# Programs – OPERATIONS

An underlying component of programs in this category relies on the coordination between agencies (specifically public and private transit providers, trucks/goods movement, shuttle services, and City fleet vehicles) to provide efficient/timely service, connections, and access to a wide range of the public.

**Operational Efficiencies.** Establish a public/private partnership to coordinate and improve operational efficiencies for the movement of goods. Work could include the implementation of incentives to encourage off-peak and extended hour Port operations, an appointment system, the consideration of short-haul intermodal rail operations, and the establishment of an Advanced Transportation Management and Information System (ATMIS) which would include changeable message signs and video surveillance. *Identify strategies to reduce the amount of time it takes to move goods from the Port to rail facilities or by truck to final delivery points.*

**Truck Inspections and Service Patrol**. Identify locations for temporary and long-term truck inspection stations and Implement a Truck Service Patrol Program to remove disabled commercial trucks from freeway lanes.

**Cordon Pricing Evaluation.** Identify the boundaries of, and access points in and out of cordon pricing districts on which to implement congestion pricing as a means to reduce traffic congestion during identified peak periods. *Study the effectiveness of creating pricing districts (charge a fee based on traffic congestion) to reduce traffic.*

**Truck Access.** Permit the use of the roadway for turning movements in and out of properties in industrial areas.

**Transit Schedules.** Establish varying route times and schedules for holiday, weekend and late evening, and early morning bus service to reflect the potential for increased transit performance times due to lighter traffic volumes.

**Transit Coordination.** Actively collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing and shared fare systems.

**Transit/Event Coordination**. Facilitate collaboration between regional transit partners and event providers to provide and promote awareness of additional and timely transit service before and after large events. *Encourage the use of transit to get to and from large events by advertising/collaborating with event coordinators during event promotions/advertisements.*

**Shuttle Bus.** Work with special event providers, employers and community-based organizations to identify and implement shuttle bus programs to serve as a first-mile, last-mile solution between transit stations and special events and/or specific populations. *Encourage event coordinators, employers, or other organizations to utilize shuttle buses to transport more people to/from major transit connections. Event goers and commuters may be more likely to use transit if a convenient/direct connection is provided.*

**Flyaway Shuttle.** Continue the Flyaway Shuttle service from Westwood, Van Nuys, La Brea and Union Station locations, and evaluate other regional locations for expanded service.

**For more information:**
project website: **la2b.org** | online town hall: **ideas.la2b.org**
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**Technology.** Implement on-going technology improvements to maximize the efficiency and utilization of transportation assets. *Encourage the development of mobile apps, tracking systems, and mobile maps to locate nearby transportation options.*

**City Fleet.** Increase the percentage of the City's fleet of alternative energy vehicles.

**City Work-related Trips.** Facilitate non-vehicular alternatives to City employees for work-related trips. *Encourage the use of public transportation or bicycling for trips made during work hours.*

**Region-Wide Traffic Control Center.** Link all of the traffic control centers in region on a 24 hour basis.

**Feeder Network.** Coordinate local bus transit services so as to provide dense neighborhoods (> 20 units/acre) with local feeder buses at ¼ mile densities and lower density neighborhoods (9-20 units/acre) with feeder buses at ½ mile densities where the roadway system permits. *Expand access to local and regional transit by providing more feeder buses (buses that provide service and connections to/from the outer regions of the city).*

**Bicycle-Transit-Only Lanes.** Allow bicycle use on surface street bus-only lanes. Work with Metro to develop lane standards, and identify corridors on the Backbone Network. *Create standards with Metro so that bicyclists can also use bus-only lanes.*

**Signalization Program.** Upgrade, repair or adjust intersection signalization to accommodate bicyclists with initial efforts focusing on Backbone and Neighborhood Networks.

**Signal Timing.** Identify opportunities to re-time street signals to reduce speeds and create smoother traffic throughput, prioritizing the Backbone Network. Identify opportunities to re-time street signals to allow longer crossing times for cyclists and pedestrians in large intersections, prioritizing the Neighborhood Network.

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