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January 17, 2024

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Honorable City Council and Mayor

RE: Draft Mobility Plan 2035 Implementation Ordinance (Council File 15-0719-S26)

StreetsLA is supportive of the implementation of the enhancements contemplated in the Mobility Plan 2035 (MP 2035). However, the Draft Ordinance, in our interpretation, may potentially have the unintended consequence of deferring the implementation of the annual Pavement Preservation Program (PPP), which would be further detrimental to the overall health of our streets, and increase costs to the City in the coming years.

As written, the Draft Ordinance creates new uncertainty in StreetsLA's ability to meet our mandate to maintain City streets, and achieve our annual resurfacing goals. It is in our estimation that the Mobility Plan 2035 networks (primarily highly-traversed arterial streets) make up approximately 30% of the City's entire 6,500-mile roadway network. The ordinance mandates that resurfacing, reconstruction, and other improvements on these streets cannot proceed until MP 2035 elements are ready to be installed, including design and community outreach.

As stated in the City Administrative Officer Report, *Mobility Plan 2035 – Cost of Implementing the Bicycle Enhanced Network, Bicycle Lane Network, and Sidewalks in the Pedestrian Enhanced District* (Council File 23-0600-S54):

“Based on prior community engagement efforts on completed projects, the community engagement process can take multiple months to over a year depending on the level of engagement required for that specified project. The unintended consequence of realigning these funds is that the PPP could slow down to a point where the overall City street system deteriorates, resulting in less safe streets and higher costs to the PPP to maintain those streets.”

Furthermore, the Draft Ordinance allows for an appeals process, as well as private right of action for Mobility Plan projects, creating an additional level of potential delay. Adoption of this Ordinance without additional resources to mitigate potential delays in implementation would potentially create more failed streets, and higher costs to reconstruct streets, and further expose the City to liability.



StreetsLA urges the City Council and Mayor to take these factors into consideration as you contemplate the best path forward to make our streets safer.

Thank you in advance for your continued support of StreetsLA. If you have any questions or would like to discuss any of these items further, please feel free to contact me at (213) 847-3333.

Sincerely,



KEITH MOZEE

Executive Director and General Manager
Bureau of Street Services

