

### CTC/WLA TIMP SPECIFIC PLANS UPDATE



## OVERVIEW OF SPECIFIC PLAN UPDATES

### *Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)*

The CTCSP and WLA TIMP are being updated. The CTCSP and WLA TIMP were adopted in 1985 and 1997, respectively, with the purpose of establishing a Transportation Impact Assessment (TIA) Fee program to be assessed on new development and intended to assist with the cost of future transportation improvements on the Westside.

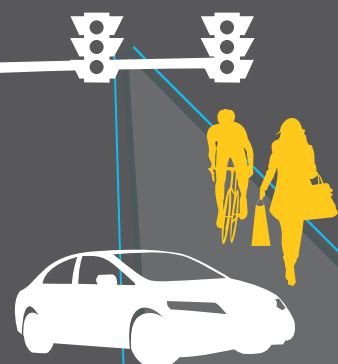
#### WHAT'S NEW?

- A new list of **multimodal transportation improvements** that aim to improve the existing transportation network, enhance system capacity, reduce vehicle trips and Vehicle Miles Traveled (VMT), and improve transit connectivity.
- An **updated TIA Fee** that considers multiple factors in addition to trip rate, including trip length, when determining a new development's fee obligation.
- TIA Fees will apply to **new residential development**.
- **Affordable housing** units are exempt from TIA Fees. Additionally, when affordable housing units are included in a development (e.g. mixed-use or mixed-income development), they would be eligible for TIA Fee credit.
- **Transit oriented development** is eligible for TIA Fee credit.

#### UPDATES TO THE TIA FEES

- Ensure that costs for transportation improvements are fairly distributed among future land uses that will contribute to transportation impacts.
- The amount of the TIA Fees to be levied for each type of land use is based on each land use's proportionate use of the transportation facilities in total.
- The proposed new fees are based on multiple factors including average trip length, trip generation rate, and net new trips created. All of these factors are calculated into the TIA Fee tables.
- A study was conducted to establish the nexus between new development and the need for new and expanded transportation facilities and programs.

## MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE WESTSIDE



- The transportation improvements currently listed in the existing Specific Plans have mostly been completed. Of the few remaining improvements, which include roadway widening, many are infeasible for implementation.
- The goal is to improve the existing transportation network, enhance system capacity, reduce vehicle trips and Vehicle Miles Traveled (VMT), and improve transit connectivity.
- Proposed transportation improvements include **transit, bicycle and pedestrian, roadway and ITS, and trip reduction programs**. These improvements were identified through an analysis of completed transportation projects, an assessment of the current transit system, and public outreach (including consultation with neighboring jurisdictions, Metro, and the Caltrans).

## UPDATES TO TIA FEE EXEMPTIONS ENSURE THAT COSTS ARE FAIRLY DISTRIBUTED

The following uses would **no longer be exempt** and would be subject to the TIA Fee:

- New single-family and multi-family **residential** development (net new units)
- **Commercial:**
  - Local serving commercial uses
  - First 30,000 square feet of shopping centers and freestanding commercial
  - Medical office projects of less than 20,000 square feet
  - TIA Fee Credit for existing uses would still apply

## NEW OPPORTUNITIES FOR TIA FEE CREDITS

- **Affordable Housing:** In addition to being exempt from the TIA Fee, on-site affordable housing units would also receive credit against the TIA Fee. For example, a 100% affordable housing development would not be subject to fees while the fees for a mixed use development could be partially offset through the provision of affordable dwelling units on-site.
- **Transit Oriented Development:** Transit oriented developments that meet all three of the following State designated criteria would be eligible for a discount off their TIA Fee:
  - Within ½ mile of a dedicated transit line; and
  - Within ½ mile of retail, including a store that sells food; and
  - Provide a minimum number of parking spaces.

## STREAMLINING IMPLEMENTATION

- Procedural differences between the WLA TIMP and CTCSP have been aligned to facilitate administration of the plans.
- Applicants would now be directed to LADOT's citywide Traffic Study Guidelines, which will ensure that new development is subject to the latest citywide policies and procedures regarding traffic studies and traffic impact mitigation procedures.

