

# **Appendix S. Transportation Technical Report: Attachments 1-2**

# **Attachment 1. 2045 Transit Network Assumptions**

Line	Station	Time	4 one-way trips	n/a	No changes	4 one-way trips	4 one-way trips	4 trips each direction (8 total)	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	4 trips each direction (8 total)	4 trips each direction (8 total)	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Sepulveda Bl	4 trips each direction (8 total)
786	Peak Only														
1	5:20 am - 10:20 pm	10-12	10-12	10-12	No changes	10-12	10-12	10-12	10-12	No changes	10-12	10-12	10-12	No changes	10-12
2	6:50 am - 10:42 pm	20	20	20	No changes	20	20	20	20	No changes	20	20	20	No changes	20
5	7:20 am - 7:00 pm	30	30	30	Improve headways	30	30	30	30	No changes from No-Build	30	30	30	No changes from No-Build	30
Local 7	4:50 am - 11:58 pm	15	15	15	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	15	15	15	15	No changes from No-Build	15	15	15	No changes from No-Build	15
Rapid 7	6:05 am - 8:09 pm	20	20	20	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	20	20	20	20	No changes from No-Build	20	20	20	No changes from No-Build	20
Express 7	6:05 am - 8:09 pm	20	20	20	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	20	20	20	20	No changes from No-Build	20	20	20	No changes from No-Build	20
8	6:30 am - 10:34 pm	25 - 27	25 - 27	25 - 27	No changes	25-27	25-27	25-27	25-27	No changes	25-27	25-27	25-27	No changes	25-27
10	Peak Only	n/a	n/a	n/a	No changes	n/a	n/a	n/a	n/a	No changes	n/a	n/a	n/a	No changes	n/a
Rapid 12	5:30 am - 10:00 pm	10 - 12	10 - 12	12	No changes	10-12	10-12	10-12	12	No changes	10-12	10-12	12	No changes	10-12
14	5:15 am - 8:20 pm	12 - 15	12 - 15	12 - 15	Extended to Metro D Line Stn via Brigham Avenue/San Vicente Boulevard and Wilshire Boulevard. All trips also extended to the K Line (Crenshaw) Westchester/Veteran Stn.	12-15	12-15	12-15	12-15	No changes from No-Build	12-15	12-15	12-15	No changes from No-Build	12-15
15	6:45 am - 7:00 pm	20	20	20	Improve headways	20	20	20	20	No changes from No-Build	20	20	20	No changes from No-Build	20
16	6:20 am - 7:04 pm	25	25	30	Extend to Metro D Line Stn via Wilshire Bl	25	30	25	30	No changes from No-Build	25	25	30	No changes from No-Build	25
17	5:45 am - 8:00 pm	15	15	20	No changes	15	20	15	20	No changes from No-Build	15	15	20	No changes from No-Build	15
18	6:45 am - 8:30 pm	30	30	30	No changes	30	30	30	30	No changes from No-Build	30	30	30	No changes from No-Build	30
6	5:00 am - 12:07 am	15 - 20	15 - 20	15 - 20	Improve headways	10	10	10	10	Improve headways	10	10	10	Improve headways	10
6R	6:28 am - 7:56 pm	15	15	15	Improve headways	10	10	10	10	Improve headways	10	10	10	Improve headways	10
EE 549	Peak Only	n/a	5 trips each dir.	n/a	No changes	5 trips each dir.	n/a	5 trips each dir.	n/a	No changes	5 trips each dir.	5 trips each dir.	n/a	No changes	5 trips ea. dir.
