

Exhibit B

West Los Angeles TIMP Specific Plan – **DRAFT** List of Transportation Improvements

Primary Mode	Project Type	Project	Project Description	Total In Millions	% of Project List
Active Modes	Mobility Hubs	Full-Service Mobility Hubs	Install a full-service Mobility Hub at or adjacent to major transit stations & satellite hubs surrounding the station. A hub includes facilities such as bike parking & car/bike sharing to bridge the first/last mile of a transit user's commute.	\$58	25%
		Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Enhance Pedestrian Access to Major Transit Stations	Expo Corridor Streetscape Plan	<ul style="list-style-type: none"> <li>Olympic Boulevard from Centinela Avenue to Barrington Avenue</li> <li>Bundy Drive from Missouri Avenue to Pico Boulevard</li> <li>Sepulveda Boulevard from Olympic Boulevard to National Boulevard</li> <li>National Boulevard from Castle Heights Avenue to Mentone Avenue</li> <li>Palms Boulevard from Motor Avenue to National Boulevard</li> </ul>		
	Enhance Connectivity between Major Transit Station and Activity Centers	North-South Connections to Westwood Village/UCLA	Improvements along north-south streets connecting the Expo Line Westwood/Rancho Park Station to Westwood Village and UCLA could include transit, bicycle and pedestrian enhancements.		
	Streetscape Improvements	Livable Boulevard Streetscape Plan	<ul style="list-style-type: none"> <li>Streetscape improvements on Pico Blvd. from the 405 Freeway to Patricia Ave.</li> <li>Streetscape improvements on Pico Blvd. from Centinela Ave. to the 405 Freeway.</li> <li>Streetscape improvements on Motor Ave. from the I-10 Freeway to Venice Blvd.</li> </ul>		
	Sidewalk Network & Pedestrian Enhancements	[Various Locations]	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Multi-use Paths	Exposition Light Rail Greenway Improvement Project	The project proposes to transform existing city-owned vacant parcels into a neighborhood greenway that includes construction of a multi-use path with drought tolerant landscaping, simulated stream to treat urban runoff, educational amenities and interpretive signs. Project is located along the Expo Line Railway.		
	Cycle Tracks & Bike Lanes	Santa Monica Blvd. Cycle Track	Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard		
		Venice Blvd. Cycle Track	Venice Boulevard throughout the West Los Angeles TIMP Area		
		Motor Ave. Cycle Track	Motor Avenue between I-10 and Venice Boulevard		
		Bikeway Gap Closures	Bikeway gap closures, such as: <ul style="list-style-type: none"> <li>Gateway Blvd to Ocean Park Bike Lane. Gateway Blvd to Ocean Park Blvd gap closure</li> </ul>		
Neighborhood Network Enhancements	[Various Locations]	Per Mobility Plan 2035, implement bicycle and neighborhood enhanced design features to provide a system of streets linking to major employment centers, transit stations, and educational, retail, entertainment, and recreational resources. Enhancements such as the following are described in Mobility Plan 2035: <ul style="list-style-type: none"> <li><b>Prosser/Westholme Avenue NEN.</b> Alternate route to major corridors, such as Westwood Blvd, connecting Expo Bike Path to UCLA.</li> <li><b>Veteran Avenue NEN.</b> Alternate route to major corridors, such as Westwood Blvd.</li> <li><b>Gayley Avenue / Montana Avenue (east of I-405) NEN.</b> Alternate route to major corridors, such as Westwood Blvd.</li> <li><b>Montana Avenue (west of I-405) NEN</b></li> <li><b>Barrington Avenue / McLaughlin Avenue NEN</b></li> <li><b>Ohio Avenue NEN</b> (including gap closure at Santa Monica Blvd.)</li> </ul>			
Bikesharing	Metro Bike Share	Provide public bicycle rental in "pods" located strategically throughout the WLA TIMP area.			
Transit	Bus Rapid Transit (BRT)	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to the 96th Street Transit Station.	\$139	59%
		Santa Monica BRT	Curb-running peak hour bus-only lanes on Santa Monica Boulevard from the border of the City of Santa Monica to the border of the City of Beverly Hills; BRT system includes enhanced bus stop amenities.		
	Service Enhancements	Olympic Rapid Bus Enhancements	Olympic Boulevard – Extension of the Rapid Bus service from its current terminus in Century City to the Metro Exposition Line station at Westwood Boulevard.		
		Pico Rapid Bus Enhancements	Pico Boulevard – Improve existing Rapid Bus service through increased frequency, stop improvements, and construction of a new rapid stop in Century City.		
		Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.		
New Local Service	Circulator/Shuttle Service	Circulator bus/shuttle to connect activity centers to major transit stations, such as: <ul style="list-style-type: none"> <li>Sawtelle service between Wilshire Blvd and the Expo Sepulveda Station</li> <li>Bundy service between Brentwood, the Expo Bundy Station, and National Blvd</li> <li>Palms Circulator to connect to Expo Station</li> <li>Century City Circulator to connect to Expo Station</li> </ul>			

# Exhibit B

## West Los Angeles TIMP Specific Plan – **DRAFT** List of Transportation Improvements Continued

Primary Mode	Project Type	Project	Project Description	Total In Millions	% of Project List
Roadway & ITS	Operational Improvements	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$31	13%
		ITS Corridor & Signal Upgrades	Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including detector loops for traffic volume data and monitoring.		
		Major Intersection Improvements	Funding for spot intersection improvements, such as turn-lane or safety improvements, at major intersections.		
		Sunset Boulevard Operations	Implement operational improvements along Sunset Boulevard. Improvements could include the following: ITS corridor improvements; signal upgrades as part of the next evolution of ATSAC; intersection improvements, such as turn-lane or safety improvements.		
		Olympic Boulevard Operations	Implement operational improvements along Olympic Boulevard between I-405 and Purdue Avenue (to the west of I-405). Improvements could include the following: Convert one westbound travel lane into an eastbound travel lane just west of I-405 by <ul style="list-style-type: none"> <li>In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions);</li> <li>In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and</li> <li>Remove eastbound and westbound left-turn lanes at Beloit Avenue and eastbound center turn lane at Cotner Avenue to provide additional through lane capacity.</li> </ul>		
		Bundy Drive / I-10 Ramp Improvement	Operational improvements at the I-10 ramp connections to Bundy Drive.		
	Neighborhood Protection Program	[Various Locations and Strategies]	The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.		
Auto-Trip Reduction	Strategic Parking Strategies	[Various Strategies]	Update parking requirements to reflect mixed-use developments, support shared parking opportunities, and assess parking needs at developments adjacent to major transit stations.	\$8	3%
	Parking Utilization Improvements & Reduced Congestion	ExpressPark	Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/buses.		
		Real-Time Parking Information	Develop an on-line system for real-time parking information, including GIS database and mapping.		
		Wayfinding	Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	Rideshare Toolkit	The Toolkit would develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules.		
TMOs		The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program.			
Administrative Costs		Estimated at 5% of total project costs.		\$12	5%

**Total \$247,779,190**

**Agenda Item 6.c.**

**Substitute MOTION: CIS in Opposition to Council File 14-1349-SI re. Enhanced Infrastructure Finance District (passed by the Venice Neighborhood Council 8/20/2019)**

The VNC shall file a Community Impact Statement (CIS) in opposition to CF 14-1349 SI including the following statements and recommendations:

1. That the Public Financing Authority (PFA) which will control the Enhanced Infrastructure Finance District (EIFD) be strictly composed of a majority of residents constituents and stakeholders appt by the Venice Neighorhood Council the Venice Community including 2 members appointed by the VNC.
2. That all requirements of the California Coastal Act be complied with in any actions taken by the EIFD.
3. That full and forthright public outreach be performed on all proposed policies of the EIFD, its practices and impacts prior to its creation.
4. That the EIFD shall fund only projects that will improve the lack of off street parking, maintenance of public right-of-ways (including landscape areas) and beautifying open spaces including enhancing public services in the Venice Beach recreation areas.
5. That all EIFD funds shall be used only for projects that comply with the current Venice Local Land Use Plan (CCC certified 2001).

MOTION

Venice Beach is many things to many people. Simultaneously, it is a residential neighborhood, a small business district, a Parks & Recreation facility, and an internationally known tourist destination that draws millions of visitors from around the world to Los Angeles. Despite its iconic status, the City of Los Angeles has consistently failed to appreciate, maintain and invest in Venice Beach.

Despite attracting millions of visitors, Venice has a chronic parking shortage, and provides significantly less public or visitor parking than other coastal communities. Although the neighborhood is the soundstage for countless movies, television shows, and commercials, Venice Beach's facilities are often dirty and unpleasant, lacking necessities such as sufficient public restrooms. While residents and local businesses suffer significant inconvenience from the large crowds that litter, make noise, and stress law enforcement resources, the City fails to invest sufficient resources to preserve and protect public safety and quality of life. At the same time, the rapidly rising cost of land risks making affordable housing in Venice a relic of a previous decade. Venice deserves better, and Los Angeles can do better.

On September 29, 2014 Governor Brown signed SB 628 (Beall) into law, authorizing the formation of Enhanced Infrastructure Financing Districts (EIFD). Under the authority of this new law, the legislative body of a city or county may establish an EIFD and use tax increment and other sources to finance public capital improvements or other projects of community wide significance, including brownfield restoration, affordable housing and industrial development, public facilities, highways, streets, parking facilities, open space and recreation facilities. This measure provides a unique funding opportunity that the City of Los Angeles should explore as a way to benefit and improve already vibrant communities, such as Venice. Its beautiful beach and diverse mix of activities serve as attractions that promote economic growth in Venice and around the City of Los Angeles. Promoting infrastructure improvements, affordable housing and other eligible projects may further the advancement of this particular community.

**I THEREFORE MOVE** that the Economic Workforce and Development Department, with assistance from the Bureau of Engineering, the City Administrative Officer and the Chief Legislative Analyst be directed to report within 30 days on the feasibility of creating an Enhanced Infrastructure Financing District (EIFD) as a potential funding source to support infrastructure improvements, affordable housing and other vital economic development initiatives in Venice.