*Proposed TIA Fees for the Specific Plan Updates*

Land Use Category	Unit	DRAFT WLA TIMP TIA Fee per Unit	DRAFT CTCSP TIA Fee per Unit
Single Family	DU	\$9,940	\$8,850
Multifamily	DU	\$3,150 - \$7,020	\$2,800 - \$6,250
Retail	1,000 s.f.	\$15,000 - \$18,990	\$13,350 - \$16,900
Office	1,000 s.f.	\$18,830 - \$35,430	\$16,750 - \$31,520

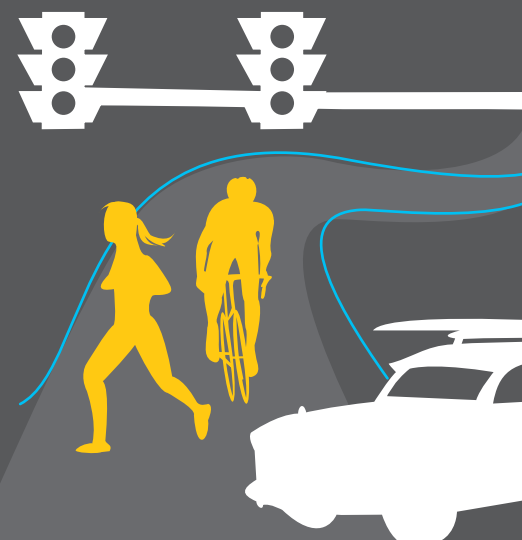


You are encouraged to visit our website for study updates and information at [www.WestsideMobilityPlan.com](http://www.WestsideMobilityPlan.com). If you have questions, please email us at [westside2@fehrrandpeers.com](mailto:westside2@fehrrandpeers.com).

Si desea esta información en español, llame al (213) 978-1179.



Find us on Facebook: Westside Mobility Plan





## TRANSPORTATION FUNDING AND DEVELOPMENT IMPACT FEES UPDATE FAQs



ENHANCE  
LIVABILITY



IMPROVE  
CONNECTIVITY



TRANSPORTATION  
CHOICES



PARKING  
SOLUTIONS

## FREQUENTLY ASKED QUESTIONS (FAQ) – Transportation Funding and Development Impact Fees Update

### Q: What is the Westside Mobility Plan?

**A:** The City of Los Angeles is developing the Westside Mobility Plan as a long-range vision intended to improve the connectivity of the transit network, better serve all modes of transportation (transit, auto, bicycle and pedestrian), improve the efficiency of the transportation system, and enhance the livability of the major boulevards in Westside communities. As part of the effort, the City is also updating the existing Coastal Transportation Corridor and West Los Angeles Transportation Improvement and Mitigation Specific Plans. These two specific plans require new development to pay updated transportation impact fees. Transportation impact fees are already collected as part of new development, but will be updated as a result of this study.

### Q: What are transportation impact fees and what are the benefits of a fee program?

**A:** A development impact fee program allows for the collection of fees that result in local control of a dependable funding source for leveraging federal and state monies while mitigating impacts and equalizing developer costs, commensurate with surrounding cities that have or are adopting similar fee programs. The collection of fees over the past 20 years has resulted in \$30 million of fees that have been leveraged for grants to fund transportation improvements on the Westside.

### Q: How is a trip fee program developed?

**A:** Under California law, “fees,” as opposed to “taxes,” can be adopted with a study or “nexus” of a development impact fee. The nexus requirements are that (1) an impact fee is directly related to the impacts resulting from the development, and (2) the extent of the fee is roughly proportional to the impacts of the project.

Community and stakeholder participation in the evaluation of the fee study is key to development of the fee program.

