to identify State highway deficiencies and associated improvement plans, to be used in the City's long-range planning and individual project review.	Ongoing	DOT coordinates with Caltrans on an ongoing basis, as needed. For example, the City worked with Caltrans on the relinquishment of Venice Blvd, which coincided with DOT's plans to implemented protected bicycle facilities on Venice Blvd in the Mar Vista neighborhood.	DOT, DCP, Caltrans, Council Offices
MG.7	<b>Transportation Management Organizations.</b> Continue to work with businesses and future development projects to establish geographically and/or industry-based Transportation Management Organizations throughout the City for the purposes of implementing a coordinated transportation demand management program.	Alternative Approach	The City's process of updating the Transportation Demand Management (TDM) ordinance involved further development of TMO certification guidelines. Joining a TMO and being an existing TMO member are also among the strategies in the proposed Menu of TDM Strategies. Furthermore, TMOs participated in the TDM technical advisory committee (TAC) and supported the development of the proposed TDM program.	DCP, DOT, Council Offices
MG.8	<b>Non-Ownership Models for Vehicle Mobility.</b> Support existing and future innovations that support access to vehicle mobility without the cost and responsibility of ownership.	Ongoing	LADOT's Shared Mobility unit oversees bike share, BlueLA electric car share, the mobility wallet, Mobility Hubs, and shared micromobility. Additionally, the TDM ordinance supports shared mobility and incentivizes private companies to provide their services in Los Angeles.	DOT, Metro, BIDS, Chambers of Commerce, Departments of Aging and Disability, User Groups, Council Offices
<b>MAINTENANCE</b>				
MT.1	<b>Bicycle Path Maintenance Program.</b> Regularly inspect and maintain Class I bicycle paths.	Ongoing	DOT's bike path team is responsible for actively maintaining and operating the City's bicycle paths. With the assistance of its contracting partners, DOT aims to ensure that existing bikeways are kept in safe, rideable condition.	DOT, BOE, Council Offices
MT.2	<b>Crosswalk Maintenance.</b> Implement a crosswalk upgrade and maintenance program to ensure all crosswalks are kept to City standards. See Street Design Manual.	Ongoing	In addition to DOT's various pedestrian and safety programs that implement crosswalk improvements, DOT also administers and assesses crosswalk upgrades and perform maintenance based on service requests.	DOT, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
MT.3	<b>Mandeville Canyon Park.</b> Maintain off-road bicycle trails in Mandeville Canyon.	Ongoing	Mandeville Canyon Park's fire road is wide, making it well suited for biking and horseback riding, as well as hiking in large groups. Located on the eastern edge of Topanga State Park, West Mandeville Fire Road climbs up from Santa Monica to Mulholland Drive and San Vincente Mountain Park, with sweeping views of the surrounding open spaces and canyons below.	RAP
MT.4	<b>Notification System.</b> Develop a coordinated interdepartmental maintenance and response program for the City's network of roads and bikeways; continue to utilize DPW service request forms and the 311 System for the public to directly inform the City.	Ongoing	The City's Asset Management Program is directly integrated with the MyLA311 system, enabling the public to submit requests directly to StreetsLA (and other StreetsLA divisions as they are onboarded into the program). Incoming MyLA311 requests are routed to the appropriate division supervisor to investigate and assign to crews and other staff for further investigation. Results of the investigation may trigger corrective action, resulting in repairs or other actions.	Mayor's Office, BSS, BOE, Council Offices
MT.5	<b>Pavement Preservation Program.</b> Annually fund a baseline pavement preservation program that provides for major rehabilitation (resurface and reconstruction) and preventive maintenance (crack and slurry seal). Make annual schedule public and easily accessible on the BSS website. Prioritize bikeways and other areas of high need. BSS to Coordinate non-emergency resurfacing with other departments one year in advance.	Ongoing	StreetsLA continues to receive annual funding for the Pavement Preservation Program (resurfacing, slurry seal) as well as the Failed Streets Reconstruction Program (reconstruction). Proposed projects for the Five-Year Resurfacing Program are accessible on the StreetsLA website. StreetsLA also works closely with DOT to include streets with bikeways in the Annual Resurfacing Program.	BSS, Council Offices
MT.6	<b>Sidewalk Cleaning.</b> Work with local businesses and community organizations to maintain sidewalks, along arterials, free of debris	Ongoing	The Clean Streets Initiative, issued in 2015 under Mayor Garcetti, directed LASAN and the Office of Community Beautification to develop and implement targeted clean-ups and street cleaning measures. In 2016, LASAN began collecting data to measure street cleanliness levels, which led to improvements such as placing thousands of new public trash bins in areas with high need and deploying trash receptacles for unhoused residents. With over 110,000 service locations identified so far, the City has proactively identified and addressed service locations that would otherwise have not been requested to be serviced.	Mayor's Office, BSS, Council Offices
MT.7	<b>Sidewalk Repair.</b> Implement a sidewalk improvement program to bring up all existing degraded sidewalk sections to City standards and implement a program to ensure that future degraded sidewalk sections are promptly identified and repaired in a timely manner.	Ongoing	In compliance with the Americans with Disabilities Act (ADA), StreetsLA repairs approximately 300,000 square feet of broken sidewalk pavement annually and installs ADA compliant access ramps. StreetsLA is also a partner in mayoral initiatives such as the Complete Streets Program and Great Streets Initiative, which involves in part, improving the safety of corridors in areas with the greatest need for repair.	BSS, Council Offices
MT.8	<b>Street Services Budget Allocation Formula.</b> Continue to utilize the Bureau of Street Services' Budget Allocation Formula that allows for the equalization of pavement conditions citywide.	Ongoing	StreetsLA continues to use the Budget Allocation Formula for the Pavement Preservation Program. This formula is based on 3 factors: Pavement Condition Index (PCI), pavement area and heavy traffic.	BSS