PRESENTED BY:

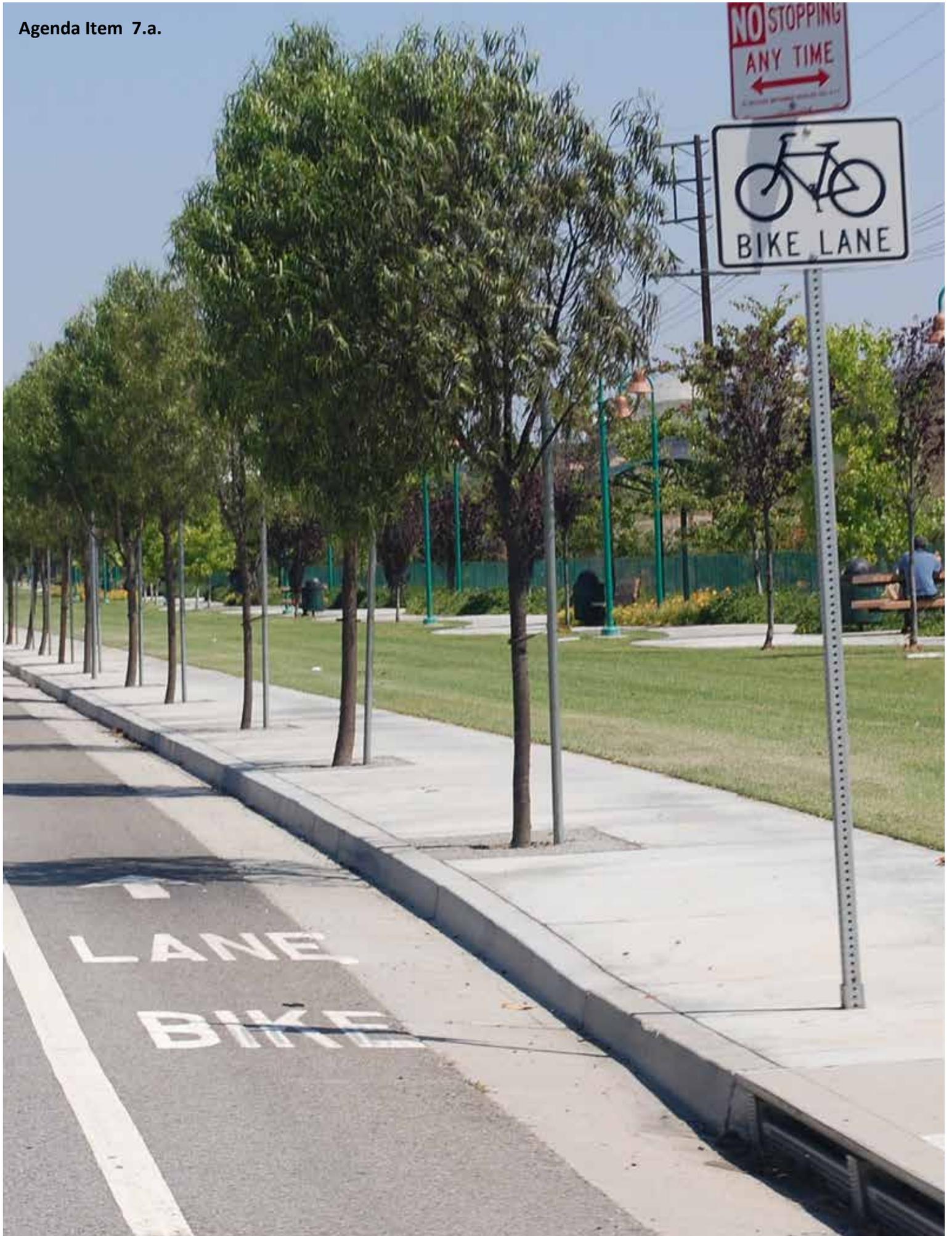
MIKE BONIN

*Councilmember, 11th District*

SECONDED BY:

ORIGINAL

Agenda Item 7.a.



## *Mobility and Public Health*

Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Public Health found that the communities of San Pedro, Wilmington-Harbor City, and Harbor Gateway have a 27% prevalence of childhood obesity. The ability to efficiently, safely, and enjoyably walk or bicycle in one's community can have a significant impact on individual activity levels. This Plan promotes active living through pedestrian and bicycling improvements, increased access to parks and green spaces, and supporting safe routes to school.

Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, 2007.

# Mobility

Whether walking, riding a bike, taking public transit or driving a car, community members need to find efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to quickly, comfortably travel within the community and region using one or several modes of transportation. One's mobility is enhanced if a range of practical and affordable travel options are available.

The San Pedro Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework Element and the Mobility Plan 2035. These citywide goals include:

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

This chapter introduces the concept of "complete streets," the basis for San Pedro's multi-modal approach to mobility. Official street standards, which govern street dimensions, and refinements to these dimensions, are also described. In addition, the Plan introduces the concept of Priority Streets and suggests certain streets for selected priority modes. San Pedro's mobility goals and policies are organized into the following eight sections:

- Community-wide Goals and Policies
- Walking
- Bicycling
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management
- Recreation and Scenic Highways

## Streets

Streets serve many different roles within a community. They are a means to get people to places they need to go via various modes such as bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more; as well as being places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a neighborhood's culture and values. Streets must provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customers' homes or offices. Furthermore, streets accommodate utility and sewer lines and collect and transport water on rainy days.

Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, this Plan encourages a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users, termed "complete streets" by the California Complete Streets Act of 2007.

### *Complete Streets*

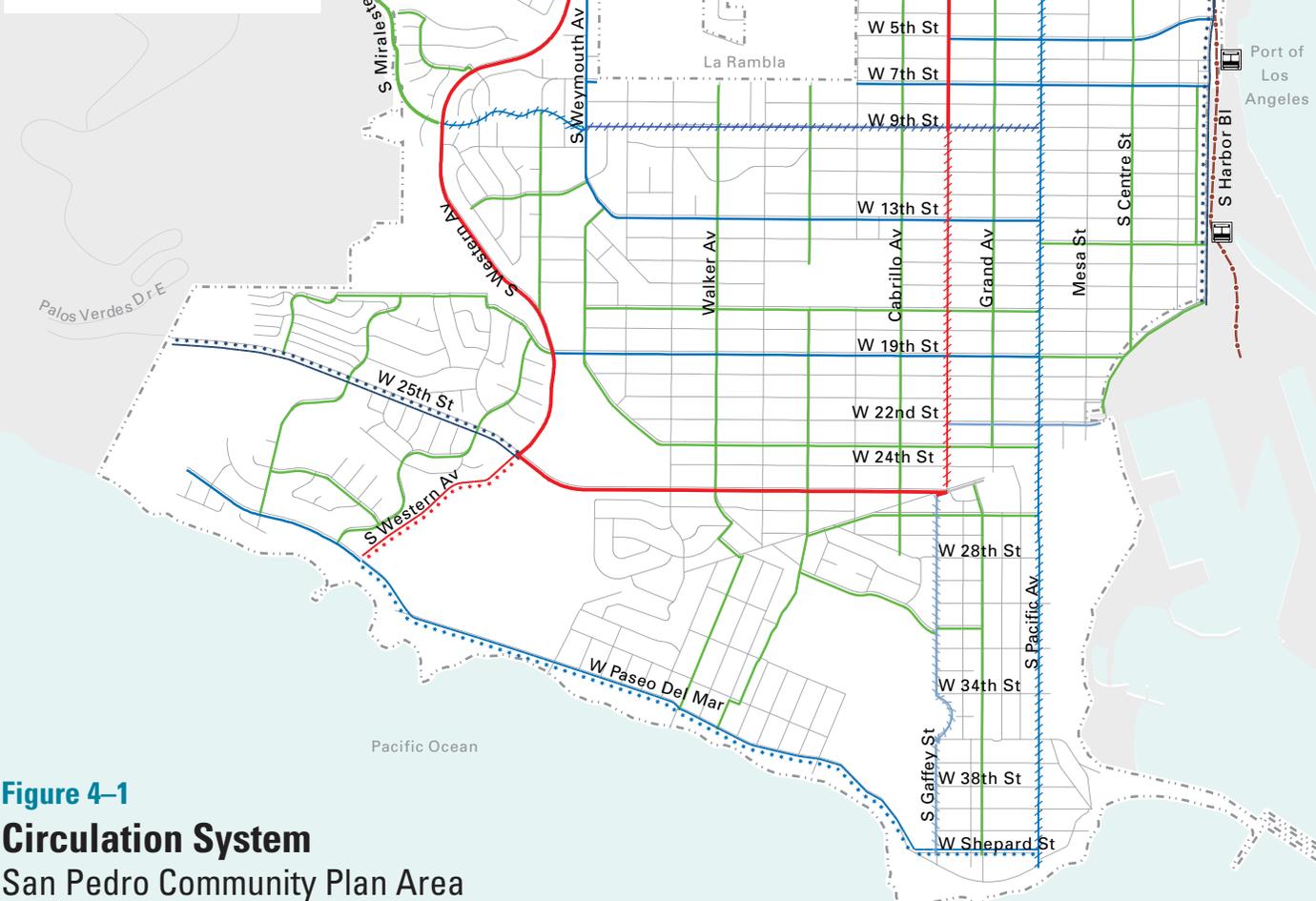
"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accommodation of all roadway users when updating General Plans.

## Street Designations and Standards

The City's streets are organized by official standard street designations or classifications, established in the Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. The purpose of these dimensions is to assign appropriate street right-of-way widths, composed of space for sidewalks, street parking, travel lanes, and medians, for each street classification. Figure 4-1, Circulation System, delineates San Pedro's street network by designation and establishes right-of-way widths and dedication requirements.

Actual street dimensions vary from standards due to historic development patterns where streets were built to different, often narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, in places this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle or development activity. Existing non-standard street dimensions, land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standard. In these cases, streets and street segments can be modified as described by the Community Plan to reflect the specific needs of a community. Street classifications and dimensions are summarized in the accompanying text box. Selected modified street designations are illustrated in Figure 4-2, Modified Street Standards.

