



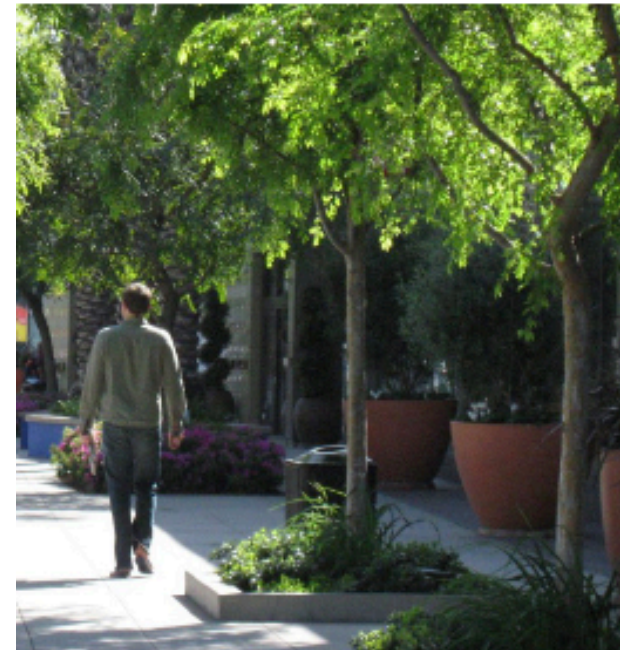
# ADAPT PROGRAM

Adjusted Deployment to Accelerate Paving/Sweeping in High Traffic Corridors

**In 2016, the Los Angeles City Council  
passed a “2035 Mobility Plan”  
promising Angelenos freedom of  
choice with new bus lanes and bike  
lanes.**

