

RECOMMENDATIONS CHECKLIST

Summary of recommendations, City departments to lead the efforts, and general timeframe of implementation.

ACTIONS	DEPARTMENTAL LEAD			TIMING PRIORITY			OBJECTIVES	OUTCOMES & CONTINGENCIES	
	Community Development	Public Works	Transportation	Immediate	Mid-term	Long-term			
A TRANSPORTATION DEMAND MANAGEMENT									
1.	Checklist for discretionary review.	●		○	●			Definition of terms for negotiation of current development proposals	Offers an interim "test" opportunity for TDM policy requirements.
2.	Establish Mobility Fund conditions and criteria	●		○	●			Defined program applications for funds received and formulas for collecting them	Offers an interim "test" opportunity, and refinement of fund applications.
3.	Define objectives and strategies for shared parking approaches	●	○	○	●			Clarify goals and approaches for a long-range parking plan	Coordinates with micro-transit program (C.4)
4.	Prepare TDM Ordinance	○		●		●		Codify City's TDM principles and policies.	Incorporates City's TDM requirements into a coherent set of programs.
5.	Establish TMA/TMO to manage Mobility Fund and TDM policies	○		●		●		Establish mechanism for management of programs and funds.	Incorporate into A.4, TDM Ordinance.
B TOD ORDINANCE / SPECIFIC PLAN									
1.	Identify limits of study area and establish a study group for TOD District Specific Plan	●			●			Establish geographic limits, including Study Areas, and categorical policies.	Expansion area boundaries and assignment of oversight responsibilities for plan preparation.
2.	Prepare criteria and scoping for Specific Plan	●			●			Establish walkability criteria, density and land use objectives.	Outline scope of TOD District Specific Plan for contract RFP or in-house preparation.
3.	Prepare Specific Plan for adoption	●	○	○		●		Codify development standards for the expanded TOD District.	
C MICRO-TRANSIT									
1.	Initiate dialog with local businesses			●	●			Assess level of need/demand for employer first/last mile transit.	Potential for public/private collaboration on establishing and operating micro-transit.
2.	Explore candidates for potential contract service providers			●	●			Monitor and assess availability of new technologies and systems.	Emerging technologies will offer new options over time.
3.	Identify and initiate first dedicated transit lanes and routes (Washington Blvd.; National Blvd.; "hinge" linkages)		○	●	●			Establish infrastructure framework for test application of micro-transit circulator system (A.5).	Connections may require modification of existing access points (e.g., Expo bike trail use; availability of connection easements, etc.).
4.	Identify candidate sites for near-term leases and or reciprocal agreements for shared parking facilities	●	○	○	●			Provide initial sites for interim use as shared parking; develop a system of target sites as long-term options.	Coordinates with TDM policies (A.3)
5.	Initiate test case application of micro-transit circulator system		○	●	●			Design and implement a prototype test system.	May require adjustments to dedicated flex lane strategies.
6.	Evaluate initial phase micro-transit test case			●		●		Monitor and assess efficiency, demand, and cost of system.	Dependent on outcome of C.5
7.	Pending evaluation (C.6) implement extended micro-transit service			●		●		Roll-out of functioning system within limited initial service area.	Dependent on outcome of C.6
8.	Implement area-wide network of micro-transit services for employees and residents		○	●			●	Multiply benefits of prototype systems to broader community.	Dependent on outcome of C.7

Key

Primary lead agency

●

Support agency

○

Immediate action

●

Mid-term action

●

Long-term action

●

Recommendations Checklist (continued)