EE 573	Peak Only	n/a	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	No changes	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	Truncate at Ventura Bl Stn via Ventura Bl and US 101	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	Truncate at Ventura Bl Stn via Ventura Bl and US 101	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip
EE 574	Peak Only	n/a	5 one-way trips	n/a	No changes	5 one-way trips	n/a	5 one-way trips	n/a	No changes	5 one-way trips	5 one-way trips	n/a	No changes	5 one-way trips
CC/VN DASH	6:00 am - 8:00 pm	15	15	20	Improve headways	15	15	15	15	No changes from No-Build	15	15	15	No changes from No-Build	15
CC/VN DASH	6:00 am - 7:30 pm	15	15	20	Improve headways	15	15	15	15	No changes from No-Build	15	15	15	No changes from No-Build	15
2	6:50 am - 10:50 pm	10	7.5	10	Extend to Wilshire Blvd	7.5	10	7.5	10	No changes from No-Build	7.5	7.5	10	No changes from No-Build	7.5
20	24 hours	5	5	5	Every other trip continues to Santa Monica	5	5	5	5	No changes from No-Build	5	5	5	No changes from No-Build	5
233	24 hours	10	10	10	No changes	10	10	10	10	Operates in SF Valley only	10	10	10	Operates in SF Valley only	10
234	24 hours	10	10	10	Improve travel times due to dedicated bus lanes	10	10	10	10	No changes from No-Build	10	10	10	No changes from No-Build	10
602	5:30 am - Midnight	60	60	60	Improve headways	30	30	30	30	No changes from No-Build	30	30	30	No changes from No-Build	30
720	5:00 am - 1:00 am	8	11	11	Eliminated with D Line Extension	n/a	n/a	n/a	n/a	No changes from No-Build	n/a	n/a	n/a	No changes from No-Build	n/a
761	3:57 am - 11:13 pm	15	15	15	Truncate at Metro G Line Van Nuys station and improve peak hour headways	SB AM/NB PM 10min SB PM/NB AM 15min	15	n/a	15	Eliminated	n/a	n/a	n/a	Eliminated	n/a
G (Orange)	24 hours	6	6	10	No changes	6	10	6	10	No changes from No-Build	6	6	10	No changes from No-Build	6
792	Peak Only	n/a	3 one-way trips	n/a	No changes	3 one-way trips	n/a	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips
797	Peak Only	n/a	5 one-way trips	n/a	No changes	5 one-way trips	n/a	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips
U1	7:25 am - 5:55 pm	15	15	15	No changes	15	15	15	15	Add EB stop at Charles E. Young and Westwood Pl	15	15	15	Add EB stop at Charles E. Young and Westwood Pl	15
U2	7:00 am - 6:15 pm	15-30	15-30	15-30	No changes	15-30	15-30	15-30	15-30	Add EB stop at Charles E. Young and Westwood Pl	15-30	15-30	15-30	Add EB stop at Charles E. Young and Westwood Pl	15-30

Line	Station	Time	4 one-way trips	n/a	No changes	4 one-way trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	4 trips each direction (8 total)	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	4 trips each direction (8 total)	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	4 trips each direction (8 total)
786	Peak Only														
1	5:20 am - 10:20 pm	10-12	10-12	10-12	No changes	10-12	10-12	No changes	10-12	10-12	No changes	10-12	10-12	No changes	10-12
2	6:50 am - 10:42 pm	20	20	20	No changes	20	20	No changes	20	20	No changes	20	20	No changes	20
5	7:20 am - 7:00 pm	30	30	30	Improve headways	30	30	No changes from No-Build	30	30	No changes from No-Build	30	30	No changes from No-Build	30
Local 7	4:50 am - 11:58 pm	15	15	15	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	15	15	No changes from No-Build	15	15	No changes from No-Build	15	15	No changes from No-Build	15
Rapid 7	6:05 am - 8:09 pm	20	20	20	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	20	20	No changes from No-Build	20	20	No changes from No-Build	20	20	No changes from No-Build	20
Express 7	6:05 am - 8:09 pm	20	20	20	Select trips connect to Metro D Line Stn via Sawtelle Bl. All other trips terminate at Rimpau TC.	20	20	No changes from No-Build	20	20	No changes from No-Build	20	20	No changes from No-Build	20
