
APPENDIX 3: Citywide Priority Areas

The Great Streets Challenge prioritizes projects located in areas that help the City achieve its social, economic, mobility, environmental, and public health goals. Applicants will be required to identify whether their Project Area aligns with existing Citywide street network plans and priority areas. This appendix provides more background on those Citywide plans and priority areas.

It also contains instructions on how to use our [interactive map](#) to help you identify whether your Project Area falls within any of the City's street network plans and priority areas. Using our interactive map is [strongly encouraged](#) but not required.

TIPS!

- The interactive map supports the following browsers: Chrome, Firefox, Safari 3 and higher, Edge, Internet Explorer 9 and higher.
- Zoom in to your neighborhood area to display the selected layers.
- Some layers do not display well when selected with other layers, so it may be best to select one layer at a time.
- Some layers may take a few seconds to load.
- If you are having trouble with the interactive map or have questions, please email GreatStreets@lacity.org

Great Streets Initiative was launched by LA Mayor Eric Garcetti in 2013 to transform streets into more vibrant public spaces and centerpieces of communities. Fifteen streets were selected in the first round of the Great Streets Initiative to receive targeted City investments. Executive Directive 1 established the following goals for the Great Streets Initiative:

1. Increased economic activity
2. Improved access and mobility
3. Enhanced neighborhood character
4. Greater community engagement
5. Improved environmental resilience
6. Safer and more secure communities

More information: lamayor.org/greatstreets

RELATED LAYER: **Great Streets Initiative**

Project Areas on one of the first 15 Great Street Corridors will be prioritized.

Mobility Plan 2035 is the Transportation Element of the General Plan that provides the policy foundation for achieving a transportation system that balances the needs of all road users.

Mobility Plan 2035 sets the following goals:

1. Safety first
2. World-class infrastructure
3. Access for all Angelenos
4. Collaboration, communication, and informed choices
5. Clean environments and healthy communities

The following street design strategies will help achieve the Mobility Plan goals:

- Reduce conflict between different modes of travel and support the most vulnerable road users.
- Design streets that promote low-stress travel that enable safe access for all roadway users.
- Improve affordable, safe, and convenient transportation options for people to reach their jobs, destinations, and services.
- Encourage the development of sustainable transportation options that promote environmental and public health.

More information: la2b.org

RELATED LAYERS:

- **3 Miles or Less** are areas of the City where 50% of trips are under three miles or less. The higher percentages of the City indicate areas with the greatest opportunity to shift short trips to other active modes of transportation such as walking, biking, or taking public transportation.
- **Transit Priority Area (TPA)** is an area within one-half mile of a major transit stop that is existing or planned. The TPAs are ranked by the type of transit that serves the area with project area served by higher capacity and higher frequency transit, such as heavy and light rail, will score higher.
- **Neighborhood Enhanced Network (NEN)** is a network of approximately 800 miles of collector, local, and some arterial streets identified to provide a calm and safe environment for walking, biking, and circulation of slower moving modes. Tier 1 identifies NEN streets that serve a geographic need of providing low-stress bicycle travel options that can not be provided along the parallel arterial streets.
- **Transit Enhanced Network (TEN)** is a network of streets prioritized for transit. The TEN covers approximately 300 miles throughout the City of Los Angeles. It aims to provide a frequent and reliable bus system that interfaces and supports the fixed-transit lines. Transit enhanced streets may receive a number of enhancements

to improve line performance and/or the overall user experience for people who walk and take transit. Enhancements may range from streetscape improvements to make walking safer and easier, to transit shelters, or bus lanes.

Bicycle Networks

- **Bicycle Enhanced Network (BEN)**, also known as Tier 1 bicycle lanes, are a proposed network of bicycle lanes that provide a higher level of protection from vehicle traffic than just a striped bicycle lane and seek to attract a more diverse people to travel by bicycle.
- **Bicycle Lane Network (BLN)** is comprised of Tier 2 and Tier 3 bicycle lanes and are a proposed network of standard bicycle lanes along arterial roadways with only striped separation.
- **Pedestrian Enhanced Districts (PEDs)** are areas where improvements for pedestrians are prioritized. PEDs are identified based on the proximity to schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunities.

Vision Zero is a Citywide initiative that makes safety the highest priority of our streets. Streets that are located on the High Injury Network (HIN) will be prioritized.