MT.9	<b>Street Trees.</b> Implement a tree trimming cycle for all street trees within the public ROW. Use Priority Grading System to prioritize streets.	Ongoing	Since 2015, StreetsLA's Urban Forestry Division (UFD) trimmed approximately 31,000 to 42,000 trees annually (16-to-23-year trim cycle). It is estimated that there are approximately 700,000 street trees. Additional funding and resources are needed in order for the City to reach the elusive 5-year trim cycle and maintain all trees to tree care industry best management practices.	BSS

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
<b>OPERATIONS</b>				
0.1	<b>City Fleet.</b> Convert the City's, including proprietary departments, fleets into alternative fuel, very- low and zero-emission vehicles.	Ongoing	As of March 2022, 100% of the street sweepers GSD maintains are powered by compressed natural gas (CNG), 82% of the refuse collection vehicles are powered by CNG or LNG (liquefied natural gas) and 98% of the sedans are hybrids, plug-in hybrids or full electric. In the 2022-23 Adopted Budget, GSD received \$4.4 million in MICLA funds for EV charger infrastructure and \$2.07 million for 30 EV units (15 automobiles, 6 light duty trucks, 7 medium duty trucks, 1 truckster and 1 sidewalk sweeper). In 2022, the Board of Airport Commissioners approved a policy to expedite the purchase of zero-emission sedan purchases and LAWA placed an order for 5 ZE sedans to replace natural gas sedans beginning in 2022.	GSD, LAWA, POLA, DPW
0.2	<b>City Work-related Trips.</b> Instruct departments to establish protocols to facilitate the use of transit for short trips (< 5 miles during work hours when the employee does not need to transport materials). Facilitate non-vehicular alternatives to City employees for work-related trips.	Alternative Approach	The City makes DASH cards available for City employees across Departments, and distributes passes to LACP and LADOT employees for short work-related trips. While City operates a transit subsidy and program for commuting, it has not developed citywide protocols on transit use for short trips during work.	Mayor's Office, GSD, Council Offices
0.3	<b>Construction Zone Standards.</b> Implement and expand upon standard procedures as defined in the MUTCD to ensure safe bicycle and pedestrian travel through construction zones and detours.	Ongoing	LADOT currently uses procedures defined in the Manual on Uniform Traffic Control Devices (MUTCD) as well as the Word Area Traffic Control Handbook (WATCH) manuals.	DOT, BSS, BOE, DWP, POLA, Utilities, Council Offices
0.4	<b>Feeder Network/Transit Circulator (DASH System and Commuter Express).</b> Coordinate local bus transit services so as to provide neighborhoods with local feeder buses where the roadway system permits.	Ongoing	Several routes in DOT's DASH system intersect with its Commuter Express service to provide convenient connections between both services, especially for routes that provide service to Downtown LA. Other examples include Commuter Express Line CE549 and the North Hollywood DASH, and the CE142 and the San Pedro DASH. Additional, info about new service plans can be found here <a href="https://www.ladottransit.com/wegotgetherla/">https://www.ladottransit.com/wegotgetherla/</a>	DOT
0.5	<b>Flyaway Shuttle.</b> Continue the Flyaway Shuttle service from Westwood, Van Nuys, Expo, La Brea and Union Station locations, and evaluate other regional locations, such as San Pedro, for expanded service.	Ongoing	FlyAway shuttle service continues to operate to and from the Van Nuys and Union Station locations. Service to other locations were assessed and may have ceased due to low ridership and/or COVID-19 impacts. New route selection will be based on data analytics and ability to remove the highest number of Privately Owned Vehicle trips. New program initiatives will focus on expanding ridership, introducing new routes, flexible fleet, and delivery methods such as on-demand and micro-transit.	LAWA
0.6	<b>Operational Efficiencies.</b> Establish and strengthen public/private partnerships (with the goods movement industry) to coordinate and improve operational efficiencies for the movement of goods. Work could include the implementation of incentives to encourage off-peak and extended hour Port operations, an appointment system, the consideration of short-haul intermodal rail operations, and the establishment of an Advanced Transportation Management and Information System (ATMIS) which would include changeable message signs and video surveillance.	Ongoing	POLA has worked with the goods movement industry to extend Port and warehouse operating hours and is working with the State on developing inland ports. POLA also implemented appointment systems at marine terminals as well as the Port Optimizer, an information portal that digitizes maritime shipping data to enhance supply chain performance.	DOT, POLA, Mayor's Office, Council Offices

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0.7	<b>Region-Wide Traffic Control Center.</b> Link all of the traffic control centers in region on a 24-hour basis.	Not Started	The City has not initiated efforts for this program.	Mayor's Office, ITA, DOT, Metro, Caltrans.
0.8	<b>Shuttle Bus.</b> Work with special event providers, employers and community-based organizations to identify and implement shuttle bus programs to serve as a first-mile, last-mile solution between transit stations and special events and/or specific populations. Continue programs like Cityride, to provide transportation assistance for senior citizens and individuals with disabilities.	Ongoing	LADOT continues to operate its Cityride service. Additionally, DOT operates the LAnow microtransit pilot service in West LA, and Metro now serves eight areas across LA County through its Metro Micro program. The updated Transportation Demand Management (TDM) ordinance encourages neighborhood shuttles as one of many strategies to reduce Vehicle Miles Travel for compliance with the TDM program.	DOT, Mayor's Office, DOA, Council Offices
0.9	<b>Signal Timing.</b> Identify opportunities to re-time street signals to provide safer speeds, improve safety for all, and create smoother traffic throughput. Identify opportunities to re-time street signals to allow longer crossing times for bicyclists and pedestrians in large intersections.	Ongoing	The City's installation of protected bicycle lanes also includes separate bike signal phases to further increase safety and predictability for bicyclists and motorists. The City has also implemented Leading Pedestrian Intervals (LPIs) to increase the crossing time for pedestrians, giving them a head start before vehicles are given a green light.	DOT, Council Offices
