

MOTION

In 2016, the City of Los Angeles made a historic commitment to the disability community to invest \$1.37 billion over 30 years to repair sidewalks, curb ramps, and other accessibility improvements under the terms of the Willits Settlement. As a result, the City established the Sidewalk Repair Program (SRP) to meet the City's investment commitment and respond to access requests submitted by individuals with mobility disabilities. The SRP has been the City's primary mechanism for remediating existing pedestrian facilities to ensure accessibility, working alongside the City's other capital programs to bring the public right-of-way into compliance with the Americans with Disabilities Act (ADA) requirements.

However, it is clear the City's current efforts fall short of meeting the scale of need. Angelenos, including members of the disability community, have consistently voiced their frustration with the City's inability to implement more. While the SRP has made important progress, it remains primarily reactive, prioritizing individual requests only from the disability community rather than proactively addressing all problematic sidewalks, curb ramps, and infrastructure repairs citywide. To begin closing this gap, the Bureau of Engineering (BOE) and the Bureau of Street Services (BSS) are advancing the Pedestrian Facility Inventory and Condition Assessment Pilot Project (C.F. 25-1142), which utilizes Light Detection and Ranging (LiDAR) technology to collect systemwide data on pedestrian infrastructure conditions, develop an updated Pedestrian Facility Damage Severity Matrix, and clarify departmental roles and responsibilities. This effort will establish a data-driven foundation to manage over 9,000 miles of sidewalks and more than 80,000 curb ramps, guiding Capital Improvement Program investments, budget decisions, and future program development.

Meeting the City's public right-of-way accessibility obligations requires sustained and strategic investment in the City's core service-delivery Public Works Bureaus responsible for critical infrastructure repair. At the same time, funding alone is not sufficient. The City must also evaluate and modernize its policies, ordinances, and overall delivery methods to ensure that resources are being deployed as efficiently and cost-effectively as possible. The city must be committed to examining every available mechanism from cost matrices, delivery models, staffing structures, municipal code provisions, and emerging technologies so that no opportunity to accelerate progress and reduce liability goes unexamined.

By pairing the findings of the Pedestrian Facility Inventory and Condition Assessment with targeted operational and policy reforms, and by scrutinizing every program, funding stream, and regulatory tool at the City's disposal, the City can better position itself to meet its legal obligations, reduce its growing liability exposure, and deliver timely, high-quality pedestrian infrastructure improvements for Angelenos.

I THEREFORE MOVE that the Council INSTRUCT the Bureau of Engineering (BOE), with assistance from the City Attorney, the Bureau of Street Services (BSS), and City Administrative Officer, to report back on the following:

- Recommendations to update the Access Request Prioritization Matrix and the City Facilities and Program Access Improvement Prioritization, including the incorporation of an equity-based criteria, high pedestrian-traffic areas, and locations with increased liability exposure.
- A cost-benefit analysis of curb ramp construction and sidewalk repairs across neighboring cities and comparative jurisdictions, including their compliance efforts with accessibility standards, costs, design best practices, production rates, delivery models, and prioritization strategies, and recommendations for best practices that could be adapted and implemented in the City.
- An evaluation of whether the City's construction and accessibility standards for pedestrian facilities exceed federal and State ADA requirements, and recommendations to align standards, where appropriate, to ensure

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compliance while maximizing the number of pedestrian facility repairs and improvements delivered citywide.

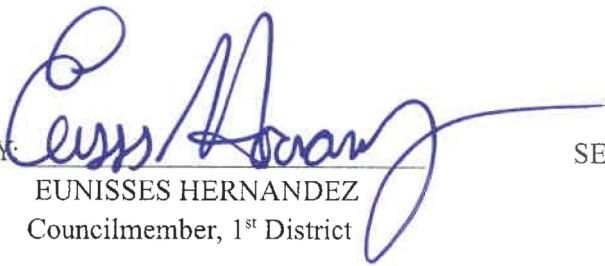
I FURTHER MOVE that the Council INSTRUCT BOE, with assistance from BSS, City Attorney, CAO and other departments as necessary, to report back with the following:

- An evaluation of Los Angeles Municipal Code Section 62.104, and any other relevant ordinances related to sidewalk repair, including recommendations to update these provisions to align with the City's obligations under the Americans with Disabilities Act (ADA), while identifying opportunities for cost recovery.
- Recommendations to improve program delivery, including potential restructuring of City crews, contracting models, and interdepartmental coordination to increase efficiency and accelerate project delivery.
- Identify resources, technologies, and tools to streamline sidewalk and curb ramp repair work.

I FURTHER MOVE that the Council INSTRUCT BSS, with assistance from BOE, CAO, and other departments as necessary, to report back with the following:

- A cost matrix of personnel, materials, and construction needed to complete one lane mile of street pavement resurfacing and repavement, including metrics on how many curb ramps are required per lane mile and the circumstances regarding their requirement.
- Cost efficiencies for both lane mile resurfacing and repavement and curb ramp construction based on any factors such as geography, time of year, bulk material ordering, contracting, and any other considerations as deemed appropriate by BSS, BOE, and/or CAO.

PRESENTED BY:


EUNISSES HERNANDEZ
Councilmember, 1st District

SECONDED BY:



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