

Move LA proposes

- **Metro adopt a Long Range Transportation Plan that includes “Grand Boulevards.”**

Such a program could be considered for inclusion in a possible Measure R2 that Metro may place before LA County voters in November, 2016. Note: a ½ cent sales tax for 45 years would raise in the range of \$90 billion.

- **5%, or about \$4.5 billion, should be for a “Grand Boulevards Program.”**

Based on discussions to date this level of commitment should enable sufficient funds for 150-200 miles of “Grand Boulevards” in LA County.

“Grand Boulevards” Priority Goals

1. The “Grand Boulevards” portion of the Measure R2 should be invested in **multiple arterials** throughout LA County to:
 - a) Enhance each arterial as a more efficient transportation corridor while creating complete streets that enhance transit service and ridership as well as active transportation;
 - b) Create aesthetically attractive, community enriching, and economically productive boulevards that can become a community development/TOD priority created with a commitment to environmental sustainability and social equity.
2. **Selection of Boulevards:** Boulevards would be selected by sub-regional Councils of Government (COGs) where they exist and the City of Los Angeles in consultation with LA Metro.



“Before” Hawthorne Blvd., Lennox. (Photo simulation by Urban Advantage and Rami + Associates)

Program Framework

1. **75% of “Grand Boulevards” funds invested on Baseline Boulevard Objectives** on arterials selected by COGs and City of Los Angeles in consultation with LA Metro.
2. **25% of “Grand Boulevards” funds through a competitive equity grant program** for cities and incorporated areas with effective strategies for preventing displacement of current residents and businesses and that expand housing opportunity for core transit riders, while encouraging new development.

Key Expectations and Policies

- Expect significant investments on **10-15 major multi-community arterials** throughout the county totaling 150-200 miles.
- Ensure **equitable distribution** of investments throughout LA County and **among sub-regions** and City of Los Angeles.

This investment program can and should be integrated and supplemented with:

1. Resources provided by **Cap & Trade** revenues through the California Sustainable Communities Program.
2. Community development strategies enabled by new **Tax Increment Financing** created by SB 628.
3. **Resources for affordable housing** potentially created by legislation prior to 2016 or by local initiative.

“Grand Boulevards” Program

Baseline Blvd Transportation Objectives

1. **Improve traffic safety and efficiency** and reduce traffic congestion by rebuilding targeted “Grand Boulevards” where necessary and synchronizing traffic signalization throughout.
2. Avoid urban heat island effect by using **“cool” street materials** and implement upgrades to **minimize urban run-off**.
3. Ensure each “Grand Boulevard” is a **“complete street”** with active transportation including bicycle throughways, pedestrian amenities and safe access for disabled people.
4. Work to significantly **increase transit ridership** on each “Grand Boulevard” by enhancing bus system service levels and efficiency and providing **bus stops** that are well-designed, safe, and well lit to ensure reliability and ease of use.
5. Plan **transition to Bus Rapid Transit** service where ridership levels merit it and local agencies agree.
6. Enhance transit access on “Grand Boulevards” with **first & last-mile** infrastructure and mobility hub investments including car-sharing, slow speed vehicles and bike-sharing located strategically.
7. **Rebuild bus lanes and bus stop pads** to more durable roadbeds to support transit vehicles.
8. Facilitate boulevard aesthetic enhancements including **landscaping and urban forestry** and other amenities that can make “Grand Boulevards” sources of community pride and help stimulate reinvestment activities. (Note availability of “cap & trade” funding for urban forestry investments, high efficiency street lighting, and other enhancements.)
9. Ensure deployment of only **zero- and near-zero emission transit vehicles**.
10. Ensure installation of **electric vehicle charging** facilities in strategic locations along the boulevards to ensure that the public knows that such facilities are available.



“After” Hawthorne Blvd., Lennox. (Photo simulation by Urban Advantage and Rami + Associates)

Competitive Equity Grant

1. **Promote concentration of businesses** and “activity generators” at transit stations, stops, or districts.
2. **Facilitate new mixed-use development** in transit and pedestrian oriented villages or districts along each “Grand Boulevard,” similar to Mayor Garcetti’s “Great Streets” program.
3. While respecting local land use authority, enhance long term transit ridership by providing investments and incentives that **stimulate new residential construction that is affordable to core transit riders and community residents** in moderate density mixed-use projects with ground floor commercial uses along the “Grand Boulevards.” For example, unbundled/shared use parking structures with ground floor services to enable parking reductions.
4. Ensure local residents, especially **core transit riders, have increased housing opportunities and are not displaced**.
5. **Retain local businesses**. Local community members should expect to be beneficiaries of this investment program, not victims.
6. Facilitate **multiple mobility hubs** at strategic points with bicycle support infrastructure, **bike-sharing and car-sharing** services, EV-charging as well as shuttle access to major transit service.