0.10	<b>Transit Coordination.</b> Actively collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing, shared fare systems, and stops and loading areas.	Ongoing	DOT's Transit Planning Team communicates frequently with Metro on shared bus stop locations, layovers, and coordination around transfer points. The City's other milestone efforts include providing Transit Access Pass (TAP) to all transit providers in LA County, the TAP smartphone app, the fare capping project, and Metro's GoPass student fareless program. Additionally, DOT's Transit Data and Technology team coordinates with various TAP systems on reduced fare offerings across multiple transit agencies, reduced fare pilot programs, and the Mobility Wallet initiative in conjunction with Metro. LAWA also coordinates with regional transit partners on commuteLAX and LAWA Rideshare.	DOT, IT, and other transit providers, Mayor's Office
0.11	<b>Transit/Event Coordination.</b> Facilitate collaboration between regional transit partners and event providers to provide and promote awareness of additional and timely transit service before and after large events.	Ongoing	DOT coordinates with City partners and Metro to ensure smooth event coordination. For example, Metro provides Express buses utilizing a dedicated travel lane to enable LA Dodgers fans to attend baseball home games more easily and without the hassles of driving and sitting in traffic congestion. Additionally, the updated TDM ordinance also requires TDM strategies for projects that involve large, regularly scheduled events like arenas and stadiums.	DOT, Council Offices
0.12	<b>Improve the Flow of Freight Traffic.</b> Identify and implement strategies to facilitate the flow of freight traffic.	Ongoing	DOT and LAWA both review flows of freight traffic. Currently, DOT is working on an update to restrict freight where it does not belong and encourage zero emissions deliveries and non-truck options. LAWA continuously reviews flows to identify and improve efficiencies.	DOT, Council Offices
0.13	<b>Truck Inspections and Service Patrol.</b> Identify locations for temporary and long-term truck inspection stations and implement a Truck Service Patrol Program to remove disabled commercial trucks from freeway lanes.	Alternative Approach	The Port Police's Commercial Enforcement Unit inspects commercial trucks leaving the port, ensuring they are within height, weight, registration and maintenance regulations. The unit also directly coordinates with other agencies, including LAPD, CA Highway Patrol, and police forces from Torrance, Beverly Hills, Riverside, the LA County Sheriff's Office, and others.	DCP



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0.14	<b>Improve the Flow of Passenger Traffic.</b> Identify and implement strategies to provide reliable travel times during peak hours and during special events.	Ongoing	The City's recently upgraded Automated Traffic Surveillance and Control (ATSAC) headquarters provides improvements to continuously measure and adjust traffic signal timing to minimize traffic logjams. The upgraded headquarters will serve an important role in LA's hosting of the 2028 Olympics, helping to ensure that attendees and athletes can get to and from venues across the City.	DCP, DOT, Council Offices
0.15	<b>Zero Emission Truck Collaborative (ZETC).</b> Promote consistency among public agencies in working to catalyze the development and deployment of zero emission trucks in the region.	Ongoing	In addition to DOT's Zero Emission Delivery Zone pilot program, POLA's Clean Truck Fund initiative will issue \$5 million in voucher incentives in 2023 for zero emission trucks, which will provide funding toward purchasing eligible zero emission vehicles servicing the Port.	POLA, Metro, AQMD, POLB, Caltrans, SCAG and Gateway Cities COG.
PARKING / LOADING ZONES				
PK.1	<b>Creative Parking Solutions.</b> Work with communities, businesses, and organizations to identify and implement creative strategies to resolve parking conflicts in areas with high-parking demand.	Alternative Approach	The updated TDM ordinance outlines new strategies for managing parking such as: Pricing/Unbundling Parking; Offering parking cash-out; providing shared parking; making parking publicly accessible; and reducing parking supply. Another example includes the Ventura/Cahuenga Specific Plan update, which is studying parking conditions and potential options along the corridor.	DCP, DOT, Council Offices
PK.2	<b>Curb Parking Conversion.</b> Standardize processes to facilitate the conversion of curb parking spaces for other uses such as parklets, plazas, bike corrals and docking stations for bicycle sharing, especially in high volume areas of pedestrians and bicyclists.	Completed	DOT various programs to convert parking spaces include People St, which creates plazas and parklets. Additionally, during the pandemic, the City launched the Al Fresco program to support businesses by permitting outdoor dining in the public right-of-way. In 2023, the City is working on making the Al Fresco program permanent through an ordinance.	DOT, BOE, DCP, LASAN, Council Offices
PK.3	<b>Individualized Parking Requirements.</b> Permit businesses to identify their respective parking demand and establish criteria whereby projects can reduce on-site parking through the inclusion of a package of transportation demand management strategies.	Completed	AB 2097 (2022) was passed, which prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. Also, the Downtown Los Angeles Community Plan update also eliminates minimum parking requirements and discourages above-ground parking. Additionally, the updated TDM ordinance outlines a strategy that involves the reduction of parking by means of incentives, including, but not limited to the Statewide Density Bonus, Transit-Oriented Communities, Bicycle Parking Ordinance, locating in an Enterprise Zone, and/or using incentives from a Specific Plan; Projects seeking variances or General Plan Amendments that reduce the amount of parking required under baseline code are also eligible for TDM points.	DCP, DOT
PK.4	<b>LA Express Park.</b> Continue LA Express Park system using real-time technology to increase awareness of the availability of parking spaces.	Ongoing	DOT continues to operate and manage its LA Express Park program, with locations in Downtown, Hollywood, Venice, and Westwood, with the purpose of using technology to set parking rates in order to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage the use of alternative modes of transportation.	DOT, BIDS, Chambers of Commerce, Council Offices
PK.5	<b>Meter Pricing.</b> Establish demand-based meter pricing to maximize efficient use of on-street meters.	Completed	DOT's LA Express Park program uses demand-based pricing to set the cost of parking in relation to demand. LADOT will use information provided by in-ground vehicle detection sensors, along with rate, time limit and operating	DOT

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
			hour information from smart parking meters, to analyze demand for parking and adjust rates as appropriate.	
