

TRANSPORTATION

MOTION

Traffic violence is one of the most serious issues affecting Los Angeles. In 2021, 294 people were killed in traffic-related deaths including 132 pedestrians. Despite city efforts, and even a global pandemic, deaths have continued to increase by 20% over the past year. The fact that it is unsafe to walk or bike even a short distance, greatly limits the mobility options of our city's residents, especially the poor.

The impact of the city's dangerous street network is not equally distributed. The Los Angeles Department of Transportation (LADOT) has developed a High Injury Network showing the most deadly streets in the city. These corridors represent only 6% of streets but account for 70% of deaths and severe injuries to pedestrians. According to LADOT's analysis, residents of L.A.'s underserved communities are disproportionately killed in traffic crashes with the victims often being the elderly, children walking to school, and people without access to a vehicle. These streets are overwhelmingly contained in working class neighborhoods in South LA, Central LA, and the Northeast San Fernando Valley.

Out of disappointment with the continuous rate of traffic deaths in Los Angeles, a group of organizations led by *Streets for All*, 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 work of organizations such as ACT-LA, LA Walks, and People for Mobility Justice shows that equity must be at the forefront of any policy around street improvements. These projects must reflect the needs of communities, especially those most impacted by traffic violence. Despite adopting the Mobility Plan, which contains over 1,500 miles of pedestrian safety improvements, bus lanes, and bike lanes, the City of Los Angeles has implemented less than 3% of the Plan in seven years. In order for the Mobility Plan to be implemented effectively and efficiently, the city needs to improve coordination between departments that work on street infrastructure as well as meaningfully partner with agencies that operate public transit.

I THEREFORE MOVE that the City Attorney prepare an ordinance in no more than 15 days based off of the Proposed Initiative Ordinance regarding City Mobility Plan Street Improvement Measures (Healthy Streets LA Ballot Measure) to ensure that the city installs improvements listed in the Mobility Plan 2035 when performing street resurfacing and slurry seal projects.

I FURTHER MOVE that a new Unified Project Coordination Office, directly reporting to the Board of Public Works, be created within the Board of Public Works 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.

A handwritten signature in black ink, consisting of a large, stylized 'B' followed by a horizontal line and a small upward stroke.

MAY 26 2022

I FURTHER MOVE 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, be instructed to report within 60 days on recommendations on how the Unified Project Coordination Office can best implement the Mobility Plan Implementation Ordinance. This 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

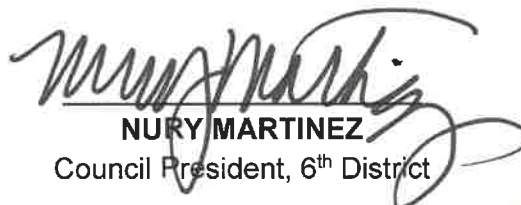
I FURTHER MOVE that upon its creation, the Unified Project Coordination Office be instructed to report back within 60 days on an implementation plan for the Mobility Plan Implementation Ordinance. This plan should include:

- 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. This work plan should include:
 - Adequate segment lengths for improvements
 - An adequate amount of time for engineering, coordination and engagement;
- 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

I FURTHER MOVE that 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 IJJA 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).

I FURTHER MOVE that the Bureau of Engineering, Bureau of Street Services, and Department of Transportation, in coordination with the Information Technology Agency, be instructed 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.


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ORIGINAL

Seconded By: 