

# TRANSPORTATION

## PUBLIC WORKS

### MOTION

As we enter the 2024 - 2025 budget cycle, the City is already facing a nearly half billion deficit due to the undercollection of revenue, well-deserved investments in employee compensation and benefits, and the end of pandemic-era funding from state and federal sources, all of which will prevent the City from investing in and expanding existing services. The City's financial picture is so dire that the City is entering a managed hiring plan, which would impact a significant number of City departments.

Meanwhile, vital infrastructure like parks, sidewalks, sewers, and technology are outdated and crumbling. Excessive trash is choking storm drains, polluting the ocean, and killing wildlife. The threat of wildfires and other emergencies threaten wide swaths of Los Angeles. Many City buildings, including our police and fire stations, suffer from decades of deferred maintenance, and many departments report that they do not have the staffing or resources to meet current demands. And across the entire City, residents are demanding urgent solutions to homelessness, affordability, and public safety.

As City leaders grapple with competing priorities in a contracted budget year, it is essential to understand the budget impacts of external matters that could impact the City's overall finances.

Currently pending on the March 5, 2024 ballot is the Healthy Streets LA ballot measure ("Measure HLA"). If approved, Measure HLA would mandate the City to install modifications outlined in the City's Mobility Plan 2035 (Mobility Plan) whenever the City undertakes a street or sidewalk improvement greater than an 1/8 of a mile (660 feet), inclusive of street resurfacing and slurry sealing, tied to an existing schedule.

While the City has carried out many elements of the Mobility Plan, including more than 300 miles of bicycle lanes, there are more than 600 miles of protected bicycle lanes and bicycle lanes that have yet to be implemented. Falling along major thoroughfares, these additions would, in certain instances, necessitate the removal of vehicle travel lanes and parking spaces.

In a separate report (CF 24-1100-S1), the CAO also estimated that, if approved, Measure HLA could cost the City more than \$2.5 billion over 10 years or \$250 million annually, the amount allocated toward Inside Safe in FY 23 - 24. The report also shared that Measure HLA could result in delays to street repaving, reduce the amount of annual repaving, require the diversion of funds from other City services and increase liability costs. Measure HLA also includes an attorney's fee provision for successful litigants against the City.

While Los Angeles voters will decide the fate of Measure HLA, the City shouldn't wait to understand its impacts and take steps to prepare for its implementation.

**I THEREFORE MOVE** that the Council instruct the Department of Transportation, in coordination with the Chief Legislative Analyst and Department of City Planning, to report with a list of corridors that would necessitate the removal of parking spaces and vehicle travel lanes to

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install Tier I protected bicycle lanes in the Bicycle Enhanced Network; Tier II bicycle lanes in the Bicycle Lane Network; as well as mobility elements of the Transit Lane Enhanced Network and Neighborhood Enhanced Network.

**I FURTHER MOVE** that the Council instruct the Department of Transportation to report with a community outreach and engagement plan along surrounding corridors that could be impacted by Measure HLA.

**I FURTHER MOVE** that the Council instruct the Bureau of Street Services, in coordination with the Department of City Planning, to report on the following:

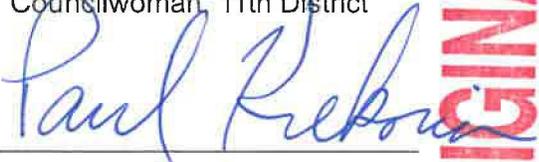
- Mobility Plan corridors scheduled for street resurfacing that would be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index
- Mobility Plan corridors scheduled for slurry sealing that would be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index

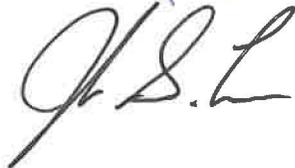
**I FURTHER MOVE** that the Council instruct the CAO to report on the following:

- Funding sources to meet Measure HLA's mandate
- Impacts to the delivery of existing services that could occur as a result of Measure HLA's passage
- Impacts to the City's plan to prioritize critical hiring (CF 23-0600-S115)
- Litigation costs that could result from Measure HLA's private right of action clause

**I FURTHER MOVE** that the Council instruct the Bureau of Street Services, Department of Transportation and Bureau of Engineering, in consultation with the CAO, City Attorney, Fire Department and Police Department, to report on an implementation plan that would comply with Measure HLA and all applicable city, county and state fire and vehicle codes.

PRESENTED BY:   
TRACI PARK  
Councilwoman, 11th District

SECONDED BY: 



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86