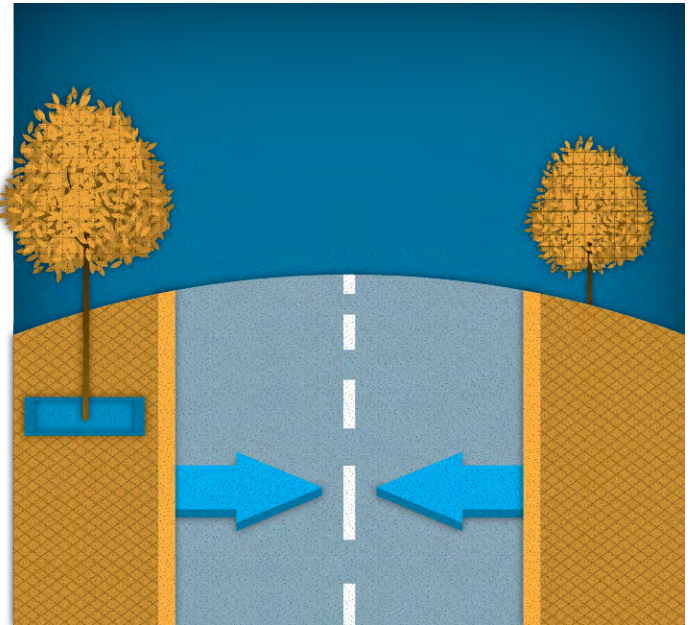


13. **N**ARROW road widenings.

ACCOMPLISHMENTS

- Achieved City Council adoption of the innovative 2010 Bicycle Plan, shifting Los Angeles to a more multi-modal plan by establishing three inter-related networks for 1,680 miles of bicycle facilities; created and staffed the new inter-agency Bicycle Plan Implementation Team to carry out the new plan.
- Completed a “Street Classification and Benchmarking Study,” in coordination with LADOT, to provide recommendations for new transit-priority, bicycle-priority and pedestrian-priority street classifications, as well as “smart mobility” alternatives to traditional level of service-based performance measures used in project review.
- Launched the General Plan’s Mobility Element (formerly the Transportation Element) including an innovative public outreach campaign through MindMixer at: ideas.LA2B.org, which will be moving Los Angeles away from road widening as a primary transportation strategy.
- Adopted new street standards for all major boulevards in Downtown L.A. and Hollywood that limit future road widening along pedestrian areas.



“The most overused mitigation measure in the City is the requirement that the road adjacent to a project be widened to appease the introduction of additional people. This rarely solves, and often invites, more passenger car congestion, and typically undermines our walkability goals. We must categorically **reject nonsensical road widenings.**”

Do Real Planning (2007)
As Originally Issued by Los Angeles City Planning Commission

