

TRANSPORTATION COMMITTEE REPORT relative to the restoration of the City's Accessible Parking (Blue Curb) Zone (APZ) Program.

Recommendations for Council action:

1. DIRECT the Los Angeles Department of Transportation (LADOT), Department on Disability (DOD), Bureau of Engineering (BOE), and Bureau of Street Services (BSS) to initiate Phase 1 of the APZ Program which reflects new Federal and State requirements, to be incorporated into the City's Sidewalk Repair Program.
2. AUTHORIZE the LADOT to generally restrict installation of the APZs at the beginning of a block and designate such a parking space for public benefit to serve the entire block.
3. INSTRUCT the LADOT, DOD, BOE and BSS to immediately begin an evaluation of all existing public APZ requests for eligibility, feasibility, prioritization, and construction with any new requests received after January 20, 2017 to undergo initial review and screening through a single intake process.
4. INSTRUCT the LADOT, DOD and BOE to report in 180 days in regard to:
  - a. Status of existing public APZ requests
  - b. Number of APZs installed
  - c. New public APZ requests
  - d. Recommendations for improving the APZ Program
5. DIRECT the LADOT to integrate the APZ site investigations into the City's curb inventory that is taking place as part of the City's Code the Curb effect so that the quantity of blue curb spaces can be determined.

Fiscal Impact Statement: The LADOT reports that there is no significant fiscal impact to the General Fund to re-establish the APZ Program as proposed. Implementation cost will be borne by existing programs or incorporated into development and capital improvement projects.

Community Impact Statement: Yes

Against:  
Downtown Los Angeles Neighborhood Council

Summary:

On January 11, 2017, your Committee considered a January 4, 2017 LADOT report relative to the restoration of the City's APZ Program. According to the LADOT, for decades the LADOT has received, investigated, and authorized blue curb zones for qualified residential, commercial, and other various establishments. An APZ consisted of a blue painted curb and a sign

designating a parking space in front of the requestor's address as a disabled parking space. The LADOT suspended the program around 2010 following budget and staffing cuts. Since 2010, State and Federal governments have issued new rules under the American with Disabilities Act (ADA), the California Manual on Uniform Traffic Control Devices (CA-MUTCD), and Public Rights of Way Accessibility Guidelines (PROWAG). These new rules mandate, in part, that the City must install ADA compliant curb ramps, sidewalk improvements, and remove adjacent obstructions along with new blue curb zones. Meanwhile, the City continues to receive inquiries for blue curb zones, especially from residential areas. Given the various new requirements and potential impacts, the City must establish new public policies before resuming the blue curb program.

The recent Willits Settlement did not address the APZ Program. Rather, it focused on improving accessibility through the installation, upgrade, and repair of curb ramps and sidewalks. The proposed policies in the January 4, 2017 LADOT report, attached to the Council file, for the re-establishment of the Blue Curb Program capitalizes on improvements made through the Willits Settlement in order comply with federal rules for the installation of on-street accessible (blue curb) parking. AH access improvements needed for the installation of an Accessible Parking Zone would be consistent with the Willits Settlement.

Federal and State guidelines including PROWAG, CA-MUTCD, and Caltrans Standard Plans have approved accessibility requirements for APZs. The requirements include provisions for access ramp and sidewalk improvements and the removal of adjacent obstructions. The LADOT has worked in partnership with the DOD regarding proposed guidelines for processing requests and installation of APZs. Additionally, the LADOT and DOD have participated in meetings with the BOE and BSS regarding APZs and other accessibility issues. The primary work for installing new blue zones originates with the BOE and BSS, since it primarily entails curb ramp and sidewalk repair and construction. The LADOT receives approximately 30 Accessible Parking Zone requests per month and the DOD receives about 100 Accessible Parking Zone requests per month, which break down as follows:

- a. 50 percent at single-family residential locations
- b. 35 percent at multi-family residential locations
- c. 15 percent at commercial/mixed residential-commercial locations

The LADOT and DOD recently reviewed these requests and found that approximately 85 percent of requests are infeasible per Federal and State guidelines for a variety of reasons. Most prominently, mid-block blue zones require a sidewalk of at least 14 feet and most City sidewalks are eight to ten feet wide, particularly in residential locations. The remaining 15 percent of the requests require significant capital improvements to sidewalks and parkways to meet standards for installation.

After further discussion and having provided an opportunity for public comment, the Committee moved to recommend approval to restore the APZ Program and associated actions as detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

A handwritten signature in black ink, appearing to be 'M. B.', written over the printed text of the committee name.

MEMBER VOTE

BONIN: YES

KORETZ: ABSENT

HUIZAR: ABSENT

MARTINEZ: YES

RYU: YES

ARL

1/11/17

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**