# Mobility Plan 2035

An Element of the General Plan

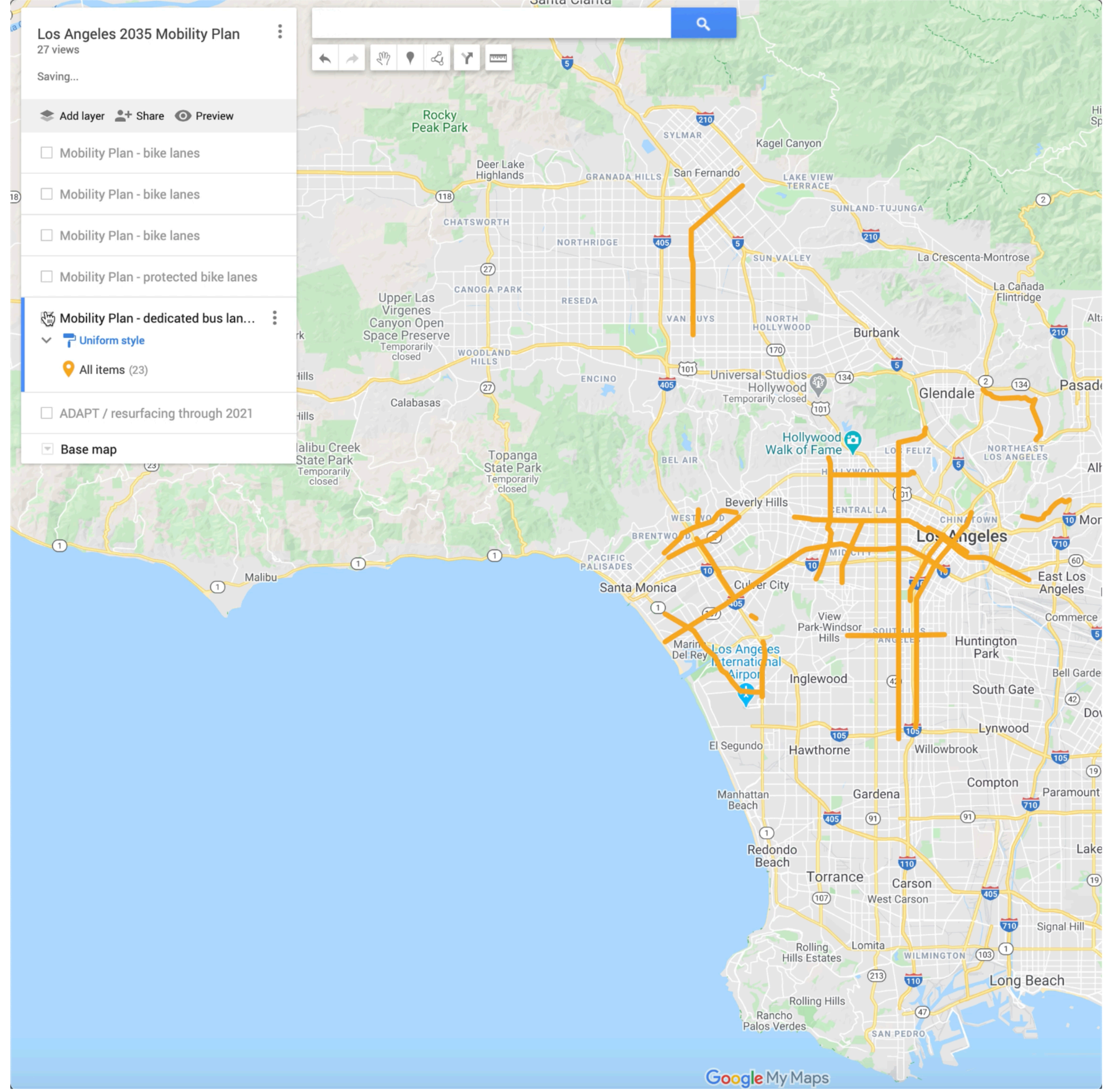


Los Angeles Department of City Planning

Approved by City Planning Commission: June 23, 2016  
City Plan Case No. CPC-2013-0910-GPA-SPCA-MS