8	6:30 am - 10:34 pm	25 - 27	25 - 27	25 - 27	No changes	25-27	25-27	No changes	25-27	25-27	No changes	25-27	25-27	No changes	25-27
10	Peak Only	n/a	n/a	n/a	No changes	n/a	n/a	No changes	n/a	n/a	No changes	n/a	n/a	No changes	n/a
Rapid 12	5:30 am - 10:00 pm	10 - 12	10 - 12	12	No changes	10-12	12	No changes	10-12	12	No changes	10-12	12	No changes	10-12
14	5:15 am - 8:20 pm	12 - 15	12 - 15	12 - 15	Extended to Metro D Line Stn via Brigham Avenue/San Vicente Boulevard and Wilshire Boulevard. All trips also extended to the K Line (Crenshaw) Westchester/Veteran Stn.	12-15	12-15	No changes from No-Build	12-15	12-15	No changes from No-Build	12-15	12-15	No changes from No-Build	12-15
15	6:45 am - 7:00 pm	20	20	20	Improve headways	20	20	No changes from No-Build	20	20	No changes from No-Build	20	20	No changes from No-Build	20
16	6:20 am - 7:04 pm	25	25	30	Extend to Metro D Line Stn via Wilshire Bl	25	30	No changes from No-Build	25	30	No changes from No-Build	25	30	No changes from No-Build	25
17	5:45 am - 8:00 pm	15	15	20	No changes	15	20	No changes from No-Build	15	20	No changes from No-Build	15	20	No changes from No-Build	15
18	6:45 am - 8:30 pm	30	30	30	No changes	30	30	No changes from No-Build	30	30	No changes from No-Build	30	30	No changes from No-Build	30
6	5:00 am - 12:07 am	15 - 20	15 - 20	15 - 20	Improve headways	10	10	Improve headways	10	10	Improve headways	10	10	Improve headways	10
6R	6:28 am - 7:56 pm	15	15	15	Improve headways	10	10	Improve headways	10	10	Improve headways	10	10	Improve headways	10
EE 549	Peak Only	n/a	5 trips each dir.	n/a	No changes	5 trips each dir.	n/a	No changes	5 trips each dir.	n/a	No changes	5 trips each dir.	n/a	No changes	5 trips each dir.
EE 573	Peak Only	n/a	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	No changes	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	Truncate at Ventura Bl Stn via Ventura Bl and US 101	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	Truncate at Ventura Bl Stn via Ventura Bl and US 101	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip	n/a	Truncate at Ventura Bl Stn via Ventura Bl and US 101	A.M. peak: 15 peak direction trips, 1 reverse peak trip; P.M. peak 14 peak direction trips, 1 reverse peak trip
EE 574	Peak Only	n/a	5 one-way trips	n/a	No changes	5 one-way trips	n/a	No changes	5 one-way trips	n/a	No changes	5 one-way trips	n/a	No changes	5 one-way trips
CVN	6:00 am - 8:00 pm	15	15	20	Improve headways	15	15	No changes from No-Build	15	15	No changes from No-Build	15	15	No changes from No-Build	15
CVN	6:00 am - 7:30 pm	15	15	20	Improve headways	15	15	No changes from No-Build	15	15	No changes from No-Build	15	15	No changes from No-Build	15
DASH	6:50 am - 10:50 pm	7.5	7.5	10	Extend to Wilshire Blvd	7.5	10	No changes from No-Build	7.5	10	No changes from No-Build	7.5	10	No changes from No-Build	7.5
2	24 hours	5	5	5	Every other trip continues to Santa Monica	5	5	No changes from No-Build	5	5	No changes from No-Build	5	5	No changes from No-Build	5
233	24 hours	10	10	10	No changes	10	10	Operates in SF Valley only	10	10	Operates in SF Valley only	10	10	Operates in SF Valley only	10
234	24 hours	10	10	10	Improve travel times due to dedicated bus lanes	10	10	No changes from No-Build	10	10	No changes from No-Build	10	10	No changes from No-Build	10
602	5:30 am - Midnight	60	60	60	Improve headways	30	30	No changes from No-Build	30	30	No changes from No-Build	30	30	No changes from No-Build	30
720	5:00 am - 1:00 am	8	11	11	Eliminated with D Line Extension	n/a	n/a	No changes from No-Build	n/a	n/a	No changes from No-Build	n/a	n/a	No changes from No-Build	n/a
