HLA STANDARD ELEMENTS TABLE

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

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

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

This table presents Standard Elements that are reasonably expected to be included in a Mobility Plan Project on the corresponding Mobility Plan Network. The City will include Standard Elements in all Mobility Plan Projects to satisfy the requirements of Measure HLA. The City should seek to include Optional Elements when feasible and appropriate to meet the intent of Mobility Plan 2035. In limited circumstances, the City may include alternative elements of equivalent quality where Standard Elements are not feasible or appropriate. Mobility Plan 2035 emphasized flexibility and context-sensitivity when implementing the network concepts and the City reserves the right to exercise reasonable discretion in its pursuit of Mobility Plan 2035 implementation. The Standard Elements and Optional Elements listed here are specific to Mobility Plan 2035 implementation and compliance with Measure HLA. Mobility Plan Projects must also comply with any applicable federal, state, and local requirements, which are not incorporated in this document.

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	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
A	**Bicycle Enhanced Network (BEN)** Tier 1 - Protected Bicycle Lanes	MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class IV Bikeway (Protected Bike Lane), including: ● Striping, and ● Separation from vehicular lanes using bollards, flexible traffic posts, modular or concrete curbs or barriers, or other vertical elements	● Bike Signals ● Separation from vehicular lanes by placing the parking lane between the bike lane and vehicular lane (Parking-Protected Bike Lane) ● Intersection treatments to promote safer interactions between bicyclists and right-turning drivers ● Class I Bikeway (Bike Path) ● Bus Boarding Islands or Bus Bulbs ● Bike Boxes ● Green-colored pavement markings ● Wayfinding signage

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	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
B	**Bicycle Enhanced Network (BEN)** BEN Segments from the Neighborhood Enhanced Network (i.e.,"Tier 1 - Neighborhood Enhanced Network")	MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class III Bikeway (Bike Route) including: ○ Speed control, ○ Volume control, and ○ Crossing control or BLN treatments or BEN treatments	• Speed humps for streets that meet LADOT's basic feasibility requirements • Sharrows / Wayfinding signage • Bicycle Signal improvements or other traffic control at major intersection crossings • Bike boxes • Bicycle only left turn pockets • Traffic circles, mini-roundabouts, or stop signs • Curb bulbouts, crossing islands, and high visibility crosswalks • Diagonal diverters • Trees
C	**Bicycle Lane Network (BLN)** Tier 2 - Bicycle Lane, and Tier 3 - Bicycle Lane	MP Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Class II Bike Lane or Shared bus/bike lane	• Green-colored pavement markings • Separation from vehicular lanes or parking lanes through striping (buffers) • Wayfinding signage

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	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
D	**Neighborhood Enhanced Network (NEN)**[1] Tier 2 - Neighborhood Enhanced Network	MP Policy 2.4 Provide a slow speed network of locally serving streets.	None --- *Note: For NEN segments that are also on the BEN, see row B above for:* *Bicycle Enhanced Network (BEN): BEN Segments from the Neighborhood Enhanced Network*	• Speed humps for streets that meet LADOT's basic feasibility requirements • Sharrows / Wayfinding signage • Bicycle Signal improvements or other traffic control at major intersection crossings • Bike boxes • Bicycle only left turn pockets • Traffic circles, mini-roundabouts, or stop signs • Curb bulbouts, crossing islands, and high visibility crosswalks • Diagonal diverters • Trees
E	**Pedestrian Enhanced District (PED)** *(row continues to next page)*	MP Policy 2.3 Ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Improvements within the sidewalk and street right-of-way, as well as	• Address severe impediments on sidewalk or crosswalk, • Add missing access ramps, • For actuated crosswalks, ensure push buttons are physically accessible and/or place the crosswalk ped phase on	• Street trees • Street lighting • Sidewalk widening • Curb extensions • Signal timing infrastructure (LPI, pedestrian push buttons, APS, and/or increased pedestrian crossing timing) • Reduced crossing distance at intersections (pedestrian refuge islands, curb extensions,

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	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
	(row continued from previous page)	pedestrian signal timing infrastructure improvements.	recall (WALK comes up automatically), • Ensure transit stops are accessible, and • Update pedestrian signal phase to current timing standard	etc.) • Increase safe crossing points (mid-block crossings) • Placemaking amenities: sidewalk seating, dining, specialty paving and designs
F	**Transit Enhanced Network (TEN)**[2]	MP Policy 2.5 Improve the performance and reliability of existing and future bus service.	Moderate: None Moderate-Plus: Peak hour bus lanes Comprehensive: Full time bus lanes	• Bus bulbs or boarding islands • Bus stop enhancements: accessible boarding area, shelter, shade, seating, waste receptacles, lighting, safe crossing and bike racks • Signage • Transit signal priority and other signal modifications
G	**Vehicle Enhanced Network (VEN)**	MP Policy 2.7 Provide vehicular access to the regional freeway system.	• Pavement (asphalt or concrete), • Striping, and • Intersection control for cross street intersecting VEN corridor (e.g., signal or sign)	• Parking restrictions • Driveway consolidation • Turn restrictions • Protected left turns or restrictions

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	Network	Network Intent or Intended Outcome	Mobility Plan 2035 Standard Elements	Mobility Plan 2035 Optional Elements
H	**Goods Movement Network (GMN)**[1]	MP Policy 2.8 Implement projects that would provide regionally significant Transportation improvements for goods movement.	N/A	

[1] Because the Initiative Ordinance HLA (Ord No. 188,198) does not include the Neighborhood Enhanced Network (NEN) and Goods Movement Network (GMN) under the term "Enhanced Complete Streets System," the implementation of these networks are not required by the ordinance. However, their exclusion does not preclude the City from pursuing opportunities for implementation.

[2] The purpose of the TEN is to reinforce LA Metro's or other transit operators' service patterns. The City may, in some instances, forgo the implementation of a bus lane on a TEN street where the bus lane would not support a transit operator's planned or existing service pattern.

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