- Legend:**
- Boulevard II
  - - - Boulevard II Scenic
  - Avenue I
  - - - Avenue I Scenic
  - Avenue II
  - - - Avenue II Modified
  - - - Avenue II Scenic
  - Avenue III
  - - - Avenue III Modified
  - - - Avenue III Scenic
  - Collector Streets
  - Local Streets
  - Freeway
  - POLA
  - - - Community Plan Boundary



**Figure 4-1**  
**Circulation System**  
 San Pedro Community Plan Area

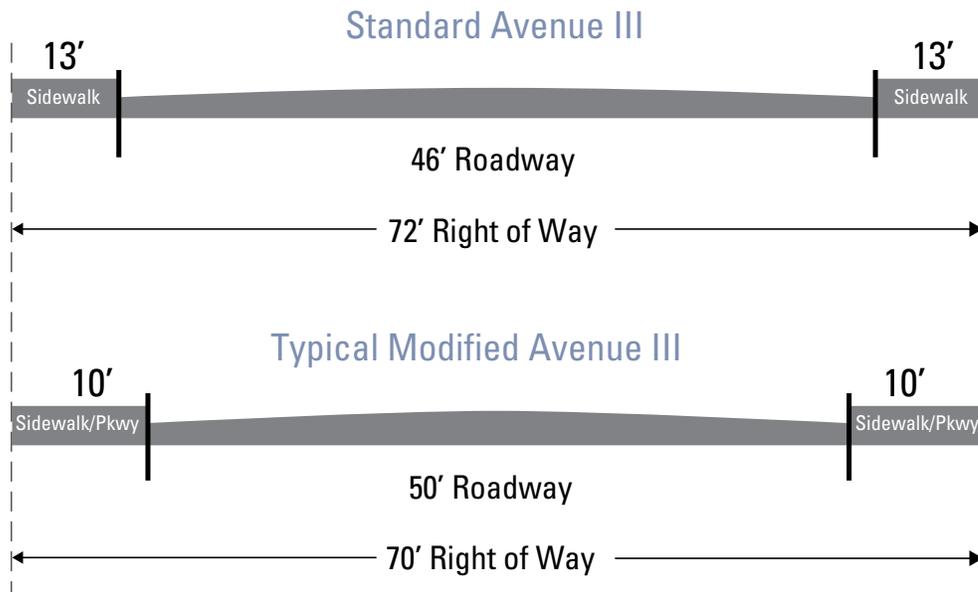
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale

## Avenue II Street Designation Standards



## Avenue III Street Designation Standards



**Figure 4-2**  
San Pedro  
**Standard and Modified Street Standards**

City of Los Angeles Planning Department • June 2013

Not To Scale 

## *Street Classification*

Streets are organized by official standard street classifications established in the Mobility Plan 2035, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

**Boulevards I and II.** Formerly Major Highway – Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

**Avenues I, II and III.** Formerly Major Highway Class II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The right-of-way is commonly 100 feet for Avenue I, 86 feet for Avenue II and 72 feet for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along Avenues.

**Collector Streets (standard, industrial, and hillside).** Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate “thru traffic” seeking to avoid congestion on parallel arterial streets.

**Local Streets (standard, industrial, and hillside).** Local Streets are designed to allow local traffic access to individual properties and/or destinations.

## Priority Streets

The Mobility Plan 2035 introduces the concept of prioritized improvements on the Enhanced Network. The Mobility Plan 2035 allows communities to further classify streets at a local level by priority mode or modes of travel, termed Priority Streets. Priority streets are organized by pedestrian, bicycle, public transit, motorized vehicle or goods movement priority. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Priority Streets assist City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. In addition, prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Some streets may be prioritized in their entirety or for selected portions. Street priorities are illustrated in Figure 4-3 Priority Streets, summarized in Table 4.1, Priority Streets, and discussed further in each relevant section in this chapter.

**Legend:**

- Pedestrian
- - - - Bicycling
- - - - Transit
- Motorized Vehicles
- - - - Goods Movement
- Freeways
- - - - Community Plan Boundary



**Figure 4-3**  
**Priority Streets**  
 San Pedro Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale

TABLE 4-1  
San Pedro Priority Streets

Street Priority	Pedestrian	Bicycle	Public Transit	Motorized Vehicles	Goods Movement
5th Street			X		
6th Street	X				
7th Street	X		X		
8th Street	X				
9th Street	X	X			
25th Street		X		X	
Capitol Drive				X	
Front Street					X
Gaffey Street		X		X	X
Grand Avenue		X			
Harbor Boulevard			X		
John S. Gibson Boulevard					X
Pacific Avenue	X		X		
Summerland Avenue		X			
Western Avenue			X	X	
Westmont Drive		X			

## Community-wide Mobility Goals and Policies

The San Pedro Community is served by a circulation system of freeways, high capacity roadways, moderate capacity roadways, collector streets, and local streets. Freeway access to San Pedro is provided via the Harbor Freeway (I-110) and the Long Beach Freeway (I-710) in the north-south direction, and Vincent Thomas Bridge (SR-47) in the east-west direction. Situated on a peninsula at the end of the I-110 Freeway, much of San Pedro's traffic is locally-generated. However, regional pass-through traffic is prevalent, with commuters from Palos Verdes and the Peninsula communities, and traffic from the Port of Los Angeles making its way to north-south oriented arterials such as Western Avenue, Gaffey Street, Harbor Boulevard and the I-110 Freeway. These major access routes are used to connect to nearby South Bay cities and the greater Los Angeles area.

San Pedro is a built-out community with a street grid that was largely laid out prior to WWII. Many of the area's streets are in need of enhancements such as sidewalks, bike lanes and streetscape elements. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

A principal mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. Additionally, most of San Pedro's labor force drives to work. Analysis of existing conditions indicated that 92 percent of San Pedro's workers drive to work, with only 3 percent of workers utilizing public transit. The remainder either walked to work or worked at home. The following goals and policies seek to address concerns and ensure a well functioning street network for San Pedro.

**Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.**

### Policies

M1.1 **Complete streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users, as shown in Table 4.1. (P45)

- M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit. (P46)
- M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met. (P47)
- M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P48, P49, P50)
- M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network. (P51)

Table 4-2:  
Street Reclassifications and Modifications

Street Name	Specific Location	Existing Designation	New Designation	Objective
Gaffey Street	9th Street to 25th Street	Avenue II	Modified Avenue II	Remove obstacles to future development and achieve consistency with existing and planned development
Gaffey Street	25th Street to Shepard Street	Avenue III	Modified Avenue III	Match existing roadway width and achieve consistency with existing and planned development
9th Street	Miraleste Drive to Western Avenue	Avenue I	Collector	Match existing roadway width and achieve consistency with existing development
9th Street	Western Avenue to Pacific Avenue	Avenue III	Modified Avenue III	Remove obstacles to future development and support bicycle and pedestrian streets
Pacific Avenue	O'Farrell Street to Shepard Street	Avenue II	Modified Avenue III	Support transit and pedestrian streets
Centre Street	1st Street to 7th Street	Avenue II	Collector	Remove obstacles to future development and support pedestrian improvements

**Goal M2: A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.**

**Policies**

- M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds. (P107)
- M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. (P108)
- M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable. (P52)



*Examples of street furniture and landscaping*

## Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, improved air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions benefit all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2010, the City adopted the Citywide Design Guidelines, which instructs developers, architects, community members, and decision makers to design new developments with features that encourage pedestrian activity.

Much of the existing pedestrian activity in San Pedro is concentrated around and along routes to the area’s elementary, middle and high schools, especially in the vicinity of San Pedro Senior High and Dana Middle School, which are located adjacent to each other between 15th and 17th Streets, near Gaffey Street. Coastal and beach access routes attract recreational and exercise-oriented pedestrian traffic, particularly on weekends and during the summer, while the Downtown district attracts pedestrians for business and leisure activity, such as shopping, dining and/or other entertainment.

This Plan includes policies for increasing opportunities to walk, as both a means of transportation and recreation, within the San Pedro community. Portions of four streets are identified as Pedestrian Priority Streets and support the development of a “main street” design that emphasizes pedestrian over vehicle circulation. The location of pedestrian priority streets are shown in Figure 4-3, Pedestrian Priority Streets.



*Example of building features that encourage pedestrian activity*

## *Pedestrian Priority Streets*

Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including Neighborhood Centers, Community and Regional Commercial Centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters, pedestrian signage and lighting and outdoor dining. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.

**Goal M3: A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.**

### Policies

- M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P53)
- M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments. (P54)
- M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night. (P55)
- M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations. (P27, P56)
- M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. (P57)
- M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements. (P58)
- M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate. (P114)



*Walking is encouraged by orienting building entrances to the street*



*6th Street in Downtown San Pedro*

## Bicycling

Los Angeles is in an ideal position to encourage the use of bicycles. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bicycle, if a safe route exists.

The City’s Bicycle Plan, a part of the Mobility Plan 2035, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the 1999 Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.

**Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**

### Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)
- M4.3 **Bicycle amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)



*Southern California possesses excellent climatic conditions for bicycling*



*Example of bicycle parking*



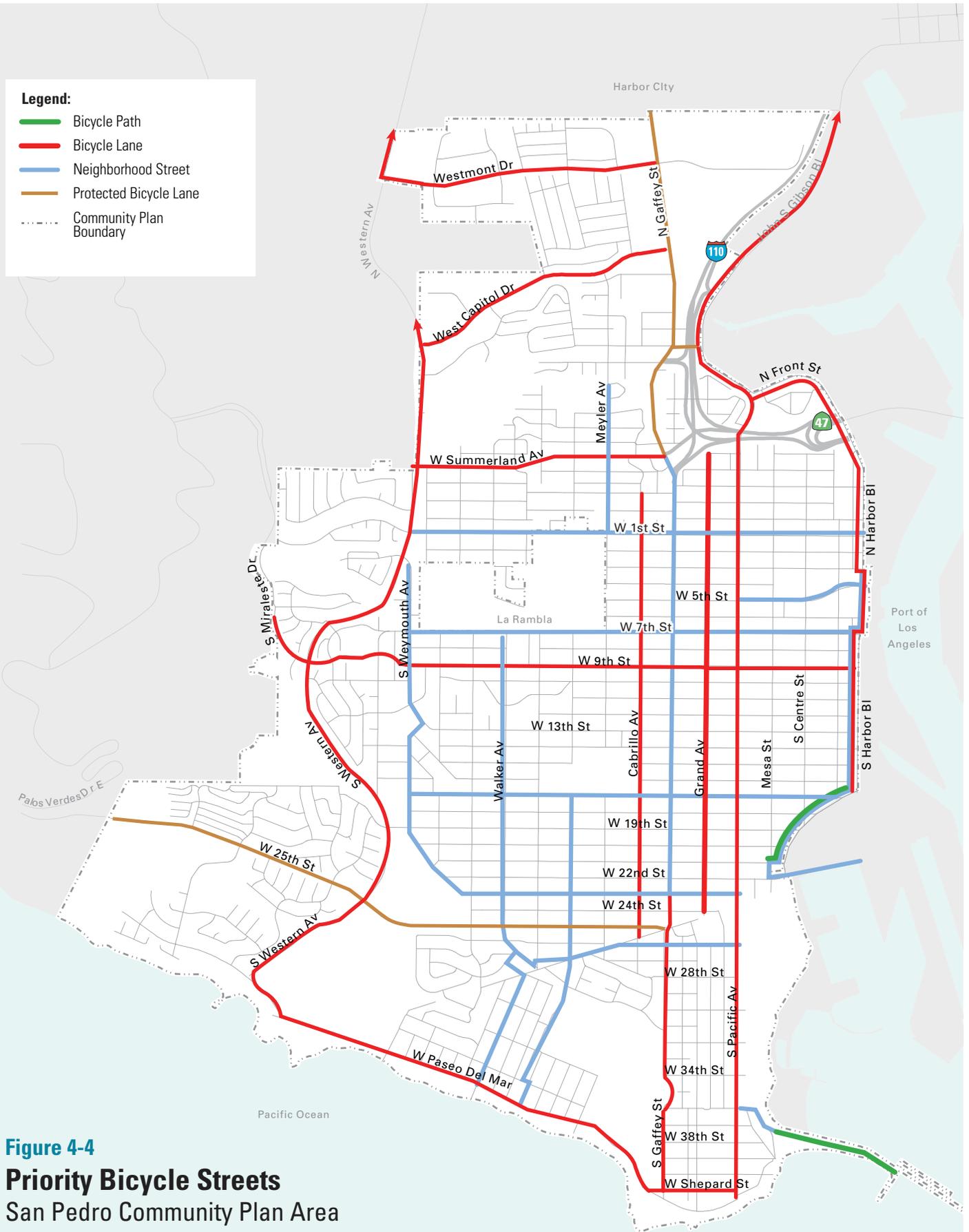
*Example of bicycle amenities near transit*



*Example of a Class I Bike Path*

**Legend:**

-  Bicycle Path
-  Bicycle Lane
-  Neighborhood Street
-  Protected Bicycle Lane
-  Community Plan Boundary



**Figure 4-4**  
**Priority Bicycle Streets**  
**San Pedro Community Plan Area**

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale 

## *Bikeway Standards*

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City’s Mobility Plan 2035, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane “cycle track” classification. See the following for descriptions:

**Bicycle Path (Class I Bikeway).** A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.

**Bicycle Lane (Class II Bikeway).** Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.

**Bicycle Route (Class III Bikeway).** A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.

**Neighborhood Street (Class III Bikeway).** Neighborhood Streets are a type of Bicycle Facility established in the Mobility Plan 2035 that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

**Protected Bicycle Lane/Cycle Track (Class IV Bikeway).** Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention.



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



*LADOT provides local bus service*



*Buses are one of several options for travel*



*Buses can provide connections to regional destinations*

## Public Transit

Public transit, including high-speed and commuter rail, subways, light rail, streetcar, bus rapid transit, and express and local buses, is a crucial component of the City’s transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

San Pedro is served by a commuter express route and several local Metro transit routes that run on its arterial streets (Boulevards or Avenues). The closest commuter rail service (to Downtown Los Angeles) is accessed at the Metro Blue Line station in the City of Long Beach. This Plan includes policies that encourage transit-oriented development near major economic activity areas to accommodate growth and reduce the need for driving as well as policies to support a connected transit, pedestrian and bicycle network that offers options for various modes of mobility.

Residents have expressed a desire for improved public transit to Downtown Los Angeles and other parts of the region. Locally, the community has indicated support for the Port of LA’s renovated trolley, the “Red Car”, to be extended into Downtown San Pedro, thus providing an option for San Pedro residents and visitors to access the Downtown without a car.

### Goal M5: An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.

#### Policies

- M5.1 **Transit connections to key areas.** Increase public transit access to Neighborhood Districts, Community Centers and Mixed-Use Boulevards. (P64, P65, P66, P69)
- M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)
- M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan Area and adjacent communities. (P95, P96, P109)
- M5.4 **Private transit.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro.



*A historic "Red Car" trolley. Today, red cars run on a 1.5-mile line that connects the San Pedro cruise ship terminal and attractions on the waterfront.*

**Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.**

### Policies

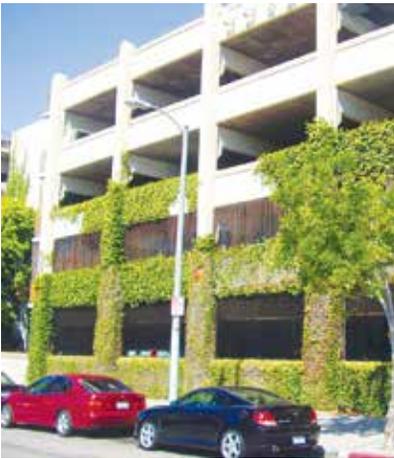
- M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)
- M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)
- M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
- M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

## *Transit Priority Streets*

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads and other features to address the extra maintenance issues associated with high volumes of bus traffic.

### *Motorized Vehicle Priority Streets.*

Street improvements for Motorized Vehicle Priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.



*Landscaping softens the appearance of parking structures*

## Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for most local residents. San Pedro's circulation system serves the local community well, but falters during morning and afternoon rush hours, including schools' drop off and pick up periods, due to heavy commuter travel on arterial streets and at the terminus of the I-110 freeway, where the Gaffey Street and Channel off-ramps back up. East-west routes, such as 19th, 9th and 6th streets, carry more locally-generated traffic, while other east-west direction streets, including 1st Street, 25th Street and Summerland Avenue are also congested. Congestion, particularly on Western Avenue, Gaffey Street, Pacific Avenue and at the Harbor Freeway, was mentioned as the community's principal mobility concern.

Increased levels of vehicular congestion and extended peak hour traffic periods have affected each individual's mobility and access to goods and services. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in hillside areas.

An additional mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. This Plan continues policies to coordinate evacuation in an emergency with the Emergency Management Department through an established network of routes and coordinated response.

The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that a continued singular emphasis on motor vehicle mobility is not sustainable.

This Plan proposes to alleviate congestion primarily through reducing demand, via improvements to San Pedro's transit, bicycle, and pedestrian infrastructure; however, selected signal timing and intersection improvements are also suggested. In addition, Plan policies in Chapter Three, Land Use and Urban Design, support the development of more shopping and employment opportunities within walking or biking distance from many of the community's residential areas. Further, greater attention to pedestrian amenities in San Pedro's Downtown can encourage visitors to park once and walk from store to store.

**Goal M7: A network of streets and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout San Pedro, particularly on congested corridors.**

**Policies**

- M7.1 **Priorities for capacity enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P93, P97, P98)
- M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P70)
- M7.3 **Access management.** Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P71, P72)
- M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Arterials. (P73)
- M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise. (P74)
- M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. (P23, P75, P76, P77, P78)

**Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.**

**Policies**

- M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement. (P79, P111)
- M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P80)
- M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

### *Neighborhood Traffic Control*

The quality of life in residential neighborhoods can be impacted by a preponderance of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended.

### *Motorized Vehicles and Greenhouse Gas Emissions*

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3 percent of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

## *Transportation System Management*

Transportation Systems Management is a strategy to optimize the use of the existing street system, through traffic flow and information management tools, including limited roadway widenings and improvements. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the rapid bus system is a prime example of the use of TSM.

**Goal M9: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

### **Policies**

- M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P95)
- M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).
- M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs). (P112)
- M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P113)
- M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P81)

## *Transportation Demand Management*

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM products and services incentivize alternatives to the single-occupant vehicle and often include the following:

- Formation of a Transportation Management Association
- Subsidizing transit costs for employees or residents
- Flex-time work schedules to reduce congestion at peak times
- Employee parking cash-out programs and preferential parking for carpools
- Incentives for walking and bicycling
- Investments in transit infrastructure to increase transit ridership
- Increasing parking prices

## Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, and to avoid damage to infrastructure and minimize traffic congestion. Significant goods movement priority streets in the community have been illustrated in Figure 4-3 Priority Streets.

The Port of Los Angeles is the region’s gateway for goods, not just to the City, but for goods moving throughout the country. San Pedro’s proximity to the Port affords opportunities for recreation and access to cruise and ferry services. Its proximity also exposes San Pedro’s residents to potential impacts associated with Port operations and goods transport.

**Goal M10: A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community’s character and quality of life.**

### Policies

- M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P99)
- M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P82, P84, P106)
- M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. (P83)

### *Truck Routes*

Truck routes are identified in the Mobility Plan 2035. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.



*Container shipping at the Port of Los Angeles*



*Façade treatments on parking structures provide visual interest*



*Green roof of a parking structure*



*Solar panels on top of parking structure*

## Parking Management

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, the San Pedro Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

**Goal M11: An efficient parking supply that serves economic development and facilitates all modes of transportation.**

### Policies

- M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P94)
- M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P102)
- M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate. (P100)
- M11.4 **Convenient parking.** Provide public parking proximate to transit centers. (P85, P101)

**Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/ energy sustainability, and the use of alternative modes of transportation.**

### Policies

- M12.1 **Reduced parking near transit centers.** Consider reductions in parking requirements for projects located within the Downtown Regional Center.