761	3:57 am - 11:13 pm	15	15	15	Truncate at Metro G Line Van Nuys station and improve peak hour headways	SB AM/NB PM 10min SB PM/NB AM 15min	15	Eliminated	n/a	n/a	Eliminated	n/a	n/a	Eliminated	n/a
G (orange)	24 hours	6	6	10	No changes	6	10	No changes from No-Build	6	10	No changes from No-Build	6	10	No changes from No-Build	6
792	Peak Only	n/a	3 one-way trips	n/a	No changes	3 one-way trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips
797	Peak Only	n/a	5 one-way trips	n/a	No changes	5 one-way trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips	n/a	Truncate at Van Nuys Metrolink Stn via Roscoe Bl & Van Nuys Bl	10 trips
U1	7:25 am - 5:55 pm	15	15	15	No changes	15	15	Add EB stop at Charles E. Young and Westwood Pl	15	15	Add EB stop at Charles E. Young and Westwood Pl	15	15	Add EB stop at Charles E. Young and Westwood Pl	15
U2	7:00 am - 6:15 pm	15-30	15-30	15-30	No changes	15-30	15-30	Add EB stop at Charles E. Young and Westwood Pl	15-30	15-30	Add EB stop at Charles E. Young and Westwood Pl	15-30	15-30	Add EB stop at Charles E. Young and Westwood Pl	15-30

## **Appendix B. Relevant Transportation Programs, Plans, and Policies**

**Table B-1. State, Regional and Local Plans, Ordinances, and Policies**

Topic	Policy
<i>West Los Angeles Community Plan</i>	
Transit	Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.
Transit	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Transit	Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).
Transit, Active Transportation	Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.
Active Transportation	Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.
Active Transportation	Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.
Active Transportation	Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way, and streets wherever feasible for the use of pedestrians.
Active Transportation	Require the installation of sidewalks with all new roadway construction and substantial reconstruction of existing roadways
Active Transportation	Protect and improve pedestrian - oriented street segments
Roadway, Active Transportation	Reduce the number of ingress and egress points onto arterials, where appropriate.
Roadway	Automated Traffic Surveillance and Control (ATSAC) equipment should be installed at all signalized intersections
Roadway	An Adaptive Traffic Control System (ATCS) should be implemented at all critical intersections along arterials to improve intersection capacity.
Roadway	Implement or enhance Smart Corridors to coordinate Caltrans' freeway traffic management system with the street traffic signal management system and enhance incident management and motorist information, thus reducing vehicular delays
Roadway	Implement peak hour parking restrictions
Roadway	Identify and implement local intersection improvements (channelization, turn lanes, signal modifications) as warranted and feasible
Roadway	Additional funds should be set aside for the maintenance and rehabilitation of community roadways.
Roadway	To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Avenues and Collector Streets; nor LOS "E" for Boulevards or major business districts
Roadway, Active Transportation	Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's standard street dimensions. There are exceptions where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements, and community desires
<i>Bel Air-Beverly Crest Community Plan</i>	
Transit	Public transportation improvements are necessary to alleviate some of the circulation problems of the area. Improved bus service should be provided.
Transit	Continued planning of, and improvements to, the public transportation system in accordance with the proposals of this Plan.

