Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCSupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information
Neighborhood Council: Los Feliz Neighborhood Council,Los Feliz Neighborhood Council
Name: Jon Deutsch
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Email: jon.deutsch@losfeliznc.org
The Board approved this CIS by a vote of: Yea(18) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 09/15/2020
Type of NC Board Action: For

Impact Information
Date: 09/22/2020
Update to a Previous Input: No
Directed To: City Council and Committees
Council File Number: 20-0838
Agenda Date:
Item Number:
Summary: [SUMMARY - PLEASE SEE ATTACHED .PDF] The LFNC recommends and strongly urges that the City of Los Angeles allocate additional funding for LADOT and StreetsLA in order to improve and evolve the existing Slow Streets program. This funding is necessary for essential staff who can implement and lead community engagement efforts, oversee graphic design, and execute the transportation planning for dispatching improved signage and the necessary physical installation of semi-permanent and permanent Complete Streets measures including curb extensions, sidewalk widening, and protected bicycle lanes. Background: Los Feliz saw the arrival of its first Slow Streets installation, by LADOT on July 11, 2020. We were thrilled that Los Feliz was one of the first communities to have Slow Streets implemented. Similar programs had successfully happened in cities around the world. However, we've come to recognize that improvements and clarifications are needed in order for Slow Streets to live up to its full potential and for Los Angeles to be a leader in reimagining cities. First, we recognize that the ROAD CLOSED messaging and other signage is confusing and polarizing, and does not fully convey the point of Slow Streets as active and safe, shared, and safer for all. Second, the L-TURN CLOSURES are proving confusing and ineffective. The blockades indicate they are closed, yet LADOT intends them to be merely slowing left turns. Neighboring cities like Pasadena have allotted resources to create inclusive graphic signage that encourages awareness of those using the streets for active purposes. The City of Oakland has a robust community input survey with results that have been posted, including demographic data on who is using Slow Streets. Slow Streets is an opportunity to build trust and improve the quality of life for all Angelenos during and after Covid-19. To underfund and haphazardly support Slow Streets would demonstrate a lack of commitment to follow through on solutions.

CITY OF LOS ANGELES

LOS FELIZ
NEIGHBORHOOD COUNCIL

TREASURER
Erica Vilardi-Espinosa | VICE PRESIDENT
Celine Vacher - Communications | PRESIDENT
Jon Deutsch | VICE PRESIDENT
Dan McNamara - Administration | SECRETARY
Misty LeGrande

-COMMUNITY IMPACT STATEMENT-

Council File: 20-0838

Title: Permanent Slow Streets Network / Commuter Traffic Reduction / Pilot Program

Position: Support, pending budgetary support for improvement and evolution

Summary:
The LFNC recommends and strongly urges that the City of Los Angeles allocate additional funding for LADOT and StreetsLA in order to improve and evolve the existing Slow Streets program. This funding is necessary for essential staff who can implement and lead community engagement efforts, oversee graphic design, and execute the transportation planning for dispatching improved signage and the necessary physical installation of semi-permanent and permanent Complete Streets measures including curb extensions, sidewalk widening, and protected bicycle lanes.

Background:
Los Feliz saw the arrival of its first Slow Streets installation, by LADOT on July 11, 2020. We were thrilled that Los Feliz was one of the first communities to have Slow Streets implemented. Similar programs had successfully happened in cities around the world.

However, we've come to recognize that improvements and clarifications are needed in order for Slow Streets to live up to its full potential and for Los Angeles to be a leader in reimagining cities.

First, we recognize that the ROAD CLOSED messaging and other signage is confusing and polarizing, and does not fully convey the point of Slow Streets as active and safe, shared, and safer for all.

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Neighboring cities like Pasadena have allotted resources to create inclusive graphic signage that encourages awareness of those using the streets for active purposes.

The City of Oakland has a robust community input survey with results that have been posted, including demographic data on who is using Slow Streets.

