

**TRANSPORTATION COMMITTEE (GGPNC): DRAFT RECOMMENDATIONS ON CHAPTER 4 MOBILITY PLAN OF THE HOLLYWOOD COMMUNITY PLAN TEXT, SUMMER 2009, For March 2, 2010, Tuesday, 7 to 9 pm, Richard Spicer [Saved as HCP Text Chap 4 Draft Recoms 3/2/10]**

## **Introduction**

The introduction in the Mobility Plan, Chapter 4, describes briefly a **few transportation problems** in the Hollywood Community Plan (HCP) area and describes **goals, policies, programs, and mitigation measures** to address those problems. These solutions are organized by the topics outlined below in **bold type**.

The **draft recommendations** for the Transportation Committee include some general and specific statement, as well as suggestions to support, oppose, support or oppose with modifications, clarify, set aside, and other distinctions regarding the proposals in the draft HCP Text, Chapter 4 Mobility Plan.

A **bonus recommendation** at the end is that the HCP text should describe and require the use of a newly developed set of analytical tools presented to stakeholder in February 2010 and available on line in March 2010. The set of tools are developed by the Center of Transit-Oriented Development.

The tools provide a profile of information for a 1/2 mile radius around each rail transit station in the City of Los Angeles. Information is included on current station area performance (e.g., transit ridership, mode to work data, and auto ownership rates), development potential by individual parcel, neighborhood changes, and existing and expiring affordable housing units.

Examples of the tools and information will be available at the meeting. On line, see <http://latod.reconnectingamerica.org/>

## **Problems**

“Provide Hollywood’s residents and visitors with as many mobility options as possible, so that their trip choices contribute minimally to the traffic congestion that already exists in this community,” from trips that begin or end in Hollywood or pass through this area. [page 93, paragraph 1.

“Traffic impact of new development allowed by the [draft] , Hollywood Community Plan”, as determined in the study: Traffic Improvement and Mitigation Program [page 96, paragraph 3.]

“The proximity of residential neighborhoods to vibrant commercial districts, congested freeways, street closures due to special events, and congestion caused by big shows at entertainment venues, all contribute to overflow of traffic into residential neighborhoods.” [page 93, paragraph 3.]

**Recommend defining the amount of current and future traffic congestion quantitatively in specific street locations in Hollywood and its subparts in order to understand the scale and subareas of congestion caused by both local and pass through trips and extent of traffic to be mitigated.** [This information in substantial detail should be in the Draft Environmental Impact Report and summarized in the Mobility Chapter.]

**Recommend that the Draft Environmental Impact Report include specific program and funding measures to mitigate significant traffic impacts, providing more detail than in the policies, programs and funding measures in the mobility chapter, including schedules and budgets: operating, capital, and studies.**

**Recommend that the names of institutions responsible for city-wide, county, regional, state, and federal transportation and environmental (including air quality) be added to the mobility chapter, including Los Angeles City and County Departments, Metro, Southern California Association of Governments, Caltrans, South Coast Air Quality Management District, Air Resources Board, Environmental Protection Agency, and Federal Department of Transportation, along with the schedule for plan and capital budget adoptions.**

## **Goals**

“Create a healthy, sustainable, and economically prosperous city 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 is supported by a first class, multimodal transportation system. [page 93, fifth paragraph. The “overreaching goal of the City’s transportation policies” in HCP and City’s General Plan Framework and Transportation Element.

Focus on mitigating “locally-generated traffic, that is trips which either begin or end in Hollywood, many of those trips generated in the expanding residential and commercial uses in the Hollywood downtown regional center are anticipated to be short trips. [page 93, paragraph two.]

## **Traffic Improvement and Mitigation Program (TIMP)**

**Recommend support of the of the overall goal M.1 with the understanding each policy will be considered separately.** [page 96 paragraph 6.]

**Transportation System Management (TSM) Strategies (page 96 - 98, Policies M.1.1-M.1.2.15)**

**Recommend supporting all the policies, except as indicated below:**

**Clarify and identify which “several locations highlighted for attention, pae 97, two sentences at top of page.**

**Policy M.1.2.6: Withhold recommendation until clarify meaning of parking restrictions to provide additional capacity in peridos of peak traffic, page 97.**

**Policy M1.2.7: Withhold recommendations until clarify meaning, signing, costs involved to drivers in improve enforcement of all parking restrictions...including tow-away response, especially with regard to the procedures, practices, incentives, and appeals pertainent to “tow=away response”, page 97**

**Policy M.1.2.8: Withhold recommendation until explain and identify locations of types of improvements on all Major Class II and Secondary Streets, and along collector Streets Throuhout the HCP area, especial explain the impact of widening streets on traffic, sidewalks, and private and public property along the proposed street improvements, as well as notify stakeholders of proposed improvements, for certain neighborhood councils. page 97.**

**Policy M.1.2.9: Withhold recommendations until pros and cons are explained regarding additions or prohibitions of left turn along Hollywood Blvd. in East Hollywood, and clarify “implement improvements”, page 97**

**Policy M.1.2.13: Withhold recommendations until clarify maintenance and rehabilitation of all highwa and streets, as well as address how to fund, page 98**

**Policy M.1.2.14: Withhold recommendations until explain meaning of “develop optimum street maintenance strategies with an emphasis on full-width resurfacing” and clafify distinctions and costs of filling pot holes, resurfacing periodically, and replacing concrete streets with concrete streets, page 98.**

**Transit Improvements (pages 98 - 99, Policies M.1.3 - M.1.3.7)**

**Recommend support these policies, except as noted below:**

**Policies 3.6 and 3.7: Withhold recommendations until on # 6 explain meaning and funding for “appropriate Surface streets and freeways for preferential bus lanes, and # 7 explain meaning and funding regarding street improvements to facilitate movement of buses, such as “jog eliminations, stgreet wideings, bus bays or turnouts, street signage, striping, colored pavement”, page 99**

**Transit Access and Connectivity Strategies (page 99 - 100, policies M.1.4-M1.4.13)**

**Recommend support except as noted below for three policies below:**

**Policies # : 7, 11, and 13, until explain re taxi layover, especially on management, space required, and trash pickup; shared cars and basis for using onstreet parking; and articulated buses related to traffic interference and minimize driveways on streets served by this type of bus, page 100.**

**Non-Motorized Transportation Policies --Bicycling Mobility (page 100 - 102)**

**Non-Motorized Transportation Policies--Pedestrian Mobility (page 102)**

**Transportation Demand Management (TDM) Stateties (page 103 - 104)**

**Capital Improvements (pages 104 - 106)**

**Neighborhood Traffic Management Plans (pages 106 - 107)**

**Parking Policies (pages 107 - 109)**

**Bonus Recommendation Transit Oriented Development Information and Analysis Tools Around Rail Stations in the City of Los Angeles Rail (not in the 2009 Draft HCP Text)**

**1. Add a description of the Transit Oriented Development and Analysis Tools to the HCP Text, in the land use and mobility plan chapters 2. require the use of these tools in proposed development around rail stations in the HCP area, and 3 make the information from the analysis available to stakeholders, city staff, and city elected officials.**