

## MOTION

IMOVE that the Final Environmental Impact Report (FEIR), Transportation and Planning and Land Use Management Committee Report and Resolutions relative to the proposed General Plan Amendment to adopt the Mobility Plan 2035 as a comprehensive revision of the adopted 1999 City of Los Angeles Transportation Element, Item #8 on today's Council agenda (CF#15-0719), BE AMENDED, as follows:

1. Insert the following phrase after the last sentence in the third paragraph of Policy 1.2- page 55 of the Mobility Plan 2035: "...while recognizing the need to balance a variety of modal options."
2. Add the following language to the last paragraph of Policy 2.1- page 70 of the Mobility Plan 2035: This is particularly true of the Complete Street Network where it may be necessary to incorporate a variety of treatments to achieve the proscribed goal of a particular street segment. Given the often unique street configurations of the City's many diverse street types, design solutions may vary from street to street regardless if they have the same street designation and/or are on a similar network. Design solutions will need to be tailored to the particular concerns of the community while also balancing the overall modal priorities of the area.
3. Add the following new paragraph after the first paragraph about the Network Concept Maps on page 145 of Chapter 6: Action Plan in the Mobility Plan 2035: The Plan also recognizes that flexibility is needed in implementing all or portions of a street segment that may be on one or more of the networks. Given the many street types found throughout the City and the evolutionary process by which cities evolve it is anticipated that future street improvements may not always fully realize the full design changes that have been conceived and/or articulated here. For example, a street on the Transit Enhanced Network that was identified as being "comprehensive" - meaning that it might ultimately receive a full-time bus lane - might initially receive only a bus lane in the peak period. Or, a street identified as a Tier 1 Protected Bicycle Lane on the Bicycle Lane Network might ultimately be comprised of successive segments that could include a bicycle lane, a protected bicycle lane and even perhaps a short segment that includes a sharrow. The Plan is not intended as a recipe book that must be followed to the letter but simply a preliminary roadmap to guide the City in making future multi-modal improvements that improve the overall safety of the City's streets while increasing Angelenos' access to multiple modal choices.
4. Include the following on page 12 as part of the "Key Policy Initiatives in the Mobility Plan 2035:"
  - Use CalEPA's CalEnviroScreen tool data, Housing and Community Investment Department's socioeconomic data utilized in determining the City's 16 Family Source Center's Service Areas, and collision history data on pedestrian and bicyclist traffic related fatalities and severe injuries to prioritize transportation decisions based upon outcomes of safety, public health, equity, environmental justice, language and physical access, social benefits, and/or economic benefits.
  - Embed equity and environmental justice into the transportation policy framework, project implementation, and action programs.
5. Include the following objective on page 53 as part of Chapter 1 - Safety First in the Mobility Plan 2035: "Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities located in the City of Los Angeles."
6. Include the following policy on page 54 Policies - 1.1 Roadway User Vulnerability in the Mobility Plan 2035- "Design, plan, and operate streets to prioritize the safety of pedestrians, especially

children, elderly, and the mobility impaired, the City's most vulnerable roadway user."

7. Revise the objectives on page 68 as part of Chapter 2 - World Class Infrastructure in the Mobility Plan 2035 to:
- Add a new objective, as follows: "Design and implement by 2035 pedestrian enhanced districts within the City's diverse neighborhoods and regional centers around schools, parks, community and regional gathering destinations, and employment centers with a prioritization within those census tracts within the City's neighborhoods falling within SB 535's Top 25 Disadvantaged Communities and the highest concentration of pedestrian fatalities and severe injuries."
  - Replace the first listed Objective with the following: "Establish a culturally sensitive, multilingual and neighborhood accessible public outreach approach to further develop and prioritize the design, funding, and implementation of the bicycle enhanced and bike lane network concepts depicted on the revised Maps D1 and D2."
  - Insert the second sentence of the first listed Objective as a standalone objective: "Complete the Bicycle Path segments along the Los Angeles River as depicted in Map D1 of the Bicycle Enhanced Network by 2025."
  - Modify the Objective referencing Measure R funding, as follows: "Increase share of Measure R local return funds to 20% for Active Transportation investments with special consideration for pedestrian safety improvements."
8. Revise Chapter 6 - Action Plan, beginning on page 144 in the Mobility Plan 2035, as follows:
- Modify Neighborhood Enhanced Network Maps C1-C5 and Pedestrian Analysis Map F to include streets around schools, parks, community gathering and employment destinations within Cal EPA's SB 535 list of Disadvantaged Communities in the City of Los Angeles.
  - Insert the following text as the next to last paragraph on page 144: "The implementation of programs should prioritize the use of diverse culturally-tailored, multilingual, and neighborhood-based public outreach formats, and include data performance collection protocols that are inclusive of the City's diverse ethnic, disabled, and low income populations. Programs prioritized for implementation should include (as funding and staff is made available) pedestrian safety education, multimodal access and transportation informational campaigns."

PRESENTED BY:

  
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SECONDED BY:



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