PK.6	<b>Neighborhood Parking Districts.</b> Explore modifying some Neighborhood Parking Districts to permit the utilization of residential streets for metered commercial parking and direct revenue to specific neighborhood improvements.	Ongoing	The City's Parking Enterprise Fund pilot program returns parking meter revenue to the locations where it was generated for transportation improvements. For example, in 2019, the Sherman Oaks BID was added to the program to be eligible for receiving a portion of parking revenue to make neighborhood improvements.	DOT, DCP, City Attorney, Council Offices
PK.7	<b>Off-Street Loading.</b> In non-industrial areas, require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings and undergoing extensive renovations and/or expansion, whenever practical.	Ongoing	DOT's Transportation Assessment Guidelines (TAG) provides guidance for City staff reviewing projects that propose loading areas, in order to assess consistency and potential conflict with Mobility Plan 2035's policies. Specifically, the TAG references Mobility Plan 2035's Policy 2.10, which promotes the facilitation of adequate on and off-site street loading areas.	DCP
PK.8	<b>On-Street Loading.</b> Encourage the designation of on-street loading areas, through removal of curb parking, in established industrial areas where off-street loading facilities are lacking. Update the Commercial Loading Zone Ordinance (see B-2, page 6, 2-14 of Mayor's Task Force-Mar 2004)	Alternative Approach	DOT's Zero Emission Delivery Zone pilot program involves converting parking spaces into dedicated spaces for zero-emission delivery vehicles.	DOT, DCP, City Attorney, Council Offices
PK.9	<b>Pedestrian Design Features in Parking Areas.</b> Update zoning code to require the inclusion of pedestrian design features into all parking lots and provide safe, clear paths of travel from parking lots and/or structures to the associated buildings and/or uses. Ensure that all features are ADA compliant.	In Progress	DCP's pending zoning code update includes standards for pedestrian accessways in parking areas to be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. DCP's Citywide Design Guidelines also include best practices such as the use of ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances in parking areas. The Citywide Design Guidelines also outline the orientation of parking and driveways toward the rear or side of buildings reduce vehicular conflicts with pedestrians.	DCP
PK.10	<b>Pedestrian Improvement Incentives.</b> Establish an incentive program to encourage projects to retrofit parking lots, structures and driveways to include pedestrian design features.	Not Started	The City Planning Commission's Above-Grade Parking Advisory emphasizes the citywide goal is to improve the pedestrian experience making parking less visually prominent, and to ensure that parking structures are better integrated into the overall design of the building and allow for future conversions to housing and other beneficial uses. The City's Al Fresco program also promotes the conversion of on-street parking spaces into outdoor dining spaces.	DCP
PK.11	<b>Reduced Size Parking.</b> Develop parking, design, and replacement parking standards for reduced size vehicles (e.g., sub-compact cars, scooters, motorcycles, bike corrals) in residential and non-residential developments as well as public parking facilities and public rights-of-way.	Completed	The City has developed standard plans for bicycle racks in the public right of way, per BOE Standard Plan S-671-1. Additionally, LADOT has developed a standard bicycle corral design for the public right-of-way, which businesses or property owners can fund and maintain in exchange for counting a portion of their required number of short-term bicycle parking spaces, per the Bicycle Parking ordinance.	DCP
PK.12	<b>Shared Off-Street Parking.</b> Facilitate the shared utilization of privately owned off-street parking facilities.	Completed	The updated TDM ordinance outlines strategies that involves the use of shared parking among building tenants, as well as encouraging building owners to provide public access to the property's parking.	DOT, City Attorney, BIDS, DCP, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
PK.13	<b>Transit Area Parking Reductions.</b> Reduce parking requirements for developments that locate near transit (e.g., within a half-mile of a transit stop) or a major bus stop and provide facilities to enable pedestrian, bicycle and disabled access. Parking requirement reductions are being reviewed as a potential component of the Central City and Central City North Community Plans.	Ongoing	DCP's Transit Oriented Communities Affordable Housing Incentive Program, the City's Density Bonus ordinance, and some of DCP's Community Plan Implementation Overlays offer reduced parking requirements as an incentive in exchange for the provision of affordable dwelling units. Additionally, AB 2097 (2022) was passed, which prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop.	DCP
PK.14	<b>Unbundled Parking Options.</b> Evaluate potential for the unbundling of parking from rental or purchase options for all new multi-family development.	Completed	The updated TDM ordinance outlines a strategy that allows projects to unbundle or price parking so as to manage demand or negate the need for excess spaces. For residential uses, parking spaces would be charged a monthly rate separate from the sale price or rental price of the units.	DCP
PK.15	<b>Accessible Parking in Residential Areas.</b> Update policies and guidelines for accessible parking in residential areas.	Ongoing	In 2018, DOT and the Department of Disability proposed modifications to the Accessible Parking Zone Blue Curb Program to establish: a process to meet Reasonable Accommodations as determined by the DOD provide APZs to disabled constituents; A criteria for the removal of existing Legacy Blue Curb zones; and a multi-departmental APZ evaluation and delivery process.	DOT, DCP, City Attorney, Council Offices
PK.16	<b>Park and Ride.</b> Expand the park and ride network.	Ongoing	The City supports and continuously evaluates ways to enhance park-and-ride options to reduce individual trips, whether through use of the City's public parking lots, or on lots owned by Metro or Metrolink. A recent example in 2021 includes the opening of LAX's Economy Parking or ITF-West, which provides parking spaces for employees and visitors to park and take a shuttle (and one day the Automated People Mover) into the central terminal.	DOT, Caltrans, Metro
<b>PLANNING &amp; LAND USE</b>				
PL.1	<b>Driveway Access.</b> Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.	Ongoing	DOT's Transportation Assessment Guidelines, in combination with its Driveway Design Guidelines, encourage driveway access from non-arterial streets or alleys where feasible. The City's Complete Streets Design Guide also speaks to how too many driveways can disrupt pedestrian flows and degrade the pedestrian environment.	DCP
PL.2	<b>Local Access.</b> Explore opportunities to incorporate community assets (food, retail) in locations immediately adjacent to residential areas to promote local walking and biking trips and reduce VMT.	Ongoing	DCP's Community Plan updates are planning for zoning typologies that would allow for small commercial uses embedded within residential neighborhoods. This "tiendita" typology was originally envisioned for portions of Boyle Heights and can be applied to other neighborhood for future Community Plan updates.	DCP, Council Offices
PL.3	<b>Mixed-Use.</b> Encourage mixed-use residential, employment and commercial serving uses where appropriate to facilitate increased utilization of walking, bicycling, and transit use.	Ongoing	DCP's Community Plans and various Overlays (e.g., Community Plan Implementation Overlays or CPIOs) contain policies to encourage and incentivize mixed-use projects, respectively, in order to reduce vehicle trips while providing more mixed-income housing.	DCP, Council Offices
PL.4	<b>Network Additions.</b> Identify bicycle, neighborhood, and transit enhanced streets and pedestrian enhanced areas in Community Plan updates to provide local complements to the Citywide Transit	Ongoing	DCP's Community Plan updates involve the analysis of current street designations and enhanced network identification to assess whether revisions are suitable for meeting the community's future mobility needs.	DOT, DCP, Council Offices

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	Neighborhood, and Bicycle Enhanced Networks, and Pedestrian Enhanced Destinations and increase access to area amenities including medical, schools, parks, major employment centers, and community facilities through continuous, predictable and safe sidewalks, intersections, bikeways, and transit support facilities.		For example, the Downtown Community Plan update involved updates to street designations and enhanced networks to support transit and bike infrastructure.	