Adopted by City Council: September 7, 2016  
Council File No. 15-0719-S15

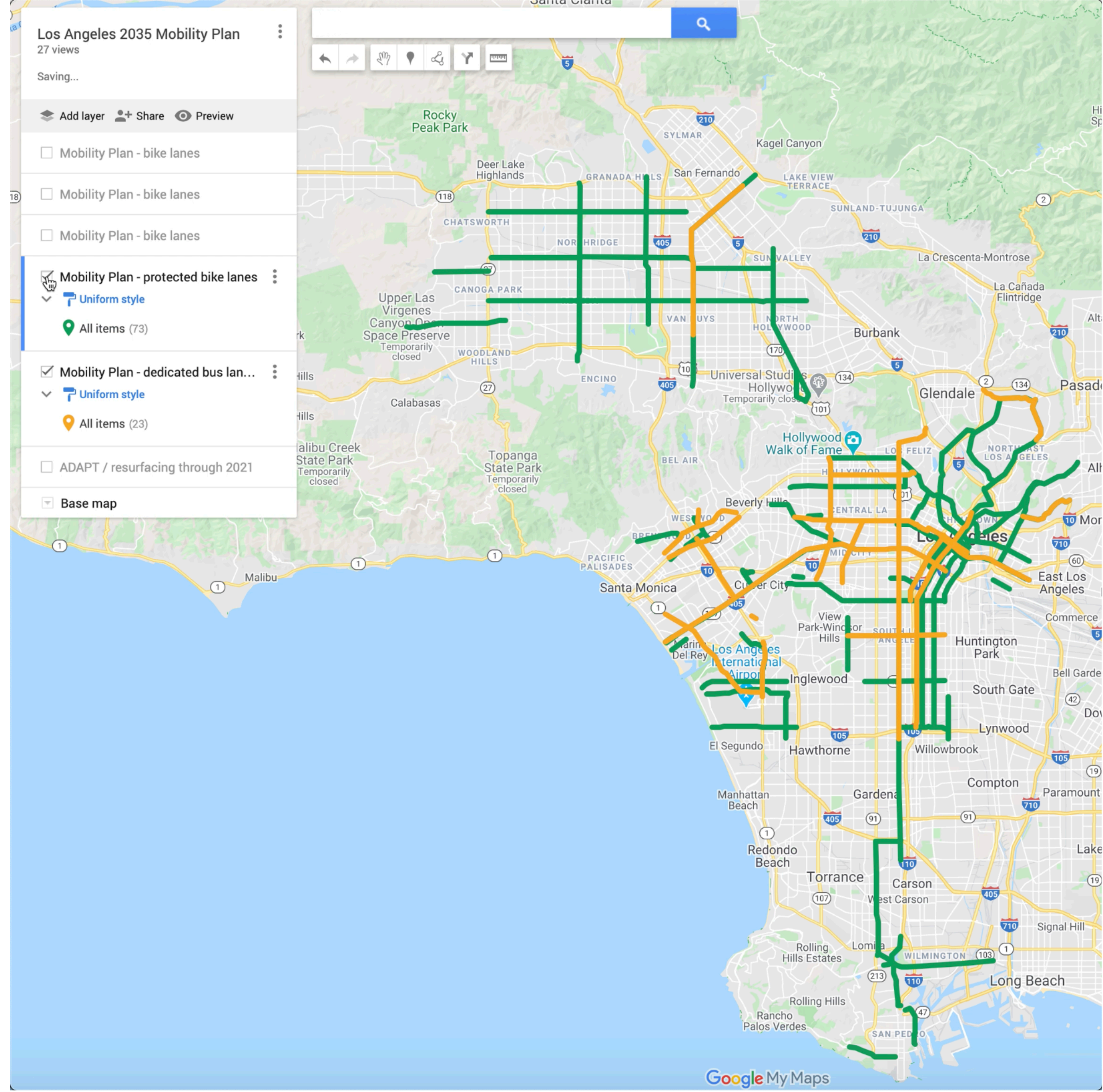
Bus lane



<https://drive.google.com/open?id=1DqymigEQtaZWjQapam9BDgkQ-DgBGPxy&usp=sharing>

Bus lane

Protected bike lane

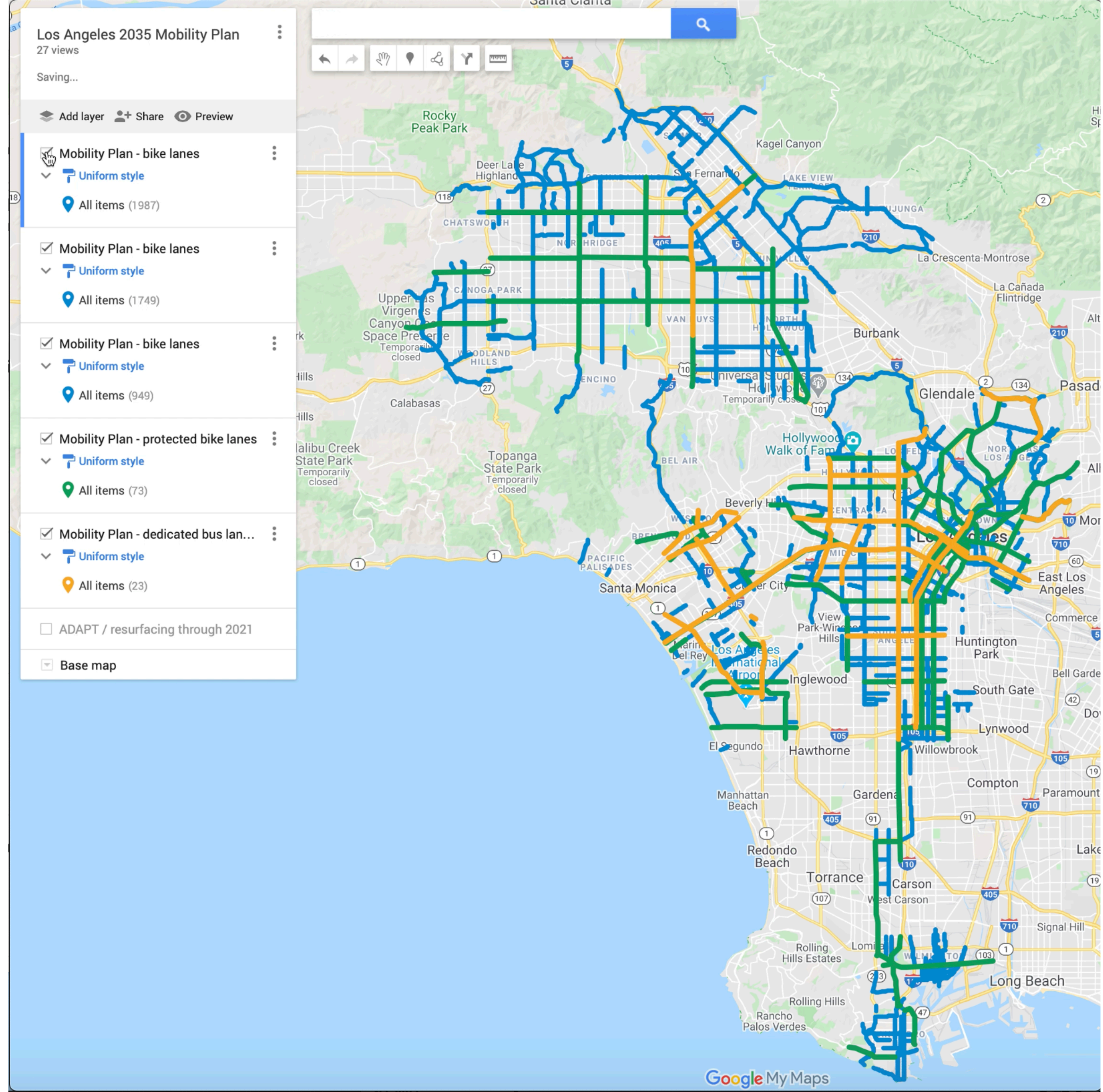


