

MOTION

On November 17, 2021, the City Controller released *Repairing L.A.'s Broken Sidewalk Strategy*, an audit of the City's sidewalk repair program. Sidewalks are a critical part of the City's transportation infrastructure and are used by everyone—most obviously pedestrians, but also transit users on their way to and from bus stops and rail stations, bicyclists where streets are unsafe, motorists who have parked in on-street spaces, skateboarders, those parking scooters, and more. The expansion of outdoor dining during the COVID pandemic and ongoing efforts to license street vendors also highlight that sidewalks are a place of economic activity for small entrepreneurs.

Poorly-maintained sidewalks and missing curb cuts create unacceptable barriers for Angelenos with mobility impairments, while also creating inconveniences and hazards for people walking and using strollers, carts, and other wheeled devices. The City's historic failure to develop a comprehensive sidewalk maintenance and repair program—or to adequately maintain City-owned trees in the public right of way—has made many property owners reluctant to allow the planting of trees that provide important environmental and other benefits.

In recent years, the City has taken steps to address the backlog of sidewalk repairs and to ensure that our sidewalks are accessible to and usable by all Angelenos. The Controller's audit provides the City Council with an opportunity to evaluate and improve upon various aspects of its sidewalk repair programs.

I THEREFORE MOVE that the City Council instruct the Bureau of Engineering, with the assistance of the Bureau of Street Services, the Department of Transportation, the Department on Disability, and other relevant departments, to report back within 60 days with recommendations for improvements or changes to the City's sidewalk programs, including:

- Prioritizing mitigation of significant access barriers over reconstruction of sidewalks and driveways in reasonable condition;
- Options for reprioritizing sidewalk repair funded above and beyond the City's Willits commitment to better align with the City's safety, mobility, and accessibility priorities;
- Reconsideration of the City's "fix and release" policy;
- Opportunities to coordinate with other street improvement programs, including the Complete Streets Program, the Safe Routes to School Program, the Active Transportation Program, the Pavement Preservation Program, and stormwater programs; and
- Governance changes to help ensure that the City's expenditures on sidewalks are coordinated and fully reflect the City's priorities; and

I FURTHER MOVE that the City Council instruct the Bureau of Engineering to report back within 60 days with a recommended scope and budget for a citywide sidewalk inventory and assessment that includes:

- The potential for coordination with other City asset management efforts, including StreetsLA's asset management program and LADOT's Code the Curb initiative;
- The potential use of data from delivery robots and other innovative technologies; and
- Identification of locations with missing sidewalks where construction of sidewalks would provide important mobility and safety benefits; and

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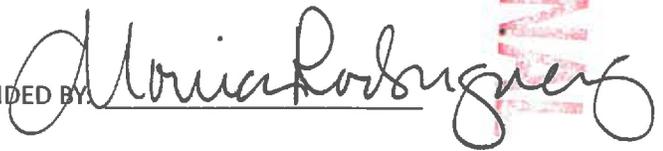
I FURTHER MOVE that the City Council instruct the Bureau of Street Services to report back within 60 days with the budget and position authority needed to achieve parity in response times between pothole repair and sidewalk hazard mitigation; and

I FURTHER MOVE that the City Council instruct the City Administrative Officer to report back within 60 days regarding the availability of funding from the federal infrastructure bill or other sources that could be applied to the City's sidewalk programs.

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