PL.5	<b>Pedestrian Safety Action Plan.</b> Develop a Pedestrian Safety Action Plan for that enhances mobility and accessibility for pedestrians.	Alternative Approach	DOT's various pedestrian safety programs (e.g., Safe Routes to School, Safe Routes for Seniors, People St, Vision Zero, Planning for Stress Free Connections, general district operations) as well as other City programs (e.g., Great Streets) implement pedestrian infrastructure to increase accessibility and safety.	DOT, Mayor
PL.6	<b>Regional Transportation Plan.</b> Coordinate with Metro and SCAG on the development of the Regional Transportation Plan, Sustainable Communities Strategy, and the Long-Range Transportation Plan.	Ongoing	DCP and DOT continually coordinates and provides comments and feedback to Metro for their Long-Range Transportation Plan, as well as provides SCAG with zoning and land use information for their Regional Transportation Plan/Sustainable Communities Strategy.	DCP, DOT, LASAN, Metro, SCAG
PL.7	<b>Transit Coordination.</b> Continue to work with Metro and various Construction Authorities on station location, portal siting, station access, support features and parking strategies that maximize ridership and transit revenue.	Ongoing	DCP and DOT coordinate with Metro on station-area planning to ensure that the public right-of-way and/or development projects support mobility needs and amenities. For example, DCP staff has periodically met with Metro staff on the development of first mile-last mile plans and an agreement to fund those improvements. The City also has a Zoning Information file (ZI-1117) for projects within 100 feet of Metro-owned Rail or Bus Rapid Transit (BRT) right-of-way, enabling Metro to review applicable projects to ensure safe access to, and operations of, transportation services and facilities.	DCP, DOT, Metro, other bus providers
PL.8	<b>Transit Neighborhood Plans.</b> Adopt and implement Transit Neighborhood Plans that enhance access to transit stations and set new zoning regulations to effectuate appropriate mixes and scales of uses as well as site design.	Ongoing	DCP has frequently partnered with Metro on grant-funded efforts to create transit neighborhoods plans (TNP), including the Expo Corridor Specific Plan, Crenshaw Blvd Streetscape Plan, Slauson Corridor TNP (CPIO Amendments). Additionally, TNP-related work has been incorporated into the Community Plan updates for the Southeast Valley and Downtown LA, as well as the future planning work for the Wilshire plan area.	DCP
PL.9	<b>Transportation Demand Management Ordinance Revision (TDM).</b> Update the TDM ordinance (LA Municipal Code 12.26.J) to expand the number and type of projects required to incorporate TDM strategies and expand the number and variety of available TDM strategies. Include bicycle parking and other bicycle use incentives as a TDM measure to mitigate traffic/ vehicle trips for purposes of CEQA compliance for commercial, residential and mixed-use development projects. Continue to require eligible projects to provide work-trip reduction plans and parking cash-out programs in compliances with ACMD's Regulation XV.	Completed	Since 2018, DOT and DCP have collaborated on a multi-year effort to update the TDM Ordinance. The updated TDM ordinance is expected to be heard and voted on by the full City Council in 2023 with a target effective date for later in the year. The TDM ordinance would integrate sustainable transportation options into the design and operation of new developments to provide more mobility choices to residents, employees, and visitors. TDM strategies can include infrastructure such as bicycle facilities, programs such as carpooling and telecommuting, and incentives such as providing transit passes to building occupants.	DCP, DOT
PL.10	<b>Truck Staging Facilities.</b> Identify locations within the City where regional truck staging and service facilities are permitted and address solutions to illegal freight staging practices.	Ongoing	The Harbor Department began making additional land available in summer of 2020 for staging, reducing the likelihood of illegal staging elsewhere. As of November 15, 2021 a total of 78.45 acres of Port property are in use for empty container storage and 15 acres for breakbulk, more than 106 acres	DOT, DCP, Council Offices

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			of Port property are in process of being activated, and almost 79 additional acres are being reviewed for future development.	
PL.11	<b>Union Station Master Plan.</b> Continue to work with Metro to complete the Union Station Master Plan and implement Connect US. Connect US is a strategy to improve active transportation options to and from Union Station.	Ongoing	DCP staff working on the Downtown Community Plan update have coordinated and provided feedback to Metro staff on the transportation options featured in the Union Station Master Plan and Connect US effort.	DCP, DOT, Mayor's Office, Council Offices
PL.12	<b>Greenways to Rivers Arterial Stormwater System (GRASS).</b> Establish a stormwater greenway planning network and an integrative planning tool for Los Angeles' One Water Plan.	Completed	Featured in their One Water Plan, LASAN partnered with Cal Poly and UCLA to create a priority grid of stormwater capture greenways within the Upper Los Angeles River Watershed. The GRASS network dataset is available on the City's Geohub.	DCP, DOT, Mayor's Office, Council Offices
PL.13	<b>Special Street/Alley Treatments.</b> Explore the use of special materials used within public right of ways.	Ongoing	The City continually evaluates alternative materials for use within the public right of way to meet sustainability and placemaking goals. For example, StreetsLA's Cool Streets Program uses cool pavement to help reduce ambient temperatures. Also, the Great Streets and People St programs explores colorful designs for crosswalks and pedestrian spaces. Additionally, BOE is currently working on addressing a motion to explore alternative materials to use on pedestrian walkways or city owned land/facilities.	DCP, DOT, DPW
PL.14	<b>Community Engagement</b> - Conduct extensive community engagement, develop detailed operational studies and design options and undertake additional environmental analysis for the following network segments within the Council District Four boundaries before implementing any street modifications: Melrose Avenue between Highland and Western Avenues; Lankershim between 134 Freeway and Cahuenga Boulevard, 4th Street between Highland and Western and segments of the BEN and/or TEN within the boundaries of the Sherman Oaks Neighborhood Council. The Council office and community stakeholders would play a critical role in finalizing any plans or projects for these corridors. Alternative parallel corridors, in lieu of the ones identified here, may be considered as potential network substitutes during this process.	Not Started	The City currently does not have any plans to conduct outreach for the street segments listed in this program. Generally, the City conducts community engagement in advance of implementing active transportation infrastructure.	DCP, DOT, Community Stakeholders, Council Office
<b>PUBLIC SPACE</b>				