Topic	Policy
Roadway, Active Transportation	Continued maintenance and development of a street system consistent with Plan Proposals and with the City's annual Capital Improvement Program (as amended from time to time).
<i>Brentwood-Pacific Palisades Community Plan</i>	
Transit	Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.
Transit, Active Transportation	Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Transit	Implement DASH bus services for Brentwood to serve the commercial districts, multiple residential areas and other activity centers in the area.
Roadway	Develop reversible median high-occupancy vehicle (HOV) lanes during peak periods, with overhead lane controls.
Roadway	Maintain a satisfactory LOS for streets not to exceed LOS "D" for avenues, collector streets; not exceed LOS "E" for Boulevards, and not to exceed LOS "E" in the community's major business districts.
Active Transportation	Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.
Transit, Active Transportation	To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.
Roadway	New parking lots and new parking garages shall be developed in accordance with the design standards.
<i>Encino-Tarzana Community Plan</i>	
Active Transportation	Existing pedestrian-oriented areas are to be preserved.
Transit	Coordinate with the Metropolitan Transportation Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) to improve local bus service to and within the Encino-Tarzana plan area.
Transit	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
Transit	Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Roadway	Install ATSAC equipment when funding becomes available. ATSAC is a computerized system that directs traffic control operations based on the data collected at each signalized intersection.
Roadway	Accelerate controller replacement to upgrade and improve signal efficiency.
Roadway	To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues, and Collector Streets, wherever possible. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E," where feasible and consistent with the Mobility Plan.
Roadway	Street dedications shall be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements
Roadway	Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Topic	Policy
Roadway	New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.
Roadway, Active Transportation	Driveway access points onto arterial and collector streets should be limited in number and be located to insure a smooth, and safe flow of motor vehicles and bicycles
Active Transportation	Assure that local bicycle facilities are identified and linked with facilities of neighboring areas of the city.
Roadway, Active Transportation	Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Arterials.
Roadway	New parking lots and new parking garages shall be developed in accordance with design standards.
<i>Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan</i>	
Active Transportation	Prohibit the development of new automobile-related uses in pedestrian-oriented districts (POD's).
Active Transportation	Existing pedestrian-oriented areas are to be preserved.
Active Transportation	Identify pedestrian oriented areas as preferred locations for mix-use projects.
Active Transportation	Require that mixed use projects and development in pedestrian-oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.
Transit	Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass plan area.
Transit	Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
Transit	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Transit	Implement DASH service to serve the commercial districts and other activity centers in the area.
Roadway	Install ATSAC equipment at an accelerated rate with expanded funding.
Roadway	Accelerate controller replacement to upgrade and improve signal efficiency.
Roadway	To the extent feasible and consistent with the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards , Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the Mobility Plan.
Roadway	Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.
Roadway	Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.
Roadway	New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.
Roadway, Active Transportation	Driveway access points onto arterial and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.
Active Transportation	Assure that local bicycle facilities are identified and linked with facilities of neighboring areas of the City.
Active Transportation	Identify pedestrian oriented areas.

Topic	Policy
<i>UCLA Long Range Development Plan</i>	
Roadway	Maintain the 1990 LRDP campus parking cap of 25,169 spaces
Roadway	Maintain the 1990 LRDP campus vehicle trip cap of 139,500 daily trips
Roadway, Active Transportation	Clarify and strengthen existing pedestrian and vehicular circulation to enhance wayfinding and promote safety
Transit	Continue to acquire and use clean fuel vehicles for public transit and fleet vehicles
All	Provide and promote opportunities for the use of alternative transportation modes
<i>UCLA Active Transportation Plan</i>	
Transit, Active Transportation	Develop the campus to become more people-centric and less vehicle-centric in order to enhance the health and wellness of UCLA students, employees, and visitors, and improve the quality of UCLA's overall environment.