Slow Streets is an opportunity to build trust and improve the quality of life for all Angelenos during and after Covid-19. To underfund and haphazardly support Slow Streets would demonstrate a lack of commitment to follow through on solutions.

Graphic References:
Image 1 - Pasadena Slow Streets signage
Image 2 - Slow Streets Signage Recommendations, Sketch shared with LADOT
Image 3 - No-Left Turn Alternatives Sketch, Sketch shared with LADOT
Image 4 - Oakland Slow Streets Outreach Results Snapshot

Image 1 - The City of Pasadena has simple, yet high visibility graphic signage for their Safety Streets Measure wherein local streets remain accessible to traffic. Note the markings on asphalt to ensure signs are properly positioned. Some streets have signage located at the curb edge - rather than street center - which functions as a temporary curb extension which has been shown to slow vehicular traffic around corners.

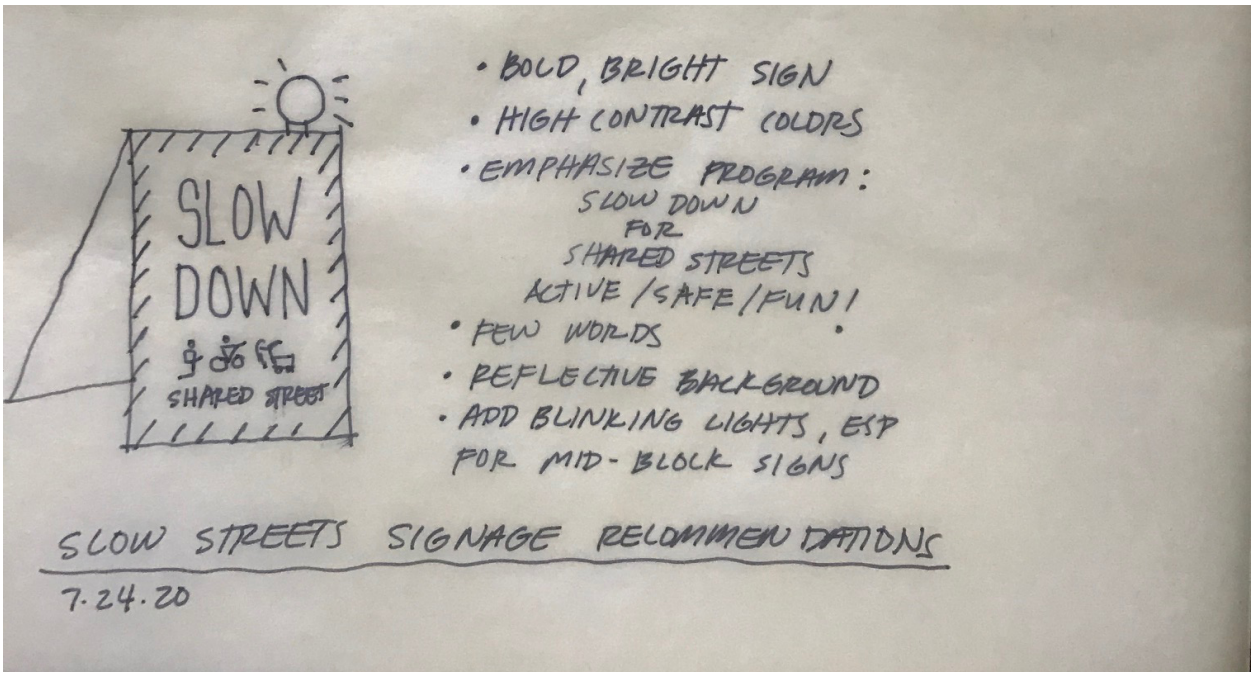


Image 2 - Sketch shared with LADOT

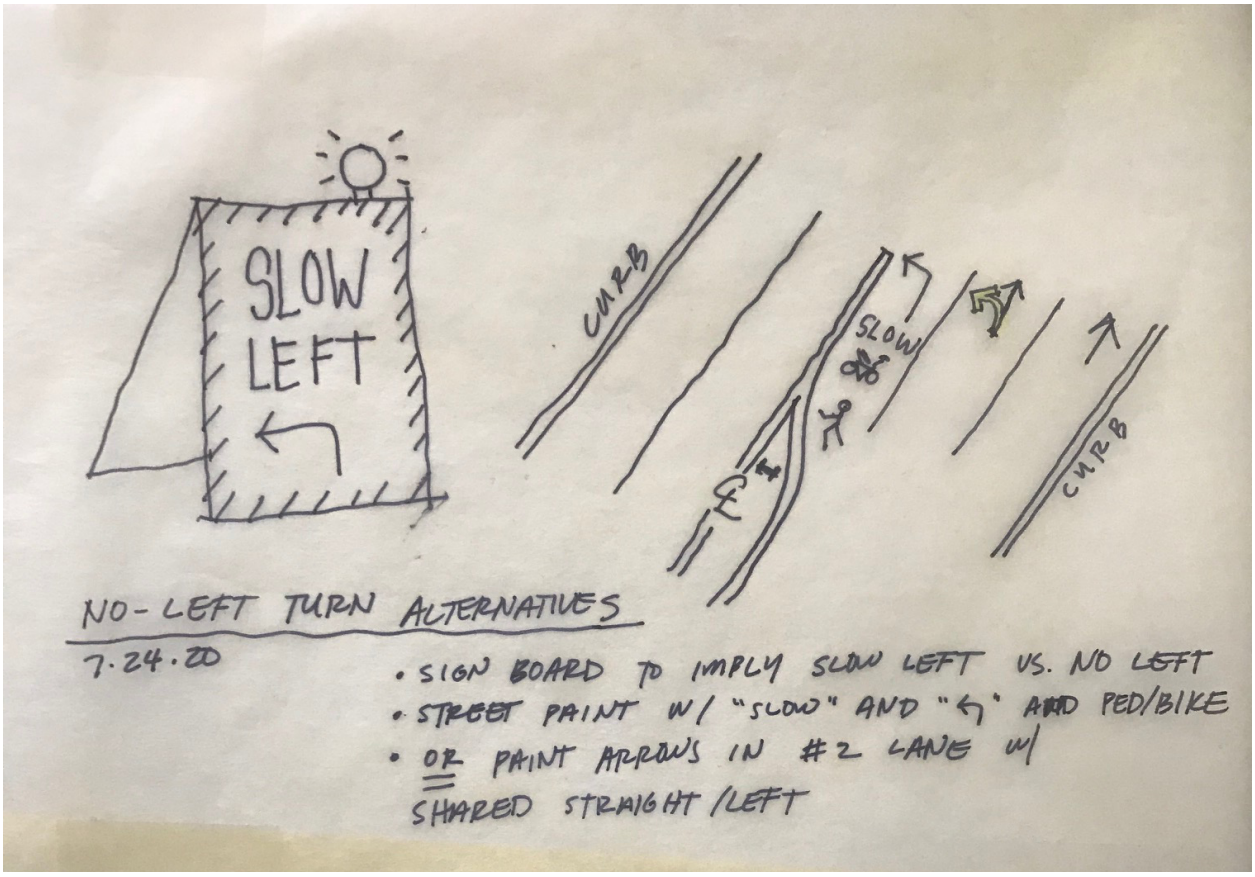
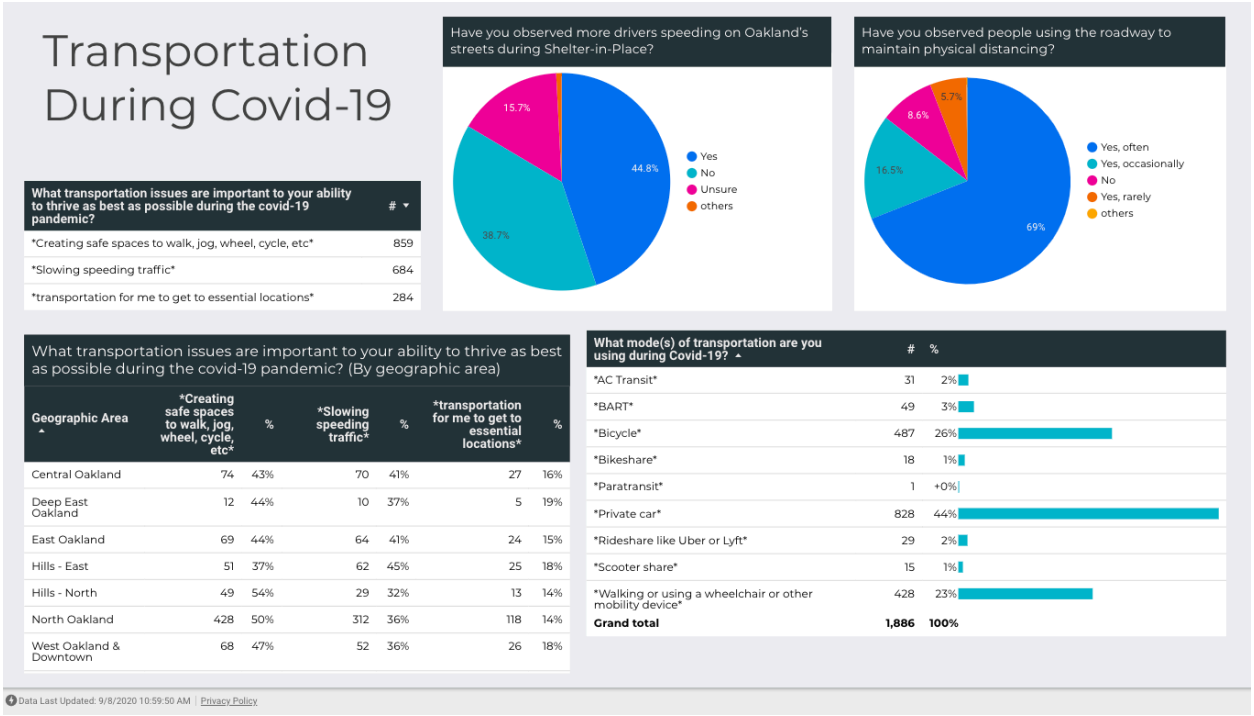


