

Summary of Policy

The purpose of the *Short Range Transportation Plan* is to establish a coordinated action strategy to guide future investments, monitor progress, and respond to changing circumstances. The Plan advances us toward the long-term goals outlined in the *2001 Long Range Transportation Plan*, a twenty-five year vision for addressing growth and traffic in Los Angeles County. It also finds a way of providing transportation solutions threatened by the current budget crisis, while at the same time making certain that the organization continues to live within its means.

Over the next six years the population of Los Angeles County is predicted to grow by more than one million people. And with that growth comes the pressure to build more infrastructures and improve travel times. While the Plan does not include the funding necessary to entirely mitigate the affects of growth, it does produce higher speeds in each sub-region and congested corridor, compared to “no-build” scenario.

The 2003 plan phases-in through 2009 multi-modal transportation improvements and matches priority projects with available resources. It also advances regional mobility and air quality goals, and it supports environmental justice objectives and improving access for minority and low-income communities through improvements like the Metro Rapid system.

It relies on performance-based modeling to identify the best solution for each mobility challenge. Staff will continue to work with subregional organizations, local jurisdictions, and other transportation providers to fund and implement many of these regionally significant priorities through the Call for Projects. The Short

Range Transportation Plan will be annually updated to reflect the latest needs and conditions.

The Short Range Transportation Plan includes many key recommendations.

- The Plan calls for continuing the restructuring and improvement of Metro bus services. Local bus providers and staff will work together to provide efficient routing, service coordination, and to introduce new technology that will make travel more convenient, such as the implementation of the Universal Fare System and the use of smart cards that allow seamless transfers. It also calls for the implementation of a “hub and spoke” bus system that will improve bus service to Los Angeles County’s most popular destinations by serving major transportation centers throughout the region.
- The Plan includes a provision for 28 new Metro Rapid bus lines, which will be in operation by FY 2009. The new lines will reduce travel times for bus riders by 25 percent.
- We will begin construction on the Eastside extension, which will be completed in 2009. The extension will create a single operating line extending from East Los Angeles into the San Gabriel Valley. Another rail line, the Exposition line toward Culver City, is under design with completion after 2009. Finally, preliminary design is planned to begin on a Metro Gold Line extension eastward to Claremont.
- New bus service using dedicated traffic lanes will be introduced in 2005. The centerpiece will be the 14-mile exclusive Metro Orange Line, followed by a project along Wilshire Boulevard that proposes exclusive,

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peak hour access to buses, subject to approval by cities. Initial steps in beginning rapid bus service for the North/South Transitways in the San Fernando Valley and along Crenshaw Boulevard will also begin during this planning period.

- New Metrolink trains will be added to expand and improve existing service. Track work and signal upgrades will also be completed.
- The plan calls for adding 70 lane miles for carpools by 2009. Specific improvements include completing carpool lanes and/or connectors along I-5, I-10, SR-60, and I-405. In addition, carpool lanes on the SR-14 and the I-5 near Orange County would be the next priorities, if additional funding were secured.
- Information and technology, such as real-time management of the roadway system, will be enhanced. Other programs like the Freeway Service Patrol will expand to bring traffic incident relief to more freeways and support freeway construction projects.
- Programs that encourage ridesharing, pedestrian travel, and move toward completion of a 406-mile Class I bicycle system will continue to be developed and promoted. We will also implement parking policies for stations and explore a park-and-ride facility study.
- We will work with its partners to develop analytical tools and a strategic plan for addressing future goods movement growth. These partnerships will help develop dedicated funding sources that will pay for comprehensive freight related projects without affecting other transportation funding sources.

- The Mobility 21 Coalition for Los Angeles County will work to form public/private partnerships that can implement programs that provide meaningful incentives to better link land use and transportation planning.

Historical Perspective

In 2002, the CEO directed staff to develop a Short Range Transportation Plan that identified programming commitments and implementation schedules for all modes of transportation. Staff completed a draft plan in April 2003 and circulated it for public comment. In August of the same year, the Board adopted the Plan with revisions.

Although the Board adopted the Plan, it does not mean that it has approved individual projects. Consequently, projects will return to the Board for further action at key milestones in the planning, environmental and project development process.

Last Board Action

August 28, 2003 – Short Range Transportation Plan

Adopt as amended by Director Proo the 2003 Short Range Transportation Plan for Los Angeles County with revisions.

Director Proo Amendment:

Revise the fifth bullet for page 23 to read, "Examine in consultation with freight industry representatives, including shippers, ports, and affected local jurisdictions, freight movement strategies to reduce congestion on key freeways, such as the I-710 during peak commute periods. Develop recommendations which address local, state, or federal regulatory changes that would be necessary for implementation."

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