- M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts. (P103)
- M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P104)
- M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

## Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Mobility Plan 2035. Adopted City trails are identified in the Public Recreation Plan of the Service Systems Element.

**Goal M13: A community with abundant opportunities for exploration of its natural and recreational assets.**

### Policies

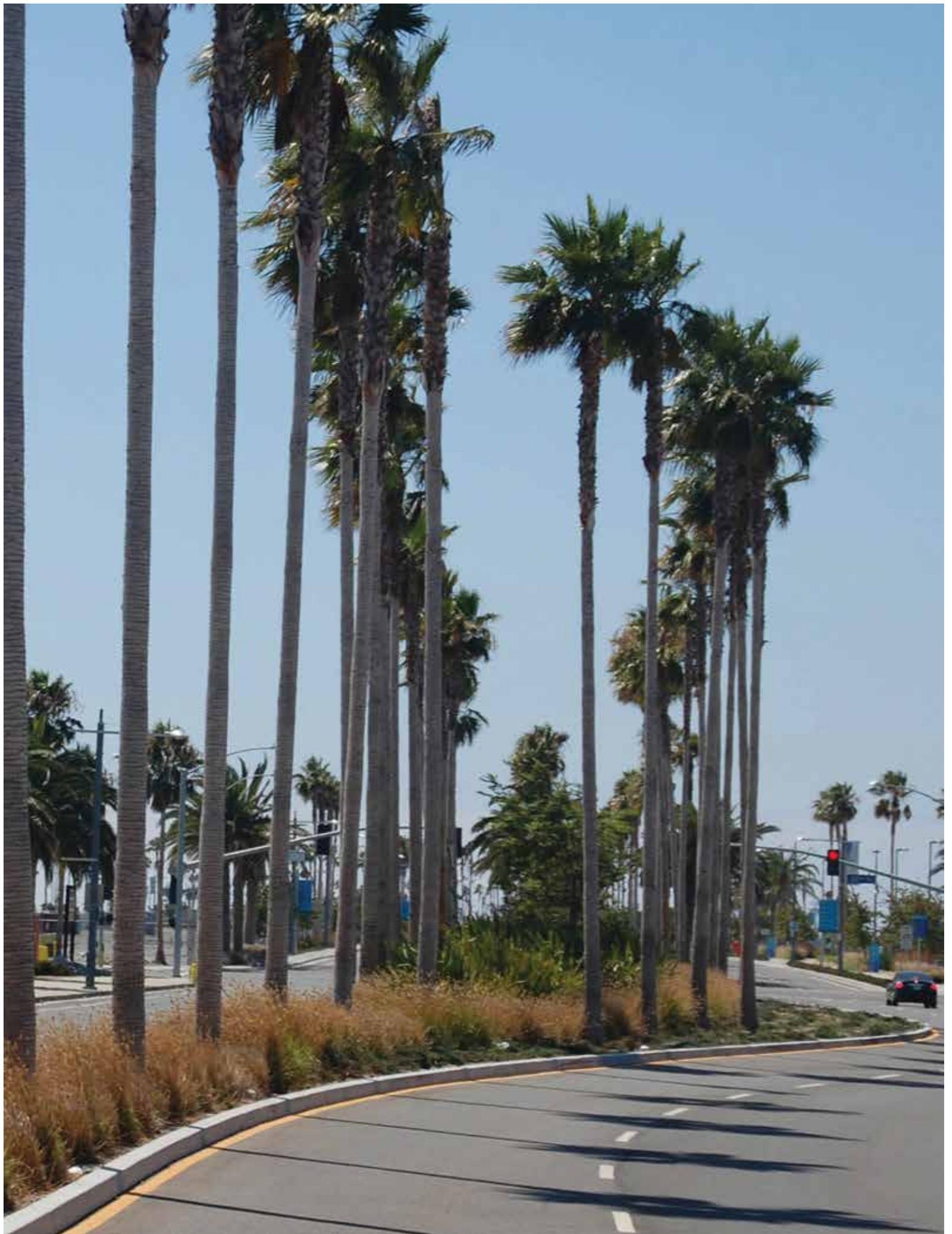
- M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways. (P86)
- M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility. (P87)
- M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P88, P105)



*Paseo del Mar*

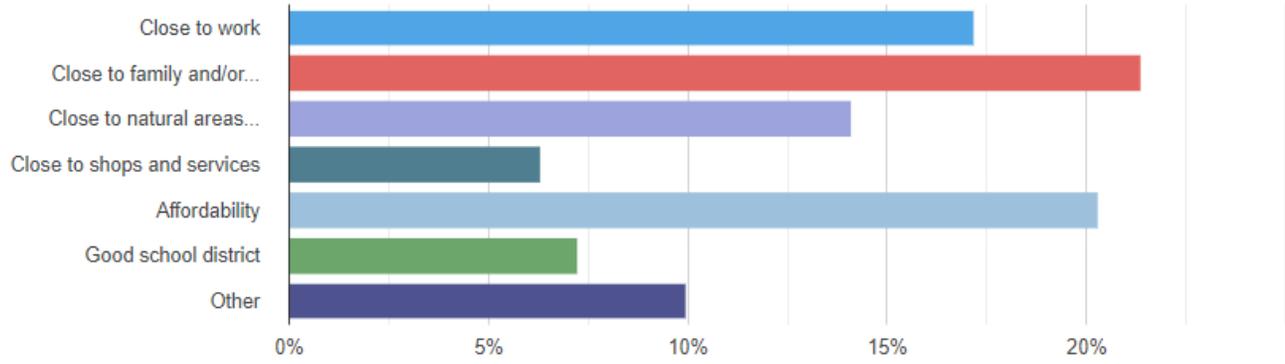


*Cabrillo Beach, near San Pedro*

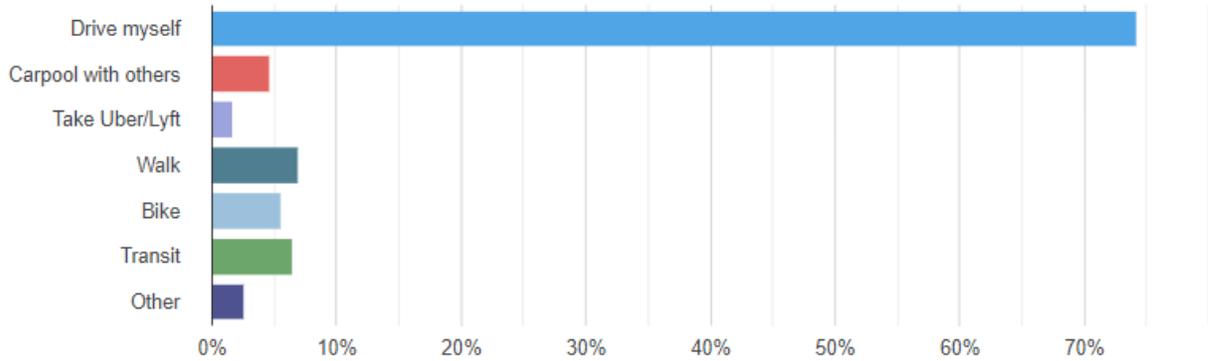




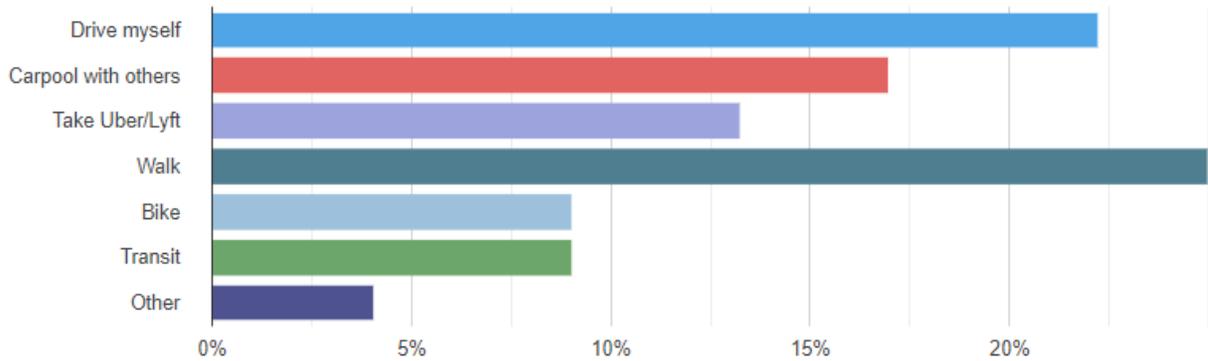
**QUESTION 1** What were the key reasons for where you live today? (Please choose up to 2 reasons)



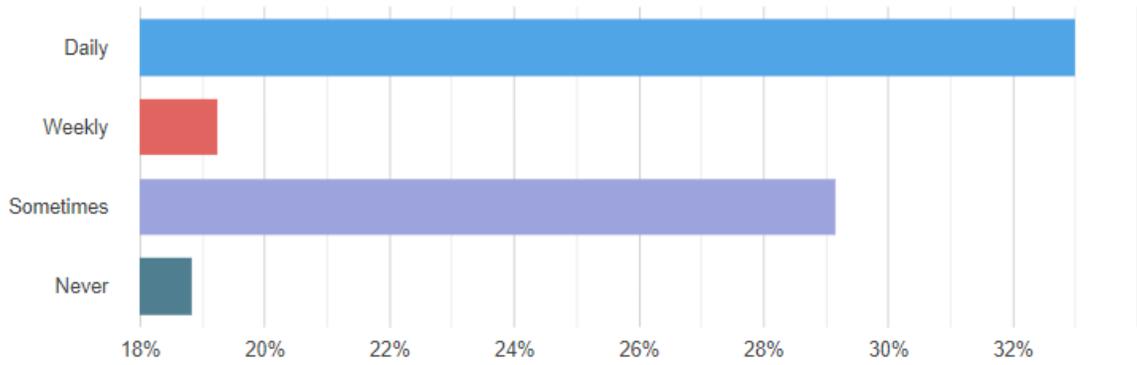
**QUESTION 2** On a typical day, how do you travel around your community?