Active Transportation	Complete a safe and comfortable active transportation network on campus and ensure that it connects the UCLA community to destinations near campus
Active Transportation	Incorporate active transportation into the fabric of the UCLA campus community through program and policy initiatives that emphasize education, encouragement, and enforcement.
Active Transportation	Encourage and support the evaluation and research of active transportation participation, user behavior, barriers to entry, and opportunities for growth.
Active Transportation	Leverage opportunities to influence planning on public mobility projects that work to improve active mobility and safe routes to and near campus
Active Transportation	Prioritize Safety of Shared-Use and Active Transportation Users
Active Transportation	Add More Class II and IV Bikeways
<i>UCLA Sustainable Transportation Plan</i>	
Transit, Active Transportation	Deploy sustainable mode resources in a cost-effective manner and ensure provision of affordable sustainable mode options in order to match commuter needs and residential locations
Roadway	Improve wayfinding to decrease vehicles' searching and circling for a parking space
Transit, Active Transportation, Roadway	Leverage both public and private partnerships to improve mobility service to campus
Transit, Active Transportation, Roadway	Achieve a 45% employee drive-alone commute rate
Roadway	Increase the zero emission vehicle commuter fleet percentage to 5% of all commuting vehicles by 2025
Roadway	Maintain vehicle traffic at 20% below the campus' vehicle trip caps established in 1990 of 139,500 vehicles per day, 24,320 for the AM peak period, and 37,122 for the PM peak period
Roadway	In order to reduce driving, convert to daily parking pricing for permits to reduce the sunk cost effect and to foster multimodal mobility
Transit, Roadway	As parking demand rates reduce over time, incrementally make the subsidized modes more self-sustaining
Roadway	Improve efficiency of parking operations to reduce resource utilization
Roadway	Use policy levers when necessary so that parking inventory does not have to be constructed, saving resources and/or valuable campus land
Active Transportation	Limit intra-campus ride-hailing vehicle trips by providing personal mobility alternatives
Active Transportation	Encourage bicycle use and walking for on-campus trips
Active Transportation	Enable shared, personal mobility devices to be utilized safely on campus by providing appropriate infrastructure for riding

Topic	Policy
Transit	Optimize BruinBus routes and schedules to minimize intra- campus vehicle trips and to provide efficient, convenient mobility
Transit, Active Transportation	Work with Metro, LADOT, and local jurisdictions to promote UCLA's vision for last mile improvements near campus
Active Transportation	Work with local municipalities to improve safety on bike and walk pathways proximate to campus and UCLA Health facilities
Transit	Advocate to local public transit agencies so that they align routes near campus in ways that enhance service to UCLA
Transit	Leverage technology to reduce vehicle use
Active Transportation, Roadway	Restrict vehicle access on campus roadways to prioritize pedestrians and other active mobility
Transit	Implement expanded mobility options for persons with disabilities to accommodate access to academic programs and extracurricular activities
Active Transportation	Where feasible, add bike lanes to campus roadways
Active Transportation	For safety purposes, delineate specific, wide campus pathways to separate wheeled modes from pedestrians, particularly in high- volume locations
Active Transportation	Implement Complete Streets' elements on campus roadways to make the roadway network safer and more accommodating for all users
<i>Van Nuys – North Sherman Oaks Community Plan</i>	
Transit	Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Van Nuys-North Sherman Oaks area.
Transit	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.
Transit	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future rail service.
Roadway	Install ATSAC equipment at an accelerated rate with expanded funding.
Roadway	Support the existing Department of Transportation program to provide separate right and/or left turn lanes on all arterial streets where feasible
Roadway	Accelerate controller replacement to upgrade and improve signal efficiency.
Roadway	To the extent feasible and consistent with the Mobility Plan 2035's policies promoting multi-modal transportation (e.g. walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a arterial or collector street, then the level of service for future growth should be maintained at LOS "E" where feasible and consistent with the Mobility Plan's policies
Roadway	Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.