PS.1	<b>Plazas/Paseos.</b> Identify temporary and/or permanent opportunities to establish car free zones and/or plazas/paseos/play streets in select locations around the City. Play streets provide an opportunity to open public spaces to families and residents in park-poor communities without fear of conflicts with motor vehicles.	Ongoing	DOT's programs (Play Streets, People St, Open Streets) provide safe, publicly accessible open space opportunities for community members to recreate.	DCP, DOT, Council Offices

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No.	Program Name	Status	Summary of Status	Lead and Supporting Departments
PS.2	<b>Great Streets.</b> Continue to support the Mayor's Great Streets Initiative by creating a comprehensive matrix of project elements and associated costs, outlining an implementation timeline, tracking project impacts, evaluating funding strategy, and strategizing the coordination of city services to Great Streets.	Ongoing	All applicable City departments continue to support the City's Great Street Program by partnering with community to groups to conduct outreach, promote neighborhood placemaking, and implement public right-of-way improvements along several corridors across the City. Great Streets Initiative has largely wound down after many successful project implementations. Leadership of individual projects was transferred from Mayor's office to agencies. StreetsLA is currently leading the project management and implementation for the Great Streets Vermont/Manchester and Great Streets Alvarado projects.	DOT, BOE, BSS, LASAN, RAP, DCP, DCA, DPW, BSL, EDD, Council Offices
PS.3	<b>Pedestrian Loops.</b> Explore the development of a connected network of walking passageways utilizing both public and private spaces, local streets and alleyways to facilitate circulation.	Ongoing	The concept of "Pedestrian Loops" are embedded into how the City coordinates with Metro on their First / Last Mile plans to facilitate safe and sensible walking sheds from transit stations.	DOT, BOE, BSS, RAP, DCP, DPW, Council Offices
PS.4	<b>People Street.</b> Continue the People Street program for community partners to repurpose underused portions of streets (below the curb) using cost effective materials into temporary plazas, parklets, bike parking, and other public spaces.	Ongoing	DOT's People St program has provided opportunities for communities to transform underutilized city streets into accessible public space. Additionally, since the start of the COVID-19 pandemic, the City's AI Fresco program has provided opportunities for expanded outdoor dining activities for food establishment.	DOT, BOE, LASAN, BOS, RAP, Council Offices
PS.5	<b>Recreational Rides.</b> Organize and lead local and citywide recreational rides ranging from 5-30 miles. Prioritize routes that include the Green, Bicycle Enhanced or Neighborhood Networks.	Ongoing	The City occasionally sponsors local rides with the community. For example, for the Wilmington Safe Streets campaign in 2023, LADOT is hosting a celebration and bike ride to experience the new street design on Anaheim Street and learn more about the improvement on the way to the area.	RAP, LAPD, Mayor's Office, Council Offices, DOT, BOE, Bicycle non-profits
PS.6	<b>Open Streets.</b> Establish procedures and protocols to support and expand non-profit efforts to coordinate and plan frequent and predictable events.	Ongoing	DOT's Open Streets Program, in coordination with Metro, coordinates with CicLAvia for the closure of streets for open streets events. CicLAvia has steadily increased annual events since 2010 and will host eight events in 2023. DOT staff has increased in recent years as a result of Open Streets funding from Metro.	Mayor's Office, Council Offices, RAP, DOT, DPW, LAPD, LAFD
<b>SCHOOLS</b>				
S.1	<b>Active Transportation Education.</b> Coordinate with LAUSD to incorporate mobility education (for children ages 4-18) into regular physical education curriculum.	Ongoing	Vision Zero and the Safe Routes To School program piloted 50 walking assessments for schools to identify safety needs and promote Walk to School Day. Additionally, the updated TDM Ordinance includes an eligible strategy for creating a school safety campaign that educates parents and students about road safety issues.	DOT, LAUSD, Council Offices
S.2	<b>Bike, Walk, and Roll Weeks.</b> Support Metro's Bike, Walk, and Roll Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials, post information, and evaluate the progress of the program.	Paused	The City's participation in this program has been paused since the pandemic.	DOT, LAPD, Council, Mayor, LAUSD, Metro, SCAG
S.3	<b>Safe Routes to School.</b> Continue to work/partner with LAUSD, (with support from PTAs and traffic officers) to develop an education program, develop and implement a safe routes to school program and maps and a Comprehensive SRTS Strategic Plan to	Ongoing	DOT continues to implement its Safe Routes to School (SRTS) program alongside Vision Zero, bringing safety improvements to school neighborhood streets, and safety education into school communities to	DOT, DPW, LASAN, support from LAPD, and LAUSD, Council Offices

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	calm traffic in communities surrounding all elementary, middle and high schools to maximize pedestrian and bicycle convenience and safety. Refer to the Citywide Safe Routes to School Strategic Plan		create a culture that prioritizes safety for all. Data was used to determine 50 schools that were targeted for safety improvements.	
S.4	<b>School Locations.</b> Work with LAUSD and other school providers to site new schools in appropriate locations that can be easily accessed and integrated into the surrounding community.	Ongoing	Although LAUSD schools are exempt from zoning review, DCP reviews projects for charter schools and educational facilities to ensure they meet all the regulations of the zoning codes. Schools in certain zones are required to obtain a conditional use permit, in which case DCP staff are able to apply conditions of approval to ensure the project conforms with the General Plan.	DCP, LAUSD, Council Offices
<b>SUPPORT FEATURES</b>				
SF.1	<b>Artist Designed Bicycle Parking Standards.</b> Support and develop creative bicycle parking solutions in the public rights-of-way and adopt as city standard guidelines.	Completed	DOT launched a pilot program that resulted in a number of artist-designed bicycle racks that are still in the public realm today. Otherwise, the City's adopted standard plan for bicycle racks continues to provide standardized specifications for bike parking in the public right of way.	DOT, BOE
SF.2	<b>Bicycle Parking at Existing Major Destinations.</b> Work with special event facilities' managers to provide convenient, secure, good quality and well-lit bicycle parking facilities at special event venues such as Dodger Stadium, the Staples Center/LA Convention Center, and the LA Memorial Coliseum/Sports Arena.	Ongoing	The City's special event venues provide bicycle parking on-site as a way to reduce vehicle trips. Through tools like the Bicycle Parking Ordinance, the City has the opportunity to enhance and increase bike parking at these locations when these venues pursue construction-related additions.	DOT, Council Offices
SF.3	<b>Bicycle Path Landscaping.</b> Incorporate drought tolerant and low maintenance plant materials along bicycle paths.	Ongoing	The City continues to encourage sustainable landscaping for bike paths within the City. A recent example includes the Rail-to-Rail Active Transportation Corridor under construction, along Slauson Avenue in South LA, in which Metro and the City have planned for drought-tolerant landscaping along the multi-use path.	DOT, DPW, MRCA, Council Offices