### Q: What types of transportation projects can the fee pay for?

**A:** The updated fee would apply to new development on the Westside and would be based on the traffic generated by each new project. The fees would be used to build transportation projects that reflect local priorities and improve the Westside transportation system of streets, transit, bicycle and pedestrian facilities. Fees can fund the capital cost of local projects with a regional benefit, including:

- Roadway projects such as arterial widening, intersection improvements
- Signal synchronization, intelligent transportation systems (ITS)
- Bus and rail transit capital, transit stop enhancements
- Bicycle and pedestrian improvements, travel demand management (TDM)

Operation and maintenance costs cannot be funded with development impact fees.

### Q: Who pays the fee and when?

**A:** Developers pay the impact fee to the City prior to the issuance of any building, grading or foundation permit. A one-time fee is charged to new development based on the number of new trips generated by the new development within the specific plan areas. The updated fee would be assessed on the amount of net new trips resulting from the project. A project's existing trips would be credited toward the new building/development.

**Q: Do fees pay for the entire cost of local transportation improvements?**

**A:** The fee programs require new development to mitigate their project-specific impacts and to contribute a fair share to complete regional improvements that are needed to mitigate the cumulative impacts. The fair share is based on a “nexus” and is calculated in direct proportion to PM peak hour trips generated by new development. Because new development is not required to pay to improve traffic congestion caused by the existing traffic or by the cut-through traffic with destinations outside the Specific Plan area, the development impact fees represent only a fraction of the total regional improvement costs. As a result, LADOT has relied on the strategy of leveraging the collected development impact fees to secure outside transportation grants to help pay for the remaining costs, primarily by submitting grant applications in the Metro Call for Projects process.

**Q: Why can't state or federal funds be used to pay for local transportation improvements?**

**A:** While the sources of funding for transportation improvement projects have remained relatively unchanged, there has been a general reduction in the amount of expected revenues that were anticipated during the establishment of the Westside fee programs. While local sources of funding are clearly not sufficient to implement the number of transportation programs needed for the future (on the Westside or citywide), additional transportation funding may be expected from federal, state and regional funding sources on both a formula basis and based upon competitive grants. The local transportation funds are valuable as the requisite local match for the federal, state and regional funding grants to implement targeted transportation improvements. Since their inception, approximately \$59M has been generated between the two specific plans, allowing the City to secure an additional \$182M in grant funds by leveraging these fees.

**Q: How long have transportation impact fees been in use in Los Angeles?**

**A:** Transportation impact fees are not new to Los Angeles. The Coastal Transportation Corridor Specific Plan, originally adopted in 1985, was the first impact fee program in the City. The West Los Angeles Transportation Improvement and Mitigation Specific Plan fees were later adopted in 1997. The concept of an incremental fee on new development was vetted carefully

as a means to mitigate traffic congestion impacts through the implementation of additional transportation improvements. Use of similar transportation mitigation programs has since become an important part of the City's Community Plan updates.

**Q: What are the current development impact fee amounts?**

**A:** As of January 1, 2016, the impact fee in the Coastal Transportation Corridor and West Los Angeles Transportation Specific Plan areas are \$8,643 per PM peak hour trip and \$3,498 per PM peak hour trip, respectively. The fee is increased (or can also be decreased) in January of each year by the amount of the percent change in the most recently available City Building Cost Index as determined by LADOT.

**Q: What is the fee based on?**

**A:** The cost per trip is determined by calculating the cost of the portion of new transportation projects needed to mitigate the impacts of new development divided by the number of new trips that would be generated from future growth in that jurisdiction. This cost per trip is then multiplied by the number of net new trips generated by the proposed development to calculate the fee amount.

**Q: How have the transportation projects been selected?**

**A:** The Westside Mobility Plan outreach resulted in the identification of hundreds of suggestions for multimodal improvements. Concurrently, long-range plans and existing transportation agency plans, such as the community plans and Mobility Plan 2035, were reviewed to identify the areas of highest needs, anticipated areas of development, and/or areas experiencing growth. In conformance with state and federal law, the nexus between these projects and the mitigation of congestion (i.e., reduction in vehicle miles traveled) caused by new development on each subregion's arterial network is being evaluated.

