

MOTION

TRANSPORTATION

Vermont Ave is a 23.3-mile street from North to South, of which 12.6 miles are entirely within the City of Los Angeles. The street is on the City’s High Injury Network from Franklin Ave to 88th St, and is on the City’s Mobility Plan 2035 as a Tier 3 Transit Enhanced Network (the highest level), a Pedestrian Enhanced District, and on the Bike Lane Network. The Vermont corridor is the busiest bus transit corridor in Los Angeles County, with approximately 38,000 weekday boardings. As a result, the City and Metro are currently undertaking the Vermont Transit Corridor project which will create a Bus Rapid Transit system along 12.4 miles of Vermont Ave, all of which is within the City of Los Angeles.

With such a mega project being contemplated, it’s important that the City make sure that the project serves all road users, complies with City law, and is done in accordance with City standards.

Metro and the City have signed a Master Cooperative Agreement (MCA) which governs how the City and Metro will work together, and each entity’s roles and responsibilities. In the MCA, section 4.5(d) states that “the City has the sole discretion in the interpretation and application of City Standards in its review and approval of the Rearrangements.” City Standards are defined as “Design standards, manuals, guidelines (adopted by the City), and ordinances as published on the Bureau of Engineering’s Technical Document website, LADOT’s technical reference library website, and any other Reviewing Department’s website.” By signing the MCA, Metro agreed to follow City Standards.

Should a bike lane not be installed as part of the Vermont Transit Corridor project, when the city goes to resurface Vermont Ave in the future, it will be solely responsible for the cost and implementation of the bike lane that it will be required to install under Measure HLA.

I THEREFORE MOVE that the Council instruct the Department of Transportation to report back on the feasibility and cost of creating a Class II or Class IV bike facility in lieu of street parking along the entire stretch of the project;

I FURTHER MOVE that the Council instruct the City Attorney to report back on how the City could enforce its rights under the MCA to mandate that Metro follow Measure HLA and pay for all of the required aspects of a project.

PRESENTED BY: 
HEATHER HUTT
Councilmember, 10th District

MAR 13 2026


SECONDED BY: 

MAR 13 2026

ORIGINAL