

Community Impact Statement Recommendation

To: Downtown Los Angeles Neighborhood Council Board
From: Livability Committee
Date Approved by Committee: 07/14/22
For Board Consideration on: 08/09/22

Re: Council File 15-079-S26 - Mobility Plan 2035 / Street Improvement Measures / Healthy Streets LA Ballot Measure / Street Resurfacing / Slurry Seal Projects / High Injury Network / Dangerous Streets

Motion or Recommendation of the committee:

The Livability Committee recommends a vote on CF 15-079-S26.

For	
For if amended	
Against	

Committee Vote Count: Yes (), No (0), Abstention (0), Absent (), Recused (0)

Summary:

Out of disappointment with the continuous rate of traffic deaths in Los Angeles, a group of organizations led by Streets forAll, are circulating signatures to put the “Healthy Streets LA Ballot Measure” on the November 2022 ballot. This measure would require the city to implement projects listed on the Mobility Plan 2035 whenever substantial improvements are made to a street, such as a repaving.

The intention of this Council File is to mobilize all relevant City agencies to effectively implement the ballot measure’s ordinance. The file’s specific directives are as follows:

Instructs the City Attorney to prepare an ordinance based off of the ballot measure to ensure that the city installs improvements listed in the Mobility Plan 2035 when performing street resurfacing and slurry seal projects.

Instructs that a new Unified Project Coordination Office, directly reporting to the Board of Public Works, be created within the BPW, tasked with implementing the Mobility Plan Implementation Ordinance and coordinating all city capital projects, work programs, and grants to ensure that maximum mobility and environmental benefits are provided when any city project is constructed within the public right of way.

Instructs that the Chief Legislative Analyst and City Administrative Officer, in coordination with the Bureau of Engineering, Bureau of Street Services, Bureau of Street Lighting, Bureau of Sanitation, and Department of Transportation, report within 60 days on recommendations on

how the Unified Project Coordination Office can best implement the Mobility Plan Implementation Ordinance. The report should include:

- A strategy to program and schedule improvements in a way that allows for meaningful engagement, especially with low-income residents, communities of color, and the disability rights community, and which utilizes the highest standard for language access
- A robust plan for engagement with community-based organizations to gain community input to help address local concerns regarding gentrification and displacement brought on by street improvements
- Management of the Mobility Plan Improvement Dashboard
- A local hire program for residents of disadvantaged communities so that they can economically and socially benefit by working on the improvements within their community
- A coordination plan to ensure other street and safety improvements such as bus shelters, street lights, crosswalks, stormwater and green infrastructure, sidewalk repair, and street trees are included as part of the Mobility Plan projects
- A proposed staffing plan for the Unified Project Coordination Office as well as any additional resources needed to implement the Mobility Plan Implementation Ordinance

Upon its creation, the Unified Project Coordination Office is instructed to report back within 60 days on an implementation plan for the Mobility Plan Implementation Ordinance. The plan should include:

- The creation of a multi-year work plan released each year that can be reviewed and commented on by the public and the Climate Emergency Mobilization Commission prior to its adoption by the City Council.
- Prioritization of corridors listed on the High Injury Network in a way that addresses racial and economic marginalization by investing in neighborhoods with the highest need first as defined in equity mapping tools such as Advancement Project's COVID-19 Statewide Vulnerability & Recovery Index, LA Metro's Equity Focused Communities, the Health Atlas for the City of Los Angeles, and the California Office of Environmental Health Hazard Assessment's CalEnviroScreen
- Prioritization of projects that improve mobility for low-income, transit-dependent residents, such as bus lanes and street safety improvements
- A public engagement strategy that allows for the public to provide feedback on the proposed implementation plan

Instructs the City Administrative Officer in coordination with the Bureau of Engineering, Bureau of Streets Services, Department of Transportation, Department of City of Planning, Bureau of Street Lighting, Department of Public Works, and other relevant departments:

- Develop a funding plan in conjunction with the Capital Improvement Expenditure as called for in CF: 21-0039 for the Implementation Plan using equitable evaluation criteria to identify and prioritize funding from existing and future revenue sources including but not limited to federal IJA funding, federal ARPA funding, state funding, and LA Metro funding and sales tax revenue. This criteria should include metrics to measure progress and prioritize funding where a program or project improves regional accessibility and overall health and economic outcomes for people who have historically been disadvantaged by race, class, physical ability, gender, age, or other discriminatory conditions and

- The funding plan should set percentage targets to fund improvements for people in historically disadvantaged census tracts first, annually evaluate progress toward achieving yearly percentage targets, and annually commit to prioritize funding for areas where evaluation shows target shortfalls
- The funding plan should also incorporate recommendations from the related efforts that will be implemented through a future Health and Environmental Justice Unit within the Citywide Policy division of the City Planning Department (CF 15-0103-S5).

Instructs the Bureau of Engineering, Bureau of Street Services, and Department of Transportation, in coordination with the Information Technology Agency, to create a Mobility Plan Implementation Dashboard that allows the public to easily see all projects that the city intends to implement consistent with the Mobility Plan 2035.

An amending motion was submitted that instructs the Chief Legislative Analyst to provide a report with the appropriate entities to establish and/or revise Citywide Mobility corridors and Neighborhood Mobility Corridors.

- i. Citywide Mobility Corridors shall include but not be limited to Mobility Plan 2035's Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), and Bicycle Lane Network (BLN).
- ii. Neighborhood Mobility Corridors shall include but not be limited to Mobility Plan 2035's Neighborhood Enhanced Network (NEN) and Pedestrian Enhanced Districts (PED).