<https://drive.google.com/open?id=1DqymigEQtaZWjQapam9BDgkQ-DgBGPxy&usp=sharing>

Bus lane

Protected bike lane

Bike lane



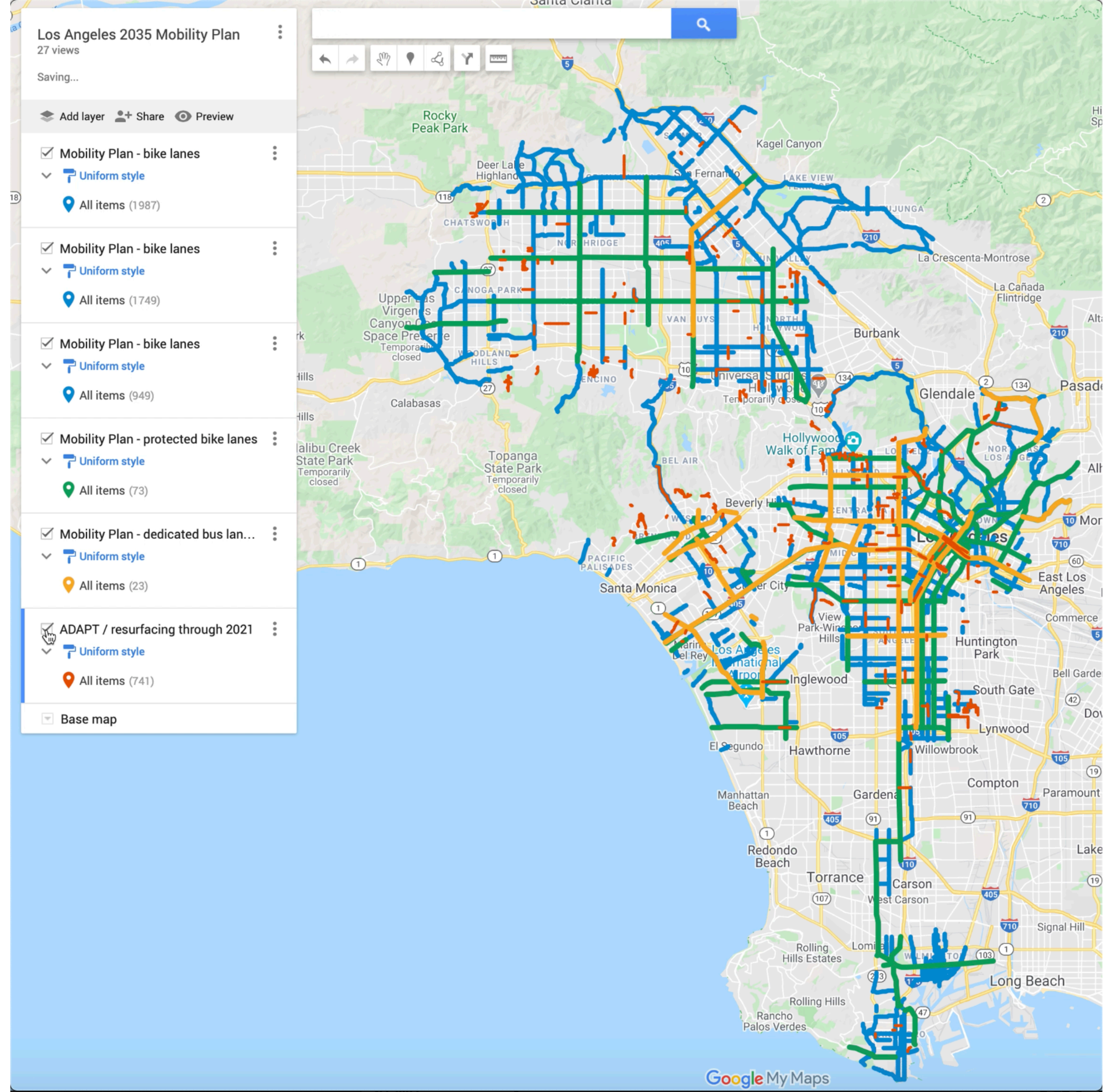
<https://drive.google.com/open?id=1DqymigEQtaZWjQapam9BDgkQ-DgBGPxy&usp=sharing>