**Q: What are the next steps?**

**A:** The City published CTCSP/WLA TIMP Draft Environmental Impact Report and Specific Plan Updates on January 7, 2016. Community meetings are being hosted in January and February. The public comment period for the CTCSP/WLA TIMP Draft Environmental Impact Report begins January 7, 2016 and ends 60 days later on March 7, 2016.

## CONTACT

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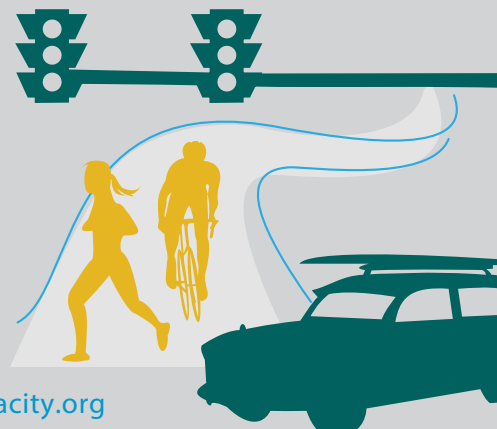
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# Study Area

## What is the Project?

The Project is the updates to two Specific Plans

- Updates to the fees
- New list of transportation improvements
- Streamlined implementation and procedures





# Overview of Updated Transportation Impact (TIA) Fees

	Coastal Transportation Corridor	West LA TIMP
<b>History of TIA Fees</b>	Adopted in 1985 First impact fee program in the City of Los Angeles	Adopted in 1997
<b>Current TIA Fees</b>	<p><i>Current Fee:</i> \$8,643 per PM peak hour trip</p> <p><i>Exemptions:</i> Neighborhood Retail; Schools/Government Facilities; Residential</p>	<p><i>Current Fee:</i> \$3,498 per PM peak hour trip</p> <p><i>Exemptions:</i> Neighborhood Retail; first 30KSF of other retail; Schools/ Government Facilities; Residential</p>
<b>Fee Revenues &amp; Funds Leveraged</b>	<p><i>Revenue Total since Inception:</i> \$35.3 million</p> <p><i>Additional Grants Leveraged by the Fund:</i> \$92.1 Million</p>	<p><i>Revenue Total since Inception:</i> \$23.5 million</p> <p><i>Additional Grants Leveraged by the Fund:</i> \$90.0 Million</p>

## Fee Legislation

### 1. California Mitigation Act (AB 1600)

establishes a requirement for "nexus" in the establishment of a development fee

### 2. Nexus Requirements:

- A development fee is directly related to the impacts of the development
- The nature of the fee is roughly proportional to the impacts of the project

## Proposed TIA Fees for the Specific Plan Updates

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Single Family	DU	\$9,940	\$8,850
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## Updates to TIA Fee Exemptions

The following uses would no longer be exempt and would be subject to the TIA Fee:

- New single-family and multi-family residential development (net new units)
- Commercial
  - Local serving commercial uses
  - First 30,000 square feet of shopping centers and freestanding commercial
  - Medical office projects of less than 20,000 square feet
  - TIA Fee Credit for existing uses would still apply

## New Opportunities for TIA Fee Credits

- Affordable Housing:** In addition to being exempt from the TIA Fee, on-site affordable housing units would also receive credit against the TIA Fee for other uses on-site.
- Transit Oriented Development:** Transit oriented developments that meet all three of the following State designated criteria would be eligible for a discount off their TIA Fee:
  - Within ½ mile of a dedicated transit line; and
  - Within ½ mile of retail, including a store that sells food; and
  - Provide a minimum number of parking spaces.

