

MOTION

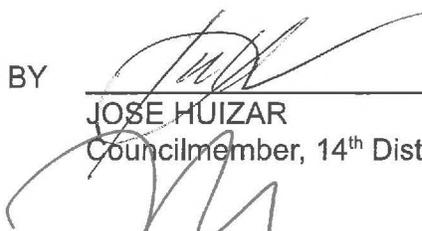
The Arts District in Downtown Los Angeles is one of the fastest growing neighborhoods in the city and providing much needed new housing. With thousands of units planned and under construction, the neighborhood is undergoing a rapid and immense transformation. However, the historically industrial nature of the Arts District means that the existing infrastructure requires significant updating to accommodate this new growth. Without addressing the lack of pedestrian and bicycle amenities and the lack of public transit serving the area, automobile dependence would be inadvertently encouraged in an increasingly dense neighborhood which, in its redevelopment, has the opportunity to provide multi-modal options.

In order to address this lack of infrastructure, the Bureau of Engineering is making \$15 million in capital improvements as part of the Arts District ATP Project. However, the grant scope does not fund increased transit, bike share, or other non-infrastructure related items. In order for the ATP Project to be successful, other programs and policies must be implemented as well. A comprehensive strategy for mobility is needed that incorporates efforts citywide already underway to expand bicycle and pedestrian facilities such as bike share, car share, EV charging, mobility hubs, and other transit options.

I THEREFORE MOVE, that the Department of Transportation report back with a comprehensive strategy for addressing mobility options in the Arts District including the expansion of bike share, car share, EV charging stations, mobility hubs, DASH and public transit, and bicycle and pedestrian facilities; and,

I FURTHER MOVE that the strategy should look include funding options and needs including the creation of a parking revenue local return area in the Arts District to allow a percentage of revenue generated from parking meters to be reinvested in the mobility improvements outlined above.

PRESENTED BY



JOSE HUIZAR
Councilmember, 14th District

SECONDED BY

ORIGINAL



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