Roadway	Discourage non-residential traffic flow on streets designed to serve residential areas only by the use of traffic control measures
Roadway	New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.
Roadway, Active Transportation	Driveway access points onto arterials, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.
Active Transportation	Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Topic	Policy
Active Transportation	Identify bicycle facilities along arterials in the community.
Active Transportation	Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.
Active Transportation	Encourage the safe utilization of easements and/or right-of-way along flood control channels, public utilities, railroad right-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.
Active Transportation	Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.
Roadway	Provide parking in appropriate locations in accordance with Citywide standards and community needs.
<i>West Los Angeles Transportation Improvement and Mitigation Specific Plan</i>	
Roadway	Encourage Caltrans to widen the San Diego Freeway for high occupancy vehicle (HOV) lanes.
Roadway	Prevent Peak Hour Level of Service (LOS) on streets and intersections from reaching LOS "F" or, if presently at LOS "F" preclude further deterioration in the Level of Service
Transit	Promote areawide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow
<i>Westwood Community Plan</i>	
Active Transportation	Encourage Pedestrian-oriented design in designated areas and in new development.
Transit	Promote mixed-use projects along designated Mixed Use Boulevards and in Westwood Village and ensure their development according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.
Transit	Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations
Transit	Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.
Transit	Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Transit	Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification)
Transit, Active Transportation	Promote the development of transportation facilities and services that encourage transit rider ship, increase vehicle occupancy, and improve pedestrian and bicycle access.
Active Transportation	Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.
Active Transportation	Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.
Active Transportation	Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians
Active Transportation	Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.
Active Transportation	Protect and improve pedestrian-oriented street segments.
Roadway	To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for avenues and collector streets; nor LOS "E" for boulevards or major business districts.

Topic	Policy
Transit	Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and other local agencies to improve local bus service including feeder service within the Community Plan area
<i>California Transportation Plan</i>	
Active Transportation	Expand access to safe and convenient active transportation options
Transit	Improve transit, rail, and shared mobility options
All	Expand access to jobs, goods, services, and education
All	Advance transportation equity
All	Enhance transportation system resiliency
All	Enhance transportation safety and security
All	Expand protection of natural resources and ecosystems
<i>LA Metro Active Transportation Strategic Plan</i>	
Transit	Encourage High Quality End-of-Trip Facilities at Commercial, Employment, Residential and Transit Locations
Active Transportation	Improve Bicycle Access to Transit Systems
Active Transportation	Provide Leadership in Building Partnerships, Funding, and Resources for Marketing Bicycle Use as a Legitimate and Healthy Means of Transportation
Active Transportation	Increase and Promote Bicycle Education and Safety Programs
<i>LA Metro FLM Strategic Plan and Planning Guidelines</i>	
Transit, Active Transportation	Expand the reach of transit through infrastructure improvements
All	Maximize multi-modal benefits and efficiencies
All	Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable, and smart).
<i>LA Metro Long-Range Transportation Plan</i>	
All	Provide high-quality mobility options that enable people to spend less time traveling
All	Deliver outstanding trip experiences for all users of the transportation system
All	Enhance communities and lives through mobility and access to opportunity
Transit, Active Transportation	Provide secure bike parking options at transit stations
<i>Measure M - Los Angeles County Traffic Improvement Plan</i>	
Transit	Expenditure Plan Major Projects: "Sepulveda Pass Transit Corridor (Ph 2)"
<i>Mission Hills-Panorama City-North Hills Community Plan</i>	
Active Transportation	Flood control channels and other appropriate public lands should be considered for open space purposes. Hiking and bicycle trails in Mission Hills-Panorama City-North Hills should connect these facilities with the local and regional system.
Transit	Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Mission Hills - Panorama City - North Hills area.
Transit	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.
Transit	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
Transit, Active Transportation	Develop an intermodal mass transportation plan to implement linkages to future rail service.
Roadway	Install ATSAC equipment at an accelerated rate with expanded funding.