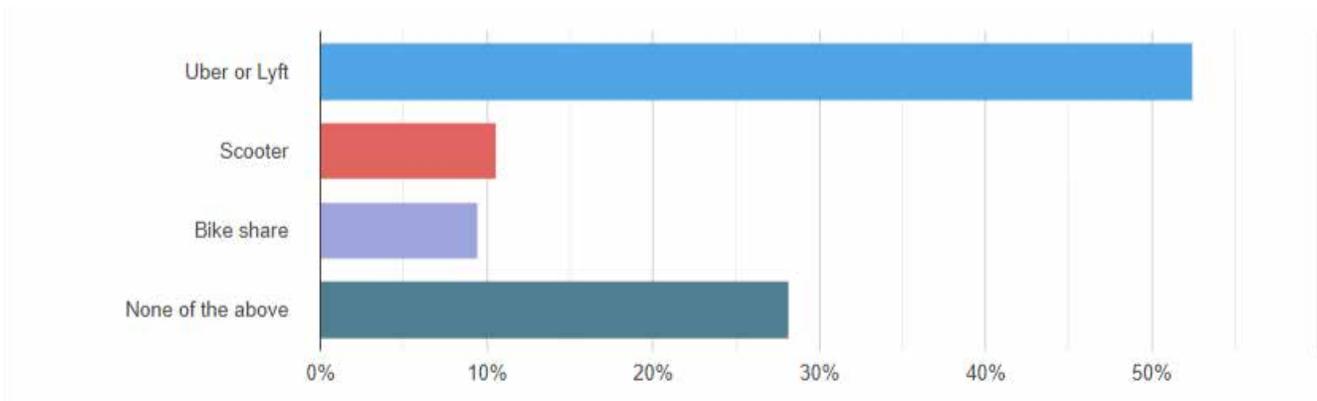
**QUESTION 3** Any other ways you get around? (Please choose up to 2 ways)



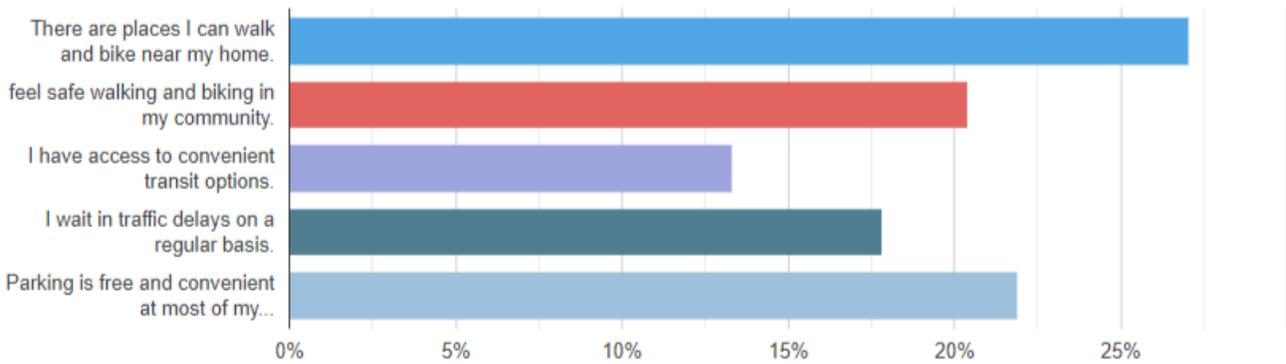
**QUESTION 4** How often do you walk or bike?



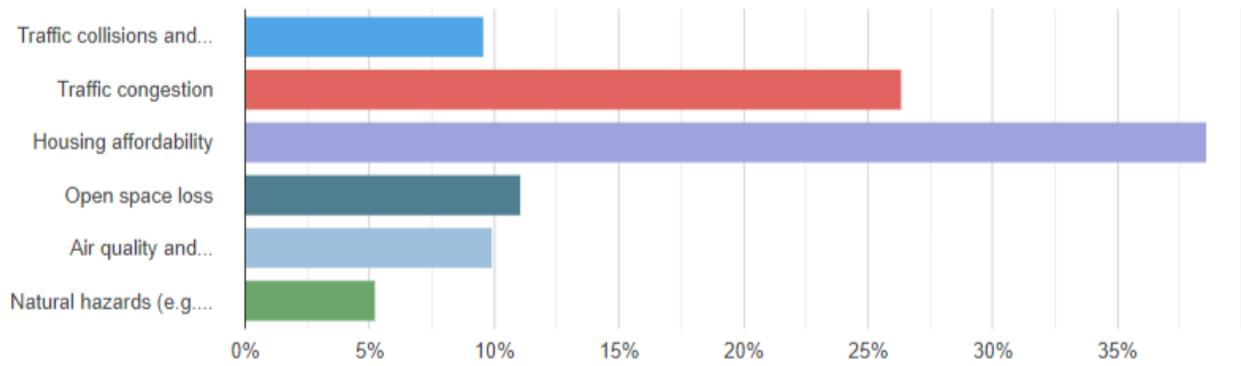
**QUESTION 5** Which of the following have you tried?



**QUESTION 6** Please select any of the following statements that are true for you:



**QUESTION 7 SCAG recognizes there are many challenges facing our region. From the list below, please choose what you see as the top challenge our region faces:**



**QUESTION 8 Are there other major challenges facing the region?**

(skip)	1477
Traffic congestion	34
Affordable housing-traffic congestion and overbuilding	1
Bad streets	2
It's very very hot in the summer	1
Homelessness. Climate change.	1
Salton Sea and air quality	1
Crime and transients deter use of public transit. Uber and Lyft likewise deter use of public transit.	1
Housing affordability	26
Economic restructuring resulting in challenges for a sustainable workforce	1
Lack of focus on capacity enhancing projects	1
Civility in our communities at all levels.	1
Lack of timely transit service	1
Congestion, fire, natural hazards	1
Comfort of transit and ability of it comfortably hosting people with "invisible" disabilities (anxiety, sensory sensitivities, on the spectrum...).	1
Traffic	23
Increasing density; easy access.	0
"Affordable housing	
Traffic congestion from surrounding cities"	0
"-Lack of home ownership opportunities within major cities for younger professionals (age 35 & under)	
-Traffic density across the region"	1

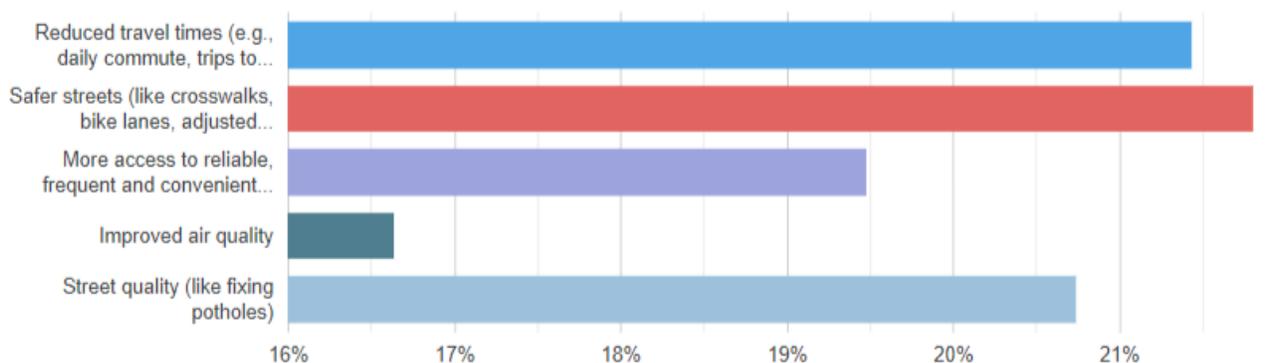
**QUESTION 9 In 2045, how do you hope the region will have changed?**

(skip)	1232
More transit options and affordable high quality housing in all communities	1
Create more accessible transit options	1
"Driverless cars	
New technology	
Will change everything"	1
Better mass transit.	1
Cleaner air. Stable water supply. Greater access to healthcare.	1
Air quality issue addressed and traffic delays during season	1
More bike lanes. Less crime. More train routes.	1
More housing, more transit, congestion pricing	1
"Better air quality	
More access to parks and open space	
Safer streets to walk and bike	
Cheaper rent	
More transit !"	1
More and better transit connections	1
Cleaner Air	1
Greater access to public transit to lessen cars on the road	1
People live in dense areas close to work and use public transit, bike and walk	1
No fossil fueled vehicles	1
Better quality of life	2
Services we want in walking distance to where we live	1
100% clean, renewable energy. Attainable housing for all.	1
Affordable for all; being able to live in peace; fewer government regulations.	0
"More mixed use with housing components	
More transit options, especially for our growing population of seniors"	0
Housing affordability crisis will have been solved without forcing existing communities to move out of the region	1
More industry decentralized amongst the Inland Empire	1
Less traffic, more options for mobility, more affordable housing	1
"More people living close to the jobs, reducing the need for private cars.	
More people able to choose to commute by walking, biking, and public transit.	
More people with access to green space in their communities.	
More density and diverse mixed income communities.	
More opportunities within communities to grow their own food.	
More affordable housing options.	

