

# Progressive Los Angeles Network



## Transportation and Land Use Priorities for Los Angeles

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Picture a City with walk-able clusters of homes, schools, recreational opportunities, jobs and retailers linked by an easy to use network of transit and bike lanes. Picture a City where transportation decisions complement decisions that address a wide range of needs for local schools, urban parks, affordable housing, accessible food markets, and sensible land use patterns. Los Angeles can be this City – and needs to if we are to avoid worsening sprawl, traffic congestion, overcrowded buses, and pollution. The Progressive Los Angeles Network has a plan for a greener, fairer transportation system tied to land use choices that promote smart growth. A transportation system that allows, and invites, people to walk, bike, take transit more, and drive less. The result will be safer and more vibrant neighborhoods, more convenient transit, and a cleaner, healthier environment: in sum, a more livable city for all LA residents.

To provide leadership and coordination on land use and transportation policies, the City should create a Livability Team along the model of the LA's business team. **The Mayor should also appoint Metropolitan Transit Authority (MTA) commissioners and a head of the Department of Transportation who support a smart growth and equitable transit agenda.** As a first step towards a more livable Los Angeles, the City should take the following priority actions within the next year:

1. Make transit in LA more accessible, affordable, easier to use, and better connected. The City should support increased bus availability; improve the linkage between buses and transit; utilize the Department of Transportation to create better community-based transit (such as the DASH system); undertake a public education campaign to promote transit and explain how to use it (including creating, posting, and distributing maps of the entire system); develop a universal fare card that allows easy transfer between buses and trains; bridge gaps in transit coverage with bus and van lines that connect rail stops; and provide bike storage on all buses and trains.
2. Promote smart growth. The City should overhaul its zoning code to promote smart growth, so people can drive less and live nearer to where they work, shop, study, and play. The City should create mixed-use demonstration projects in all City Districts, adopt a main street preservation ordinance banning new “big box” retail stores which undermine local retail and community activity, and steer future development to locations near existing and planned transit stops.
3. Make neighborhoods more safe, walkable, and vibrant. The City should create a pedestrian policy and dedicate at least 5 percent of MTA funding to pedestrian safety, amenities, and design improvements. Specific improvements should include increasing traffic calming features and pedestrian overlay zones; broadening sidewalks, and building a shelter at every bus stop.
4. Give a boost to biking. The City should implement its Bicycle Masterplan and ensure that MTA spends at least \$25 million per year on cycling projects like bike lanes and paths and biking-friendly transit facilities.
5. Improve bus service. The City should lower bus fares, ensure that MTA improve its on-time bus service by 5 percent per year, and guarantee free passes for riders when buses are more than 30 minutes late. The City also should ensure that the MTA expand its plans to buy new, clean buses and develop 20 new rapid bus lines and more bus lanes.