

TRANSPORTATION COMMITTEE REPORT relative to implementing the Los Angeles Green New Deal Active Transportation Implementation Plan.

Recommendation for Council action:

RECEIVE AND FILE the October 14, 2021 Los Angeles Department of Transportation (LADOT) report, inasmuch as this report is for information only and no Council action is required.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

Summary:

On October 19, 2021, the Transportation Committee considered an October 14, 2021 LADOT report relative to implementing the Los Angeles Green New Deal Active Transportation Implementation Plan. According to the LADOT, on June 12, 2021, it submitted an Active Transportation Implementation Plan to Council and the Mayor, as directed by Executive Directive 25. The Active Transportation Implementation Plan provides a framework and criteria for building corridors and local networks for safe and sustainable transportation. It uses the citywide Mobility Plan 2035, which includes comprehensive citywide active transportation networks, as the basis for defining and prioritizing projects.

The Implementation Plan includes a list of funded priority projects that the LADOT and its Public Works partners will implement within the next three to five years. Additionally, the Implementation Plan identifies future active transportation priority projects, based on the criteria outlined by Executive Directive 25: the Mobility Plan Bicycle Enhanced Network, the High Injury Network, and communities of high need as defined by the California Healthy Places Index. Subsequently, in July 2021, Council directed the LADOT to report back on the resources necessary to implement the plan as presented, and to expedite delivery of prioritized corridors and networks at double the pace. Council also directed LADOT to identify the next phase of corridors that meet the prioritization criteria outlined in Executive Directive 25 and the Implementation Plan.

The LADOT has found success in delivering projects that bring together staff from multiple disciplines and classifications to cohesively plan, design, and deliver a focused program. For example, the unique structure of the Vision Program facilitates effective coordination and project delivery by bringing engineering, planning and administrative staff under a single team. A similar program structure that provides all staffing classifications needed from concept through final design and delivery would greatly streamline the City's approach to delivering active transportation infrastructure.

The LADOT is requesting five additional planning staff to support a sustainable pipeline of projects from initiation through full concept development to delivery, including outreach and engagement. To expedite the multi-year Implementation Plan so the scale and/or pace of implementation are doubled will require proportionate staffing levels: a second project delivery team of four transportation planning staff would fully support project planning, development, engagement and delivery for a doubled work program. Because the Active Transportation team also identifies projects, defines priorities, leads project conceptualization, and executes engagement and communications throughout the project life cycle, long-term sustainability requires a dedicated unit within the team to focus on early project selection and development, work program planning, funding strategy, and securing grants. This would support a long term project funding pipeline and enable other staff to work directly on project delivery, the core function of the Active Transportation section. A complete team would also include a dedicated design team to streamline project design and delivery and avoid competing with department-wide projects for centralized design staff time. This team should include dedicated geometric design, signal design, and drafting staff as well as analysts and administrative support staff to support ongoing needs including project and grant management. In order to expand the existing Priority Work Plan, including locally-funded projects and project delivery in future years, LADOT would need an additional 18 positions which are detailed in the LADOT report. After further consideration and having provided an opportunity for public comment, the Committee moved to receive and file the LADOT report. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

**COUNCILMEMBER VOTE**

BONIN:	YES
KORETZ:	YES
BUSCAINO:	ABSENT

ARL  
10/19/21

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**