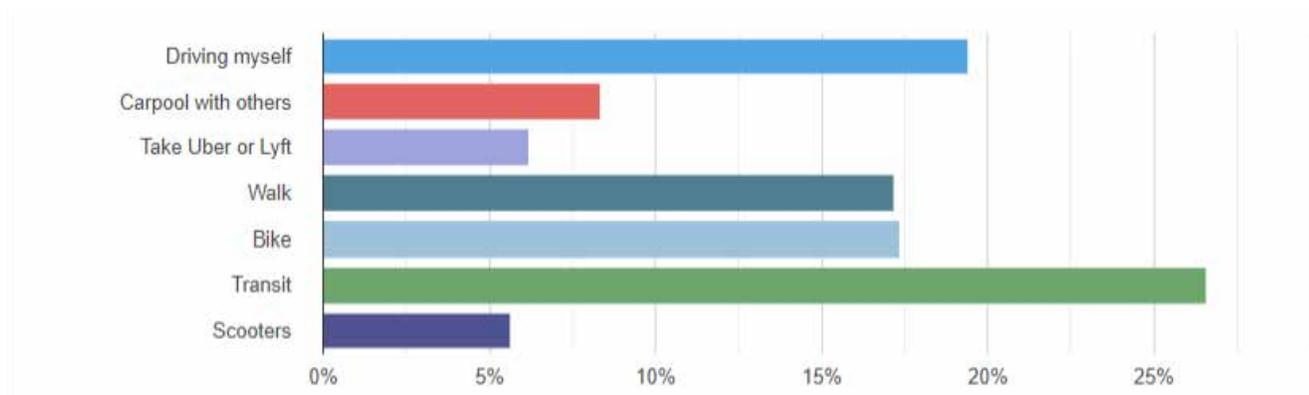
**QUESTION 9** In 2045, how do you hope the region will have changed? (continued)

1,2,3	1
better services, and open spaces for exercise	1
That the area has more plants and trees and is safer	1
More underground trains, like the red line	0

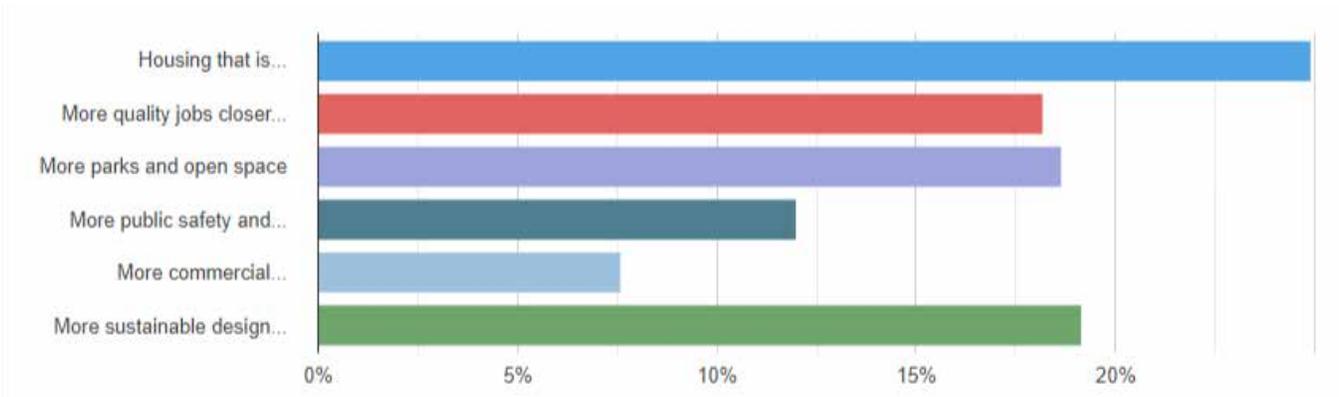
**QUESTION 10** What three (3) transportation related improvements are the most important to you in your community?



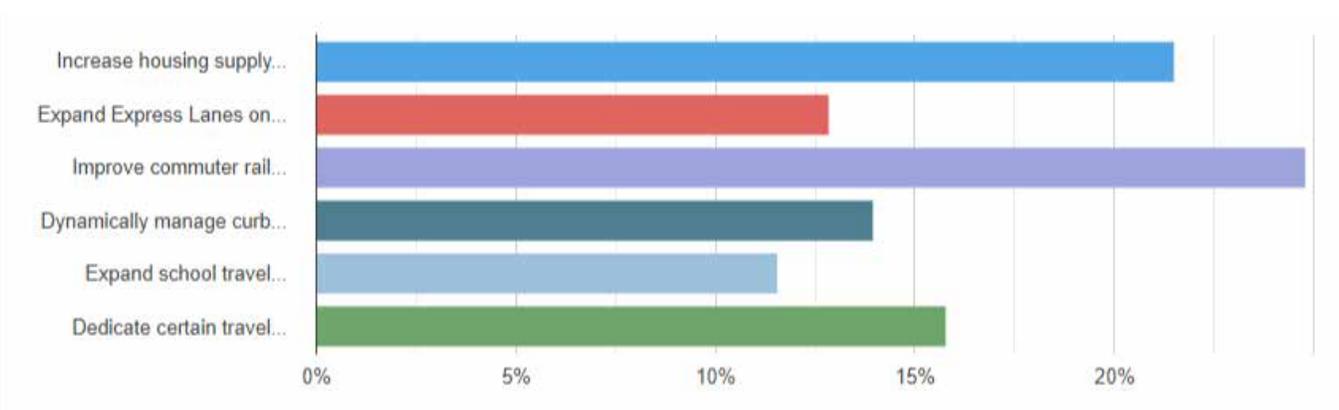
**QUESTION 11** What transportation options would you like more access to? (Select all that apply)



**QUESTION 13** What three (3) land use/ development improvements are most important to you in your community?



**QUESTION 12** Which of the following options would you support to reduce traffic and improve travel time?



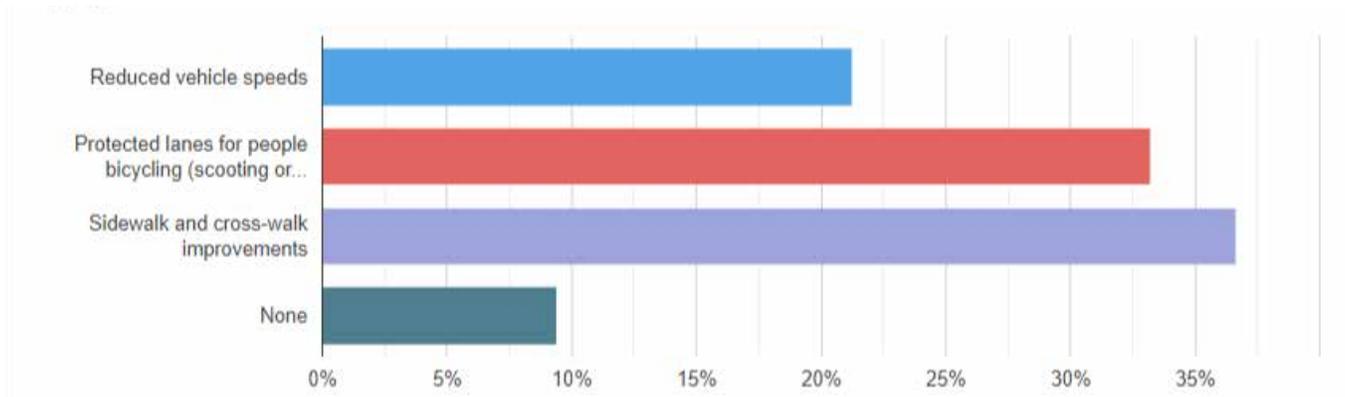
**QUESTION 14** Is there anything else you would suggest to reduce traffic and improve travel time?

(skip)	2017
Improved transit	1
Consideration of prohibiting even/odd license plates from driving on certain days like it has done in Mexico City to reduce congestion and improve air quality.	1
Flying cars	1
Na	4
Develop apps to connect drivers who want to carpool. Tax credits or other incentives for people who carpool. Raise parking rates in downtown cores.	1
Prohibit Uber and Lyft type services. Remove transients from public transportation facilities.	1
"Transit	
Congested pricing"	1
Incentivize people to live and work close by. Make transit options very easy to get to. Density on housing. Think city not suburb	1
Light rail in freeway row	1

**QUESTION 14** Is there anything else you would suggest to reduce traffic and improve travel time?  
(continued)

changing perceptions of public transit	1
dynamic carpool technology based tools to find/share rides	1
nope	1
Faster routes	1
better walking conditions	1
more streets, better safety	1
expand the freeways	1
that the buses pass with more frequency, like the one on Euclid passes only each hour, for that reason I end up having to use a car	1
More incentives for people who use carpool with coworkers	1
that public transit is cleaner	1
Improve public transit	1

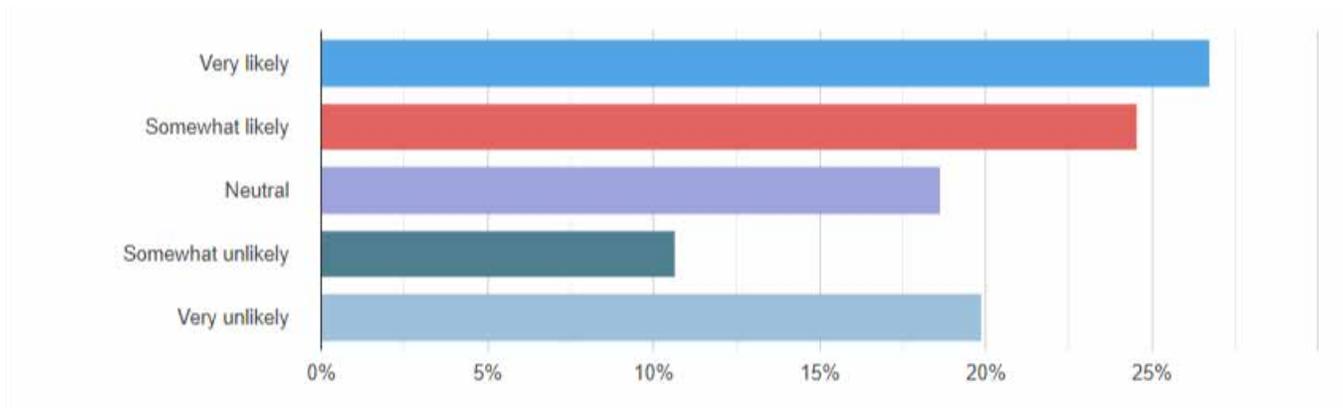
**QUESTION 15** What options would you support to reduce fatalities and serious injuries on our roadways?  
(Select all that apply)