Image 3 - Sketch shared with LADOT



Transportation During Covid-19

What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic?	#
Creating safe spaces to walk, jog, wheel, cycle, etc	859
Slowing speeding traffic	684
transportation for me to get to essential locations	284

Have you observed more drivers speeding on Oakland's streets during Shelter-in-Place?

Have you observed people using the roadway to maintain physical distancing?

What transportation issues are important to your ability to thrive as best as possible during the covid-19 pandemic? (By geographic area)

Geographic Area	*Creating safe spaces to walk, jog, wheel, cycle, etc*	%	*Slowing speeding traffic*	%	*transportation for me to get to essential locations*	%
Central Oakland	74	43%	70	41%	27	16%
Deep East Oakland	12	44%	10	37%	5	19%
East Oakland	69	44%	64	41%	24	15%
Hills - East	51	37%	62	45%	25	18%
Hills - North	49	54%	29	32%	13	14%
North Oakland	428	50%	312	36%	118	14%
West Oakland & Downtown	68	47%	52	36%	26	18%

What mode(s) of transportation are you using during Covid-19?	#	%
AC Transit	31	2%
BART	49	3%
Bicycle	487	26%
Bikeshare	18	1%
Paratransit	1	+0%
Private car	828	44%
Rideshare like Uber or Lyft	29	2%
Scooter share	15	1%
Walking or using a wheelchair or other mobility device	428	23%
Grand total	**1,886**	**100%**

Data Last Updated: 9/8/2020 10:59:50 AM | Privacy Policy

Image 4 - Snapshot from the Oakland Slow Streets General Feedback Survey Results Summary. A robust outreach could engage the community on areas of highest community need.