## Economic Review of TIA Fees

Updated TIA Fees as % of Total Development Cost:

- <1% for small residential projects
- <2% for large residential projects
- <3% for large mixed-use projects

# Overview of Transportation Improvements

## Pedestrian Improvements



- Pedestrian Access to Major Transit Stations
- Streetscape Improvements
  - Pico Blvd
  - Sepulveda Blvd
  - Motor Ave
  - National Blvd
  - Centinela Ave
  - Palms Blvd
  - Venice Blvd
  - Olympic Blvd
  - Bundy Dr

## Roadway Improvements



- Signal System Upgrades
- Intersection Improvements
- Olympic Boulevard Operations at I-405
- Lincoln Bridge over Ballona Creek
- Neighborhood Protection Programs
- Sunset Blvd Corridor Improvements

## Bicycle Improvements



- Enhanced Bicycle Lanes & Cycle Tracks
- Neighborhood Enhanced Network Streets
- Bike Centers
- BikeShare

## Transit Improvements



- BRT on Lincoln & Sepulveda Blvds
- Enhanced Rapid Service on Major Arterials
- Local Circulator/Shuttle Service

## Trip Reduction Strategies



- Start-up costs for TMOs/TMAs
- On-line TDM Toolkit (e.g., Rideshare Info)
- Express Park (Demand Based Pricing)
- Real Time Parking Information

## Mobility Hubs at Major Transit Stations



- Bike Parking, Bike & Car Sharing, Travel Information



# Potential Projects

## Coastal Transportation Corridor





# Potential Projects

## West LA TIMP



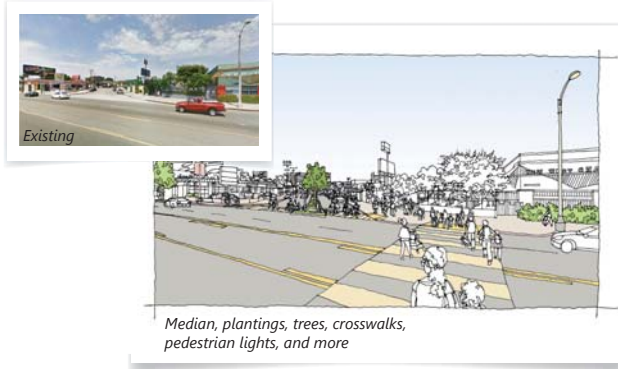




# Proposed Streetscapes

Complete streets are an integral component of all Westside mobility improvements to create Livable Boulevards. Long-term improvements are proposed for the following street segments to enhance pedestrian experiences, safety, and economic vitality.