Bus lane

Protected bike lane

Bike lane

Scheduled resurfacings  
(through 2021)



<https://drive.google.com/open?id=1DqymigEQtaZWjQapam9BDgkQ-DgBGPxy&usp=sharing>

**To save money, L.A. changes street configurations (bus lanes, bike lanes, etc.) when they need to be repaved.**





**Paves streets**



**LADOT**

**Stripes streets**





# ADAPT is an effort to prioritize repaving major streets during COVID-19

Street	From	To	Start Date
WILMINGTON AV	CENTURY BL	103RD ST	5/1/2020
92ND ST	FIRTH BL	SUCCESS AV	5/4/2020
MARTIN LUTHER KING, JR BL	LEIMERT BL/SUTRO AV	MCCLUNG DR	5/4/2020
NEW HAMPSHIRE AV	D/E N/O ROSEWOOD AV (101 OFFRAMP)	BEVERLY BL	5/4/2020
ROSEWOOD AV	VERMONT AV	HELIOTROPE DR	5/4/2020
16TH ST	SAN PEDRO ST	MAIN ST	5/5/2020
FOREST LAWN DR	FOREST LAWN DR (PVT)	BARHAM BL	5/6/2020
SUNSET BL	MICHELTORENA ST	FOUNTAIN AV	5/11/2020
FOUNTAIN AV	GOWER ST	VINE ST	5/14/2020

**Makes sense, but no commitment  
from the city to implement the bus  
and bike lanes on the mobility plan  
during or after ADAPT.**



# Paves streets



# Community outreach





**Paves streets**



**Can be done  
quickly**

**LADOT**

**Community outreach**



**Takes time**  
(especially during a pandemic)

**Because the community outreach process can't move as quickly as repaving, the city may leave the street configurations as they are, locking us into car culture for 25+ years\***

**\* average life of asphalt**



This would make us miss our Green New Deal commitments, lock us in to poor air quality and gridlock for decades. And Mayor Garcetti happens to be chair of the C40.

**Re-striping a street (for a bus or bike lane) after the fact can cost up to \$1M/mile. In our upcoming era of austerity, it will be impossible. It's now or never.**