Roadway	Provide separate right and/or left turn lanes on arterial streets, where feasible.
Roadway	Accelerate controller replacement to upgrade and improve signal efficiency.
Active Transportation	Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers

Topic	Policy
Active Transportation	Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City
Active Transportation	Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.
Active Transportation	Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways
Roadway	Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterial.
<i>Mobility Plan 2035</i>	
All	Lay the foundation for a network of complete streets and establish new complete street standards that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers, and more
All	Use data to prioritize transportation decisions that strive towards equity in safety, public health, access, social benefits, and/or economic benefits
All	Consider the strong link between land use and transportation
All	Embed equity and environmental justice into the transportation policy framework, project implementation, and action programs
All	Target greenhouse gas reductions through a more sustainable transportation system
Transit, Active Transportation	Promote “first mile-last mile” connections
All	Increase the use of technology (applications, real time transportation information) and wayfinding to expand awareness of and access to parking options and a host of multi-modal options (car share, bicycle share, car/ van pool, bus and rail transit, shuttles, walking, bicycling, and driving)
All	Expand the role of the street as a public place
Roadway	Increase the role of “green street” solutions to treat and infiltrate stormwater
Roadway	Truck movement should be limited to the arterial street network as much as possible since these streets have the lanes and wider turning radii to accommodate these heavy large vehicles. Land uses along heavily used truck routes should also coincide with goods movement priorities and limit interaction with residential uses.
<i>SCAG RTP/SCS</i>	
All	Improve mobility, accessibility, reliability, and travel safety for people and goods.
All	Enhance the preservation, security, and resilience of the regional transportation system
All	Increase person and goods throughput and travel choices within the transportation system
All	Reduce greenhouse gas emissions and improve air quality.
All	Support healthy and equitable communities.
All	Adapt to a changing climate and support an integrated regional development pattern and transportation network.
All	Leverage new transportation technologies and data-driven solutions that result in more efficient travel
Transit	Transit Capital Projects: “Sepulveda Pass Transit Corridor (Phase 2)”
<i>LA Metro Rail Design Criteria</i>	
Transit	Queuing analysis/modeling of station design, number of initially proposed fare gates and Metro ridership forecasts shall be performed to determine appropriate fare gate quantities for station entrances considered for fare gating.
	[Section 2 Environmental Considerations]
<i>California Green Building Standards Code</i>	
Transit	Buildings shall be designed to include the green building measures specified as mandatory in the application checklists contained in this code.

Topic	Policy
<i>LA Metro Transit Service Policy</i>	
All	Provide high-quality mobility options that enable people to spend less time traveling
Transit	Deliver outstanding trip experiences for all users of the transportation system
All	Enhance communities and lives through mobility and access to opportunity
<i>LA Metro Rail Fleet Management Plan</i>	
Transit	Follow general steps involved in determining the demand for revenue vehicles as outlined in the <i>Rail Fleet Management Plan</i>
<i>Santa Monica Bike Action Plan</i>	
Active Transportation	Create a complete network of high-quality bicycle facilities, starting with a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.
Active Transportation	Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.
All	Create a safer, comfortable cycling environment in the city through facility design and public education.
<i>Santa Monica Pedestrian Action Plan</i>	
All	Achieve Vision Zero by taking actions to target the elimination of collisions.
Active Transportation, Roadway	Design streets and sidewalks to promote a healthy, active, and safe lifestyle.
All	Invest citywide to foster a sense of community by supporting people of differing abilities and promoting social equity.
Active Transportation	Promote environmental sustainability and stewardship of our natural resources by increasing walk mode share in Santa Monica.
All	Make transportation, land use, and building design decisions that make walking a logical first choice transportation option for those who are able.
All	Create a barrier-free pedestrian network that connects transit, bicycling, and shared parking options.
Active Transportation	Coordinate transportation decisions and efforts that affect walking with all relevant Santa Monica city departments.