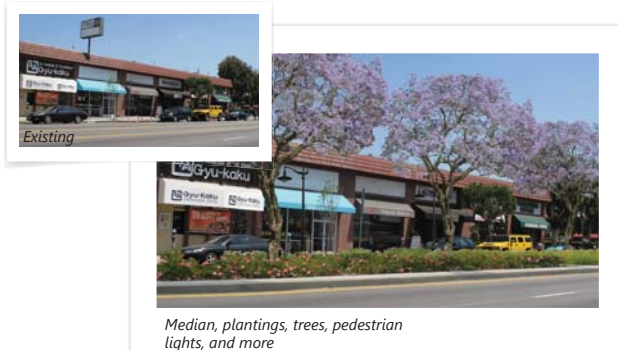
## Pico Blvd – Centinela to 405 Fwy



## Motor Ave – Venice Blvd to 10 Fwy



## Pico Blvd – 405 Fwy to Patricia Ave



## Venice Blvd – Lincoln to Inglewood Blvd



## Centinela Ave – Washington to Jefferson



# Coastal Transportation Corridor Specific Plan DRAFT Project List

December 2015

Primary Mode	DRAFT Project Name	DRAFT Project Description	Total (Millions)	% of Project List
Active Modes	Enhance Pedestrian Access to Major Transit Stations	Implement pedestrian connectivity improvements at major transit stations by providing enhanced sidewalk amenities, such as landscaping, shading, lighting, directional signage, shelters, curb extensions, enhanced crosswalks, as feasible.	\$48	15%
	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.		
	Venice Streetscape Improvements	Implement streetscape improvements along Venice Blvd between Inglewood Blvd and Lincoln Blvd		
	Centinela Streetscape Improvements	Implement streetscape improvements along Centinela Avenue between Washington Blvd & Jefferson Blvd		
	Citywide Bicycle Plan	Per Mobility Plan 2035, implement bicycle facilities to provide a system of streets linking to major employment center, transit stations, and educational, retail, entertainment, and recreational resources.		
	Sepulveda Blvd Pedestrian Improvements	Implement sidewalk and streetscape improvements, bus stop lighting at transit stops, and enhanced crosswalks. Sepulveda Blvd between 76th St and 80th St		
	Centinela Creek Multi-use Path	Centinela Creek path from Ballona Creek to Centinela Avenue east of the I-405		
	Sepulveda Channel Multi-use Path	Sepulveda Channel path from Ballona Creek to Washington Boulevard		
	Venice Boulevard Cycle Track	Venice Boulevard throughout the Coastal Transportation Corridor Area		
	Washington Boulevard Cycle Track	Washington Boulevard from Admiralty Way to Pacific Avenue		
	Lincoln Boulevard Cycle Track	Lincoln Boulevard from Jefferson Boulevard to Fiji Way. This project would be a feature of the reconstruction of the Lincoln Boulevard Ballona Creek Bridge project proposed as an element of the Westside Mobility Plan.		
	Culver Boulevard Bike Lane	Culver Boulevard from McConnell Avenue to Playa del Rey		
	Beethoven Street / McConnell Avenue NEN	Implement neighborhood enhanced design features as described in the City's Bike Plan as alternate route to major corridors		
	Sidewalk Network & Pedestrian Enhancements	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Bikesharing	Provide public bicycle rental in "pods" located throughout the city.		

# Coastal Transportation Corridor Specific Plan DRAFT Project List

December 2015

Primary Mode	DRAFT Project Name	DRAFT Project Description	Total (Millions)	% of Project List
Roadway & ITS	Congestion Monitoring	Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions	\$48	15%
	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		
	Culver Boulevard Corridor	Improve traffic flow along Culver Blvd between Centinela Ave and I-405 Freeway including providing left-turn lanes at key signalized intersections (including Inglewood Blvd); Culver Blvd between Centinela Ave and I-405 Freeway.		
	Lincoln Blvd Bridge Enhancement	Improve Lincoln Boulevard between Jefferson Boulevard and Fiji Way to remove the existing bottleneck by providing an additional southbound lane, transit lanes and on-street bike lanes. Improvements to serve all modes of travel would be implemented as follows: 1) an additional southbound lane for vehicles would be provided (currently, Lincoln narrows from three to two travel lanes in the southbound direction just south of Fiji Way whereas three travel lanes are provided in the northbound direction), 2) bus-only lanes would be provided in the median, 3) cycle tracks would be provided on both sides of the roadway to connect the existing bicycle lanes to the south with the Ballona Creek bicycle path, and 4) sidewalks would be provided on both sides of the street (the existing bridge does not provide sidewalks).		
	Access Improvements to LAX	On-going coordination with LAWA on airport related improvements, which may include a combination of roadway capacity enhancements, streetscape improvements, and multi-modal improvements.		
	Neighborhood Protection Program	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.		
Transit	Lincoln BRT	Center Running BRT on Lincoln Boulevard from the border of the City of Santa Monica to 96th Street Transit Station.	\$215	67%
	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96th Street Transit Station (within the City of LA).		
	Venice Rapid Bus Enhancements	Venice Boulevard – Rebrand existing Rapid Bus service to serve Venice Beach area, increased service frequency, implement stop improvements.		
	Circulator/Shuttle Service	Circulator bus/shuttle to connect activity centers to major transit stations, such as: <ul style="list-style-type: none"><li>Loyola Marymount / Westchester Circulator</li><li>Venice / Playa Vista / Fox Hills Circulator</li><li>Venice Circulator</li></ul>		
Auto-Trip Reduction	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.	\$8	3%
	Strategic Parking Program	Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.		
	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (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.		
	Parking Utilization Improvements & Reduced Congestion	Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking and wayfinding and guidance throughout commercial areas.		
	Transportation Demand Management (TDM) Program	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.	\$318,584,520	