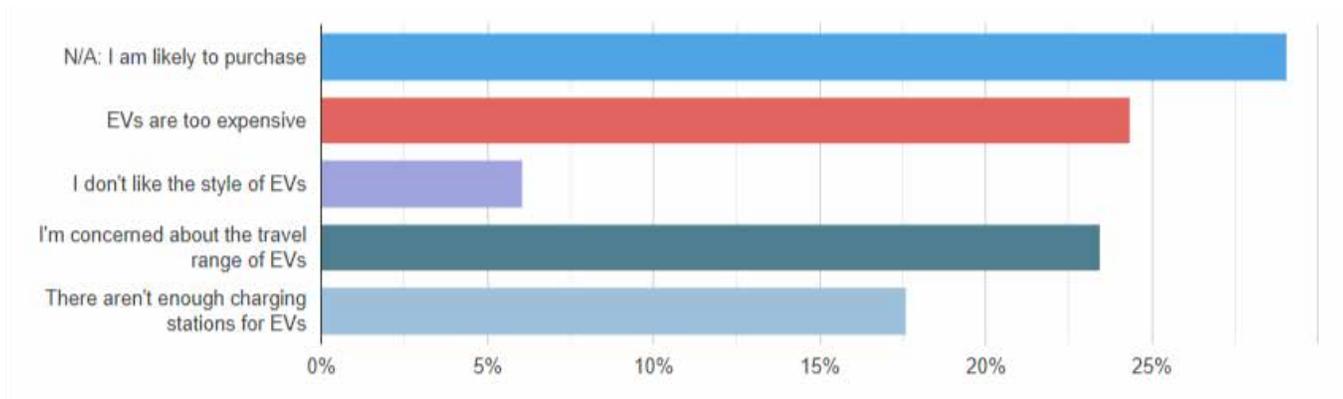
**QUESTION 16** Is there anything else you would suggest to reduce fatalities and serious injuries on our roadways?

(skip)	2076
Create more protected pedestrian areas	1
New technology will alarm the car drivers	1
Increased penalties for distracted drivers. Increased education at schools on walking and biking safety.	1
Wider bicycle lanes.	1
Build cycle tracks, road diets, BRT lanes	1
Address sensory issues (sign, color, noise) to feel safer and bring attention to pedestrian	1
Driver awareness; less distractions	0
More law enforcement. We have a constituent population that races on our well maintained straight streets	0
Grade separations for all rail in major metropolitan areas	1
"Require stricter driver training standards and harsher penalties for collisions that result in injury.	1
Place burden of responsibility on more dangerous road user (e.g. car driver is responsible for any avoidable collision with ped or cyclist).	1
Redesign all roads to be better reflective of travel desired speeds rather than raising speed limits to meet current speeds."	1
enforce law on cell phones and texting	1
increase investment for street and sidewalks redesign	0
Take space back from cars, the most dangerous element of urban or rural life. Especially for children. Especially for communities of color. Us poor children of color don't stand a chance.	1
Technology	1
Drivers need to stop texting while driving.	1
design roadways to be safe. separate bike lanes and ensure curbs and sidewalks are kept in good repair.	1
No texting	1
Enforcement of minor offenses before they become major, many motorists harass cyclists and the police ignore the needs of cyclists and pedestrians	1
Reduce lane widths and require landscaping/trees on all streets	1
Reduce ability for distracted driving by enabling cell phones only with bluetooth/hands free.	1
"On freeway -- better enforcement of reckless driving.	
On residential streets -- better lighting, crosswalks, and sight lines. Put in infrastructure to slow traffic (speed bumps or roundabouts)."	1
crosswalks with lights at them. more marketing/campaigns to have drivers respect pedestrians	1
Extensive diver training in simulated life-like scenarios before being allowed to own a driver's license.	1
Stop making excuses for bad drivers and hold them accountable to the point of incarceration, if that is what it takes to change their behaviour.	1
Driver education - that was lost more than 30 years ago and, consequently, there's very few people that know how to drive their cars. Driving should be a privilege, not a right.	0
Police chases in neighborhoods must stop.	0
Police chases in neighborhoods must stop	1
Enforce existing traffic laws	1
Street diets combined with public transit (bus), bike, and walking improvements,	1

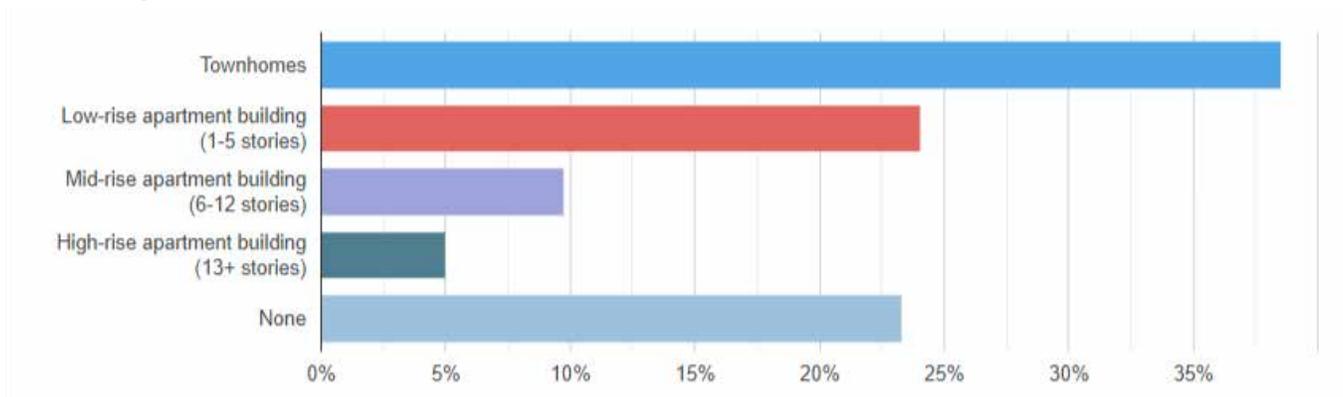
**QUESTION 17** If you were to purchase another vehicle, how likely are you to purchase an electric vehicle?



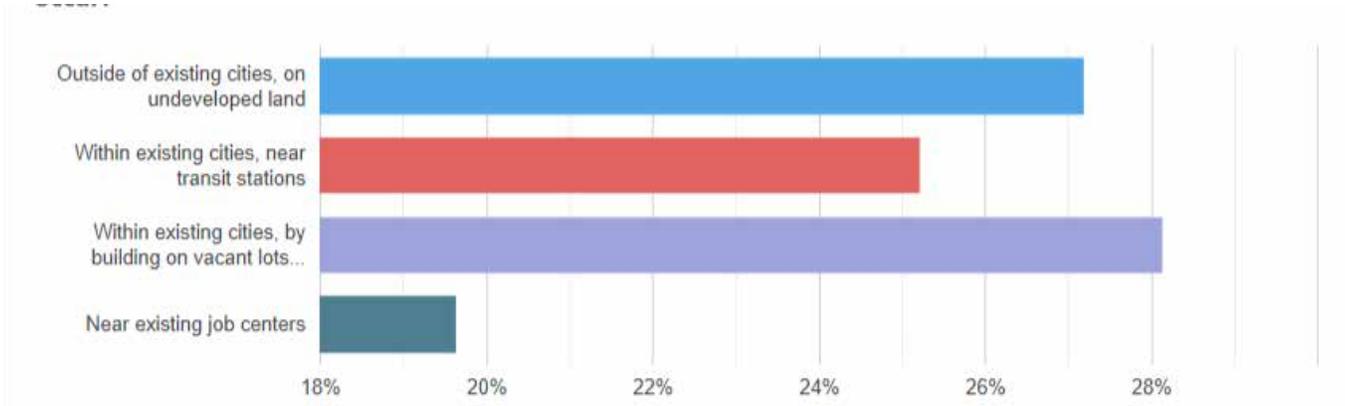
**QUESTION 18** If you would not be likely to purchase an electric vehicle (EV), why not?



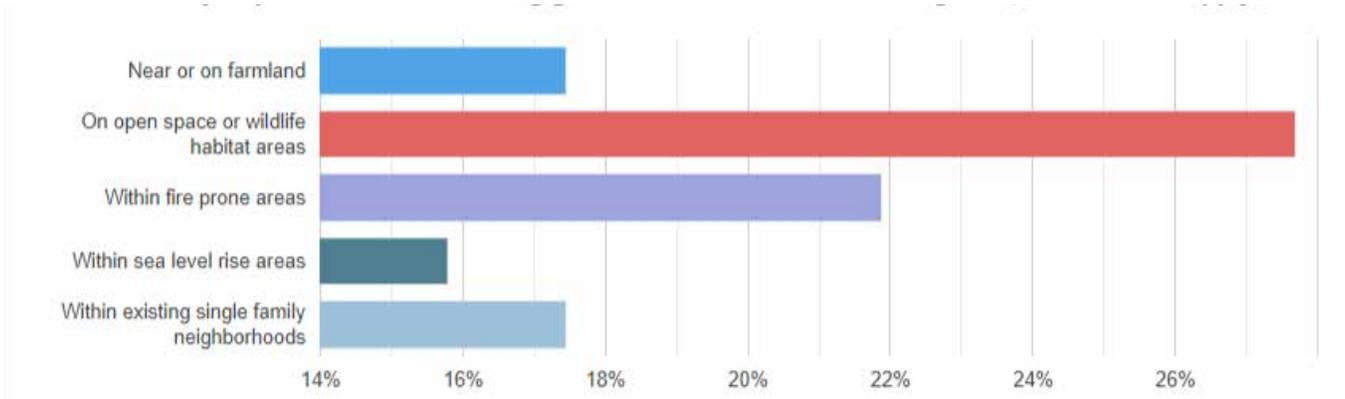
**QUESTION 19** What kind of multifamily housing do you think would be most appropriate in your community?



**QUESTION 20** The region will add 3.6 million new people by 2045. What is the best location for this new development to occur?



**QUESTION 21** Where would you prefer that new housing growth NOT occur within the region? (Select all that apply)



**QUESTION 22** Please share any comments on where future growth should and should not occur.

(skip)	2314
Have already commented	1
Higher density	1
Housing is a huge concern. All neighborhoods in the south land need to pull their weight	1
Really needs to be near jobs and transit	1
Incentivize to get people to live in cities not spread out. Kill strip mall and parking that uses very valuable space for housing	1
Near transit and jobs	1