More information: visionzero.lacity.org

RELATED LAYER: High Injury Network (HIN)

Project Areas located directly on the HIN will be prioritized.

A Plan for a Healthy Los Angeles elevates health as a priority in the City's future growth and development, establishing a policy framework to make Los Angeles a healthier place to live, work, and play. It prioritizes streets that are located in high-need areas on the Community Health and Equity Index. The supplemental Health Atlas includes geographically based health and safety data that identifies vulnerable communities across the City.

A Plan for a Healthy Los Angeles identifies the following goals:

- Los Angeles, a Leader in Health and Equity
- A City Built for Health
- Bountiful Parks and Open Spaces
- Food that Nourishes the Body, Soul, and Environment
- An Environment Where Life Thrives
- Lifelong Opportunities for Learning and Prosperity
- Safe and Just Neighborhoods

RELATED LAYERS:

- **Community Health and Equity Index** identifies the areas of City burdened with the most adverse conditions by examining the spatial relationship between vulnerable populations, social and economic factors, mortality, morbidity, the physical environment, pollution, and crime. The areas of the City with a higher score indicate higher need for investment to support healthy and sustainable communities.
- **Walkability Index** measures the pedestrian environment within each census tract. The Walkability Index is based on a number of factors that influence whether a person will walk, including land use diversity, residential density, retail density, and intersection density. Higher scores represent more walkable areas.
- **Job Density** displays job density in terms of numbers of employees per acre for each of the City's census blocks. Areas of high job density have higher potential to benefit from investment as it indicates a higher potential for people to walk or bike.
- **Population Density** displays population density in terms of numbers of persons per acre for each of the City's census blocks. Areas of high population density have higher potential to benefit from investment as it indicates a higher potential for people to walk or bike.

City of Los Angeles Safe Routes to School In 2011, the City of Los Angeles launched the Safe Routes to School (SRTS) Strategic Plan with the goal of reducing traffic fatalities of children walking and bicycling to school. The Safe Routes to School Strategic Plan establishes the following goals:

No child shall be injured or killed by a vehicle when walking or bicycling to or from school.

Increase the number of students walking and bicycling to school to improve public health and student achievement and relieve traffic congestion.

Maximize City's competitiveness in funding applications and increase City's share of SRTS-related funds

More information: saferoutes.lacity.org

RELATED LAYER: Schools, Libraries

Project Areas within one-half mile of a school or library will be prioritized.

Sustainable City pLAN is a roadmap for a Los Angeles that is environmentally healthy, economically prosperous, and equitable in opportunity for all—now and over the next 20 years.

The Sustainable City pLAN vision related to the Great Streets Challenge:

1. Lead the nation in water conservation and source the majority of our water locally.

2. Strengthen LA's economy by dramatically reducing greenhouse gas emissions and rallying other cities to follow our lead.
3. Invest in rail, bus lines, pedestrian/bike safety, and complete neighborhoods that provide more mobility options and reduce vehicle miles traveled.
4. Ensure the benefits of the pLAn extend to ALL Angelenos.
5. All have access to parks and open space, including a revitalized LA River.
6. All live in safe, vibrant, well-connected, and healthy neighborhoods.
7. A municipal government that leads by example throughout every department in the City of Los Angeles.

More information: lamayor.org/plan

RELATED LAYER:

Green Network provides locations in the City where bicycle paths are existing or planned. Project Areas that provide direct connection to existing bicycle paths will be prioritized, which include portions of the LA River.

Parks – Project Areas within one-half mile of parks will be prioritized.

APPENDIX 4: Project Types

Pop-Up Projects are temporary installations of new street designs, programs, or activities to test a new street design concept for a limited time (one day or a weekend). Pop-Up Projects are most appropriate for communities that are just starting to think about the needs and opportunities on neighborhood streets. Pop-Up Projects temporarily transform streets to show the benefits of streetscape improvements on safety, quality of life, neighborhood character, and economic development.

Pop-Up Projects aim to:

- Educate fellow community members about the benefits of street transformations.
- Demonstrate street transformations to further educate and build community capacity.
- Develop a community vision and shared values for street changes.

Build Projects

In the past year, the Great Streets Challenge has expanded to support the construction or fabrication of permanent street infrastructure, what we call Build Projects. Community Partners who have already started to build consensus around a street transformation should apply for a Build Project. Community Engagement for Build Projects will lead directly to development, design, and construction of street