# West LA TIMP Specific Plan DRAFT Project List

December 2015

Primary Mode	DRAFT Project Name	DRAFT Project Description	Total (Millions)	% of Project List
Active Modes	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%
	Enhance Pedestrian Access to Major Transit Stations through Streetscape Improvements	Implement the following streetscape plans currently being developed through various planning efforts in West LA: <ul style="list-style-type: none"> <li>• Olympic Blvd. from Centinela to Barrington (Expo Transit Neighborhood Plans)</li> <li>• Bundy from Missouri to Pico Blvd. (Expo Transit Neighborhood Plans)</li> <li>• Sepulveda from Olympic to National Blvd. (Expo Transit Neighborhood Plans)</li> <li>• National Blvd. from Castle Heights to Mentone Ave. (Expo Transit Neighborhood Plans)</li> <li>• Palms Blvd. from Motor to National Blvd. (Expo Transit Neighborhood Plans)</li> <li>• Pico Blvd. from the 405 Fwy to Patricia Ave. (Westside Mobility Plan)</li> <li>• Pico Blvd. from Centinela to the 405 Fwy (Westside Mobility Plan)</li> <li>• Motor Ave from I-10 Fwy to Venice Blvd. (Westside Mobility Plan)</li> </ul>		
	Westwood Boulevard	Improvements along Westwood Boulevard between the future Expo LRT station, Westwood Village, and UCLA could include transit, bicycle and pedestrian enhancements (that do not require removal of vehicular travel lanes or on-street parking) or bicycle enhancements on parallel roadways.		
	Prosser/Westholme Avenue NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors, such as Westwood Blvd, connecting Expo Bike Path to UCLA.		
	Veteran Avenue NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors, such as Westwood Blvd.		
	Gayley Avenue / Montana Avenue (east of I-405) NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors.		
	Santa Monica Boulevard Cycle Track	Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard		
	Venice Boulevard Cycle Track	Venice Boulevard throughout the West Los Angeles Transportation Area		
	Motor Avenue Cycle Track	Motor Avenue between I-10 and Venice Boulevard		
	Gateway Boulevard to Ocean Park Bike Lane	Gateway Boulevard to Ocean Park Boulevard gap closure		
	Montana Avenue (west of I-405) NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors.		
	Barrington Avenue / McLaughlin Avenue NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors.		
	Ohio Avenue NEN	Implement neighborhood enhanced design features as described in MP 2035 as alternate route to major corridors, including Gap Closure at Santa Monica Blvd.		
	Sidewalk Network & Pedestrian Enhancements	Complete gaps in the sidewalk network and provide pedestrian enhancements		
	Bicycle Transit Centers	Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities		
	Bikesharing	Provide public bicycle rental in "pods" located throughout the Westside.		
	Exposition Light Railway 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 Exposition Blvd between Westwood and Overland along future Expo LRT-Westwood Station.		

# West LA TIMP Specific Plan DRAFT Project List

December 2015

Primary Mode		DRAFT Project Name	DRAFT Project Description	Total (Millions)	% of Project List
Roadway & ITS	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			
	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 1) In the westbound direction, provide two travel lanes (three during peak periods with on-street parking restrictions); 2) In the eastbound direction, provide three travel lanes (four during peak periods with on-street parking restrictions); and 3) Remove eastbound and westbound left-turn lanes at Beloit Avenue and eastbound center turn lane at Cotner Avenue to provide additional through lane capacity.			
	Bundy Drive / I-10 Ramp Improvement	Operational improvements at the I-10 ramp connections to Bundy Drive.			
	Neighborhood Protection Program	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.			
Transit	Sepulveda BRT	Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 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.			
	Olympic Rapid Bus Enhancements	Olympic Boulevard - Extension of the Rapid Bus service from its current terminus in Century City to the future 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.			
	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>			
Auto-Trip Reduction	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.	\$8	3%	
	Strategic Parking Program	Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.			
	Rideshare Toolkit	The Toolkit would develop an online Transportation Demand Management (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.			
	Parking Utilization Improvements & Reduced Congestion	Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking and wayfinding and guidance throughout commercial areas.			
	Transportation Demand Management (TDM) Program	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.		\$235,980,181	