SF.4	<b>Bicycle Path Lighting.</b> Adopt and install standard lighting designs for bicycle paths and grade separated bikeways.	Completed	DOT, BSL, and other city departments continue to explore sustainable technologies such as solar lighting. In 2020, a solar lighting manufacturer was approved by the City for bike path applications.	DOT, BSL, Council Offices
SF.5	<b>Bicycle Path Mile Markers.</b> Continue to install and retrofit mile markers along bike paths; work with LAPD and LAFD to facilitate emergency response on paths.	Not Started	Although the City has agreements to maintain many bicycle paths throughout the City and continues to work within LAPD and LAFD to promote bike and pedestrian safety, installing markers has not been identified as a priority project as opposed to landscaping, lighting and other safety improvements along bike paths, which continue to be deployed as feasible by DOT and other City departments.	DOT, LAPD, LAFD, BOE
SF.6	<b>Bicycle Racks on Taxis.</b> Investigate the integration of bicycles with taxi service by adding bicycle racks on to all of the taxi cabs that are permitted through DOT.	Not Started	The City launched an on-demand microtransit service in 2019 called LA Now. While the service does not currently support bike racks, it may be a feature that can be accommodated in the future.	DOT
SF.7	<b>Bicycle Sharing Network.</b> Work with Metro and other area jurisdictions to launch a Bicycle Share Program. Identify a strategy to enable city staff to access the bicycle share system as a "fleet" option for work related tasks.	Ongoing	With collaboration between City departments including DOT, LA Metro's Bike Share program launched in July 2016 in partnership with the City of LA. It currently has more than 200 stations located in Downtown, Central LA, Hollywood, the Westside, and North Hollywood. As of April 2022, more than 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted.	Metro, DOT, DCP, Council Offices, Office of the Mayor

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SF.8	<b>Bicycle Valet.</b> Work with special event providers, employers and community-based organizations to provide bicycle valet services at large public and private special events.	Alternative Approach	In the updated Bicycle Parking Ordinance that was adopted in 2018, the City provides regulations for an 'Attended Bicycle Parking Service'. Additionally, the City encourages bike valet services at special events, such as CicLAvia and other large events.	DOT, bicycle non-profits, Council Offices
SF.9	<b>Bus Bike Racks (on/off-board).</b> Work with transit providers to provide solutions for additional bike storage, such as bike rack systems to accommodate at least three bicycles on-board the bus, or permitting bicyclists to board with their bicycles at the rear of the bus.	Ongoing	DOT's new DASH buses typically have two or three bike racks on the bus and are raising the standard to continue to provide some of these bike accommodations. Additionally, the City continues to collaborate with Metro and other local and regional transit providers to implement this program.	DOT Transit, Metro, regional transit providers
SF.10	<b>Essential Transit Components.</b> Include short-term and long-term bicycle parking and wayfinding as essential components of all stations.	Ongoing	Through its First Mile / Last Mile program (FMLM), Metro provides assessments and recommendations for wayfinding and short term and secure long term bicycle parking. FMLM plans can be used to pursue funding opportunities.	Metro, DOT
SF.11	<b>Increase Publicly Available Bicycle Parking.</b> Review all City-owned, operated, and leased facilities for compliance with the City's bicycle parking standards. Increase bicycle parking to meet LAMC requirements where deficiencies are present. Continue to implement bicycle parking and corrals at major destinations, especially where demand is already high. Encourage the Los Angeles Unified School District (LAUSD), local four-year universities, and the Los Angeles Community College District (LACCD) to install quality bicycle parking at public schools within the City of Los Angeles.	Ongoing	Overall, the City's Bicycle Parking Ordinance provides clear rules for bicycle parking, improved design standards, and short and long-term bicycle parking. Additionally, DOT continues to monitor bicycle parking racks and corrals in the public right-of-way and whether demand or maintenance warrants additional or replacement parking. The Bicycle Parking Ordinance was additionally updated in 2017 to simplify bike parking ratios for certain housing types, provide clarity and flexibility between long-term and short-term parking, and refine design regulations for more space-efficient racks. BOE provides bicycle parking as part of capital project scopes if there is a construction project (either a public facility or street improvement).	All
SF.12	<b>LED Street Lighting.</b> Continue to retrofit existing street lighting infrastructure with energy- efficient LEDs.	Ongoing	BSL continues to install LED lighting per the conversion program that began in 2008. BSL continues to go back and upgrade older LED street lighting citywide as new technology emerges that is more efficient. Currently, the City's Street Lighting system is 95% LED.	BSL
SF.13	<b>Mobility Hubs/Multi-Modal Transit Plaza.</b> Facilitate the implementation of multi-modal transportation support activities and services in proximity to transit stations and major bus stops, including but not limited to: adequate bus stop and layover space, transit shelters with real-time bus arrival information, bike share docking stations, car share facilities, taxi-waiting/ call areas, Wi-Fi service, public showers/toilets, bicycle storage and repair facilities, and food and beverage providers. Develop a coordinated permitting process for the installation of the support features identified above.	Ongoing	In addition to publishing a Mobility Hubs Reader Guide, the City has also constructed five Metro Bike Hubs across the City with another location planned. Additionally, DOT continues to advance efforts through their own mobility hubs program. The City has also adopted regulations to encourage the provision of public mobility hubs through private development, such as in the Exposition Corridor Transit Neighborhood Plan.	DOT/Metro, Council Offices, DCP, Office of the Mayor, DPW
SF.14	<b>Off-Street Alternative Energy Charging.</b> Continue to support off-street alternative energy charging and fueling stations within privately and city-owned parking and/or fueling facilities.	Ongoing	Aligned with L.A.'s Green New Deal (2019 Sustainable City pLAn), 18,000 EV chargers have been installed, with more to come. Chargers are also being installed across City facilities, both at public parking lots and employee parking lots. DOT collaborates with multiple agencies to install on- street EV chargers for the BlueLA EV carshare program. Additionally, amendments were adopted to the building code in 2019 to require parking in new	DOT, DCP, Mayor's Office, DWP



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			multifamily and nonresidential construction to include EV chargers in 10% of spaces, and EVSE-ready infrastructure in 30% of spaces (in addition to the spaces with installed chargers).	