# Mayor Garcetti has made other city-wide emergency COVID-19 changes



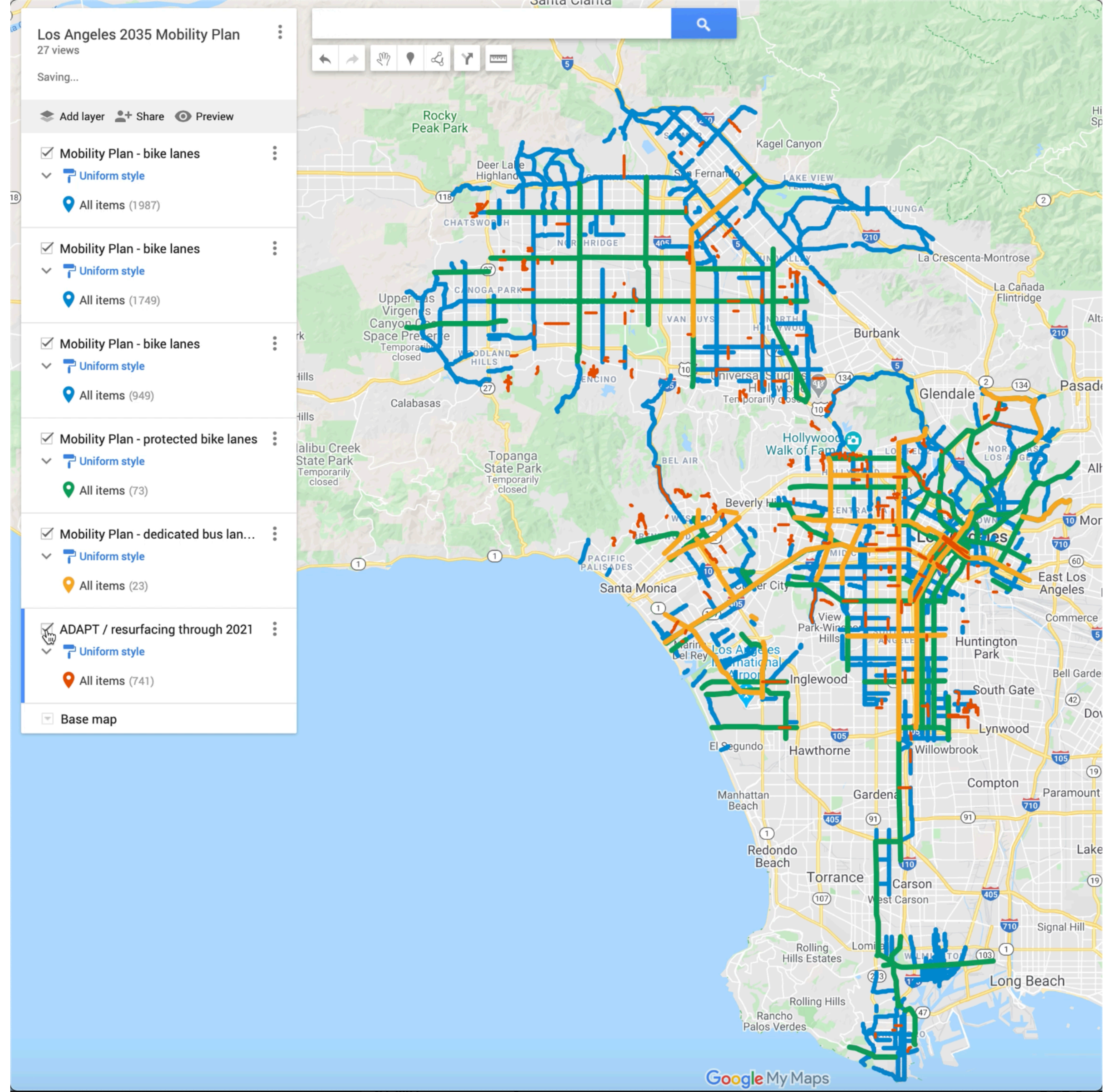
**Loading zones for restaurants**

**Disabling pedestrian push buttons**

**The city must commit to implementing the mobility plan while repaving, or not repave until it can do so.**

Scheduled resurfacings  
(through 2021)

Anywhere  
you see **red**  
overlap with  
another  
color, the  
mobility  
plan is at  
risk.





**Car sales are up in post COVID Beijing as many people are scared to take public transit.**

**Can you imagine L.A. with 20% more cars?**

Photo by Tianyu Fang taken April 30, 2020

**We need safe and reliable alternatives to the car.**

**We need bike lanes that make people feel safe and bus lanes to alleviate bus crowding, or post COVID-19 we're right behind Beijing.**



**Thank you.**

**[contact@streetsforall.org](mailto:contact@streetsforall.org)**