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	Community Development	Public Works	Transportation	Immediate	Mid-term	Long-term		
D WASHINGTON BOULEVARD								
1. Initiate first dedicated transit/parking flex lane between Ince and Robertson as temporary test case		●	◯	●			Prepare infrastructure for facilitated micro-transit system test case.	Coordinates with micro-transit projects C.3 and C.5.
2. Implement first segment of Downtown Connector bike track in conjunction with transit/parking flex lane test case		●	◯	●			Establish first links in the Downtown Connector project.	Needs coordination with micro-transit, bus transit, and parking evaluations.
3. Implement re-designed street intersections for pedestrian priority and install new synchronized signals		●		●			Improve pedestrian convenience and safety; facilitate vehicular access to Washington from Arts District streets.	Provides initial step for testing Complete Street application (D.4).
4. Initiate interim Complete Street re-design with striping and low-cost materials to test and adjust based on performance		●	◯		●		Test effectiveness and feasibility of turn restrictions, pedestrian crossings, flex lanes, and other interim improvements.	Requires effective initial phases of micro-transit plan in operation. Monitor, evaluate, and adjust plans based on test performance.
5. Initiate permanent reconstruction		●	◯			●		May be a 5-10 year project; dependent on effective micro-transit plan, and effective automobile by-pass facility provisions.
E BICYCLE NETWORK								
1. Implement first segment of Downtown Connector Bike Track on Washington Boulevard		●	◯	●			Test capacity and utilization of initial Complete Streets application (D.2).	Reconciliation of bike track concept with transit and flex lane configurations.
2. Incorporate area-wide bike network plan with City's Bicycle and Pedestrian Action Plan recommendations.		●	◯	●			Coordination of overall bicycle network recommendations with Bicycle and Pedestrian Action Plan.	Monitor, evaluate, and adjust plans based on test performance.
3. Proceed with phased implementation of Downtown Connector project, extending along length of Washington Boulevard		●	◯		●		Step-wise implementation of bicycle facility element of Washington Boulevard Complete Street plan.	Dependent on outcome of E.2.
4. Evaluate options for added connections to the Ballona Creek bike path		●			●		Complete linkages of bike network with regional paths.	May coordinate with future bridge connections (G.4) and "hinge" easements (C.3).
5. Evaluate options for TOD District bike connections, including potential overcrossing at Washington and National.		●	◯			●	Solve the connection problem between current "missing links" in the network.	Overcrossing option will require significant external funding.

Recommendations Checklist (continued)

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F NEIGHBORHOOD PROTECTION									
1.	Initiate NTMP process to consider redesign of mini-roundabouts on Higuera Street		●		●			Reduce vehicular traffic speeds to improve pedestrian safety.	Confirm general community buy-in. Ensure that proper engineering standards are feasible and can be applied.
2.	Initiate NTMP process to consider additional curb-extensions or bulb-outs in the Rancho Higuera, Hayden Tract and Arts District		●	○	●			Reduce vehicular traffic speeds to improve pedestrian safety.	Coordinate with the micro-transit plan so as not to impede its efficiency.
3.	Initiate NTMP process to consider installation of a cul-de-sac on Higuera Street north of Hayden Avenue.		●		●			Impede and/or prohibit vehicular through-traffic in residential neighborhoods.	Confirm general community buy-in. Coordinate with micro-transit plan to optimize its efficiency (C.3).
4.	Initiate NTMP process to consider prohibiting through traffic at the intersection of Higuera/Robertson at Washington		●		●			Impede and/or prohibit vehicular through-traffic in residential neighborhoods.	Consider potential impacts reduced capacity of Washington. Coordinate with City of LA and CalTrans to ensure future I-10 interchange re-design does not exacerbate conditions.
5.	Initiate NTMP process to consider additional traffic controls (stop signs) along Higuera Street and Washington Boulevard		●		●			Improve pedestrian safety by slowing traffic and discouraging volume.	Confirm general community buy-in.
6.	Initiate NTMP process to consider installing high visibility cross-walks on Higuera, Lucerne and Ince		●		●			Improve pedestrian safety by slowing traffic and discouraging volume.	Confirm general community buy-in. Ensure that proper engineering standards are feasible and can be applied.
7.	Initiate NTMP process to consider turn restrictions at select intersections on National Boulevard		●		●			Discourage vehicular through-traffic in residential neighborhoods.	Confirm general community buy-in.
G TRAFFIC DIVERSION									
1.	Initiate NTMP process for TOD-adjacent neighborhood street improvements	○	●		●			Establish infrastructure modifications to discourage vehicular through-traffic in residential neighborhoods.	Confirm general community buy-in; coordinated with all NTMP projects (C.1 - C.7).
2.	Initiate Complete Streets detail planning for Washington Boulevard	○	●	○		●		Establish disincentives for vehicular through-traffic	Coordinated with Complete Street re-design (D.4 and D.5).
3.	Work toward a peripheral shared parking plan with congestion pricing	●		○		●		Keep arriving destination traffic out of the residential core of the TOD district.	Coordinated with shared parking perimeter facilities and operations policies (A.3 and C.4).
4.	Explore feasibility of additional bridge connections across Ballona Creek to employment centers from Jefferson	○	●			●		Provide alternative entry points to employment centers, by-passing residential neighborhoods.	Subject to land acquisition and Ballona Creek air rights opportunities. Coordinated with increased by-pass capacity projects (G.5).
5.	Coordinate with other jurisdictions toward an improved through-traffic bypass solution	●	○				●	Establish new through-connection of Jefferson Boulevard to La Cienega / Washington Boulevard to the north.	Requires coordinated planning and funding with City of Los Angeles and CalTrans.