SF.15	<b>On-Board Storage.</b> Work with transit providers to provide an on-board location for the storage of shopping bags and/or luggage.	Completed	Metro welcomes strollers on Metro bus and rail. On rail, a stroller decal on the outside of the car denoting the designated space for passengers with strollers. Luggage and other large items also have a designated space on Metro Rail. The space is usually located at the end of rail cards and is marked with a yellow decal.	Metro, DOT
SF.16	<b>On-Street Bicycle Corrals.</b> Develop bicycle parking corrals in on-street parking spaces as a public-private partnership. Continue implementation of a pilot program and evaluate the feasibility and criteria for widespread use.	Paused	The Bicycle Corral Program began as a pilot program in 2012. LADOT currently maintains 17 corrals throughout Los Angeles in collaboration with community partners that include non-profits, small businesses, improvement associations and others. Community partners contribute basic maintenance and oversight for each corral, and benefit from having a bike-friendly hub near their organization or establishment.	DOT, BSS, BOE, Council Offices
SF.17	<b>Operator Judgement of Bicycles on Buses.</b> Work with Metro and local transit operators in the City of Los Angeles to allow operators to make decisions regarding allowing bicycles on buses when space on bus allows, racks are full, service is last of the day or in inclement weather	Alternative Approach	DOT's LA Now on-demand microtransit service allows passengers to bring their bikes on-board. Otherwise, Bikes can be brought onto Metro trains or attached to Metro bus racks at all times, if space is available. All Metro buses have at least two bike racks on the front and all G Line (Orange) buses have three.	DOT, City Council, Mayor's Office, BAC, Metro
SF.18	<b>Parking Meter Posts.</b> Develop pilot project to install bicycle parking mechanism on parking meter posts.	Completed	DOT piloted 50 parking meter bicycle racks in 2009 on Hollywood between La Brea and Vine. DOT relies on their adopted standard plan for bicycle racks as the primary design for parking in the public right-of-way.	DOT Parking
SF.19	<b>Sidewalk Bicycle Parking Program.</b> Continue to install and maintain City-standard bicycle racks on sidewalks. Identify areas with demand for bicycle racks and implement an installation schedule. Prioritize the installation of racks on streets.	Ongoing	DOT's Active Transportation Division continues to maintain City-standard bicycle racks on sidewalks, monitor new locations for racks, and oversee installation.	DOT, Council Offices
SF.20	<b>Street Furniture Definition.</b> Include bicycle racks in the definition of street furniture to utilize streetscape funding opportunities	Completed	StreetsLA's Sidewalk and Transit Amenities Program (STAP) highlights the expansion of current program amenities to include plus new elements such as bicycle docks and e-lockers. The City's Streetscape Plans also include bicycle racks as one of many components that can be pursued for funding opportunities.	City Attorney, BSS
SF.21	<b>Street Lighting.</b> Support equitable distribution of funds for appropriate street and/or pedestrian lighting, especially in areas of high crime rate and high volume of pedestrian activities.	Ongoing	BSL has previously applied for CalCleanGrants to install additional lighting in disadvantaged communities and has plans to apply for federal INFRA grants.	BSL, DCP, DOT, Council Offices
SF.22	<b>Transit District Curbside Management.</b> Manage curb areas adjacent to transit stops to facilitate the loading and unloading of buses, para transit, smart shuttles, van/carpools and taxi queuing. Include curb areas for bicycle parking and car share facilities where space warrants.	Alternative Approach	Efforts are happening across the City, which include Zero Emissions Delivery Zone pilot program for freight deliveries and Transportation Network Company (TNC) loading/unloading zones. Through LAWA's Intermodal Transportation Facility (ITF) West and East, most of these activities and services will be implemented as appropriate.	DCP, DPW, DOT, Metro & other transit providers

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SF.23	<b>Transit Furniture.</b> Transit furniture shall be prioritized on corridors with the highest rates of public transit ridership; design features shall incorporate aesthetic, comfort, and protection from the elements (sun and rain) considerations. Target the equitable provision of transit furniture throughout the City. Evaluate and pursue all possible alternatives to increase transit furniture in underserved corridors.	Ongoing	The City's Sidewalk and Transit Amenities Program (STAP), overseen by StreetsLA, will replace and expand upon the existing program, with the goal of ensuring that 75% of bus riders in each district will be able to board buses where there is a shelter. The installation of new shelters will be prioritized based on consideration of the following factors: High Transit Ridership; Exposure to Heat; Metro's Equity Focus Communities (minority populations, low-income households, and zero- vehicle households); Proximity to Trip Generator, Key Destinations, and Service Facilities; "Low Frequency" Bus Route that indicate long wait times; and other site condition criteria developed in coordination with Metro.	DPW, Council Offices
SF.24	<b>Transit Pass.</b> Collaborate with Metro to encourage schools, employers, and residential developers to provide monthly or annual transit passes for their respective students, employees, and residents.	Ongoing	DCP along with DOT continue to collaborate with Metro on a Free Transit campaign and has successfully included free Metro passes for students and even expanded to businesses. Additionally, through the recently updated TDM program, residential, commercial or other land uses that need to comply with the TDM ordinance credit for distributing transit passes to building occupants.	DOT, DCP, LAUSD, Metro
SF.25	<b>Trash Facilities.</b> Increase the number of trashcans on sidewalks. Work with local business and community organizations to develop an adopt-a-trash can program.	Ongoing	LASAN provides and maintains over 1,000 wire baskets and plastic street recycling and refuse containers, also known as Automated Litter Bins (ALBs) mainly throughout commercial areas of the City. These bins provide a convenient method for pedestrians to dispose of refuse and recyclables in order to keep our City clean while conducting business in LA. Additionally, the Clean Streets LA initiative called for the distribution of 5,000 new trash cans.	DPW, BOS, Council Offices
SF.26	<b>Tree Canopy.</b> Continue to expand the City's tree canopy using tree species that are appropriate for the location, climate, water supply, planting conditions and existing street infrastructure.	Ongoing	The City has planted 65,000 trees between January 2019 and May 2022. The City's Office of Forest Management's goals include planting 90,000 trees and increasing tree canopy by at least 50 percent by 2028 in areas with the least shade, which tend to be the City's hottest, low-income communities. The Office is responsible for spearheading the development of a citywide Urban Forest Management Plan, building on new data tools, and managing the ongoing Street Tree Inventory. The City continues to seek additional funding and resources are needed to continue tree planting and watering endeavors. StreetsLA continues to plant trees targeting areas in greatest need while supplementing the Cool Streets Initiative.	LASAN, BSS, BOE, DWP, Tree People, Council Offices
SF.27	<b>Turnstile Design.</b> Work with Metro and local transit agencies to ensure that all turnstiles can accommodate a bicycle.	Completed	The City supports Metro's effort to encourage bikes onto Metro Rail. Current turnstiles at Metro portals have a wider turnstile option that can be utilized by those on wheelchairs or those traveling with their bicycles, luggage, or strollers.	DOT, City Council, Mayor's Office, BAC
SF.28	<b>Bicycle Friendly Businesses.</b> Continue to support Bicycle Friendly Business Program	Paused	In 2014, LADOT launched the Bicycle Friendly Business Program pilot in Northeast LA. The program was an opt-in program the created a partnership between LADOT and willing businesses who would apply for approval to receive a bicycle corral, bicycle repair station, window decals, and more. However, the program was paused due to staffing constraints for maintenance and expansion.	DOT, Council Offices