

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

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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 - SEE ATTACH 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. Graphic References:



TREASURER
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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.

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.

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.

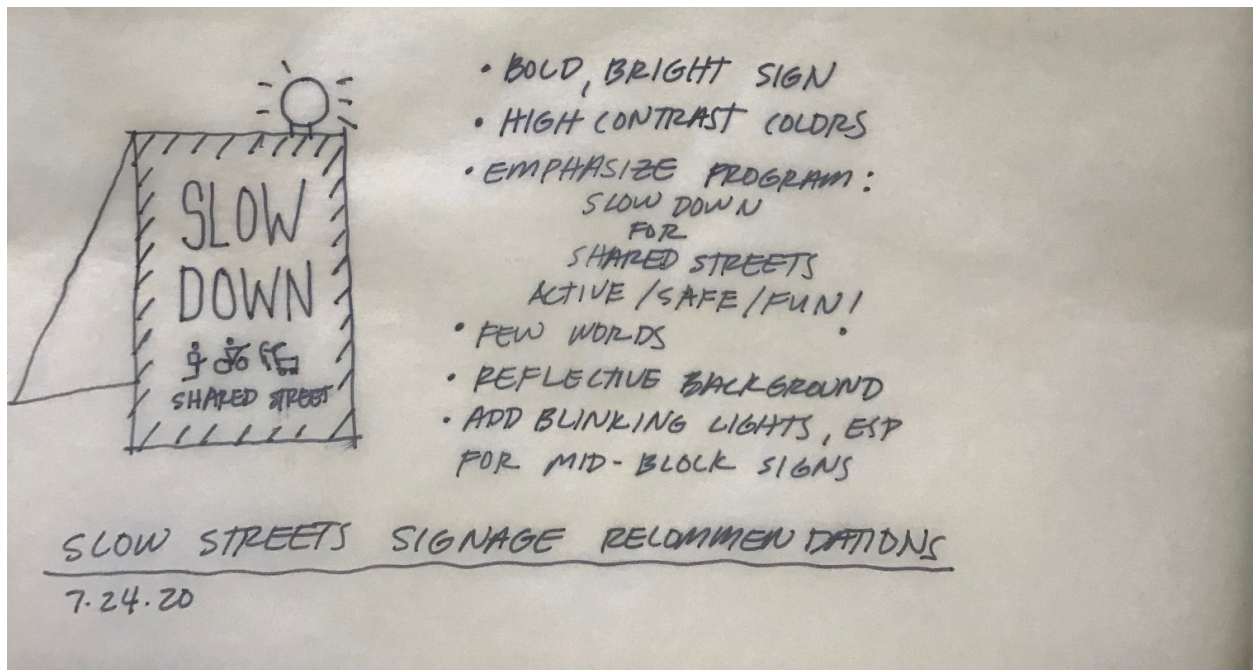


Image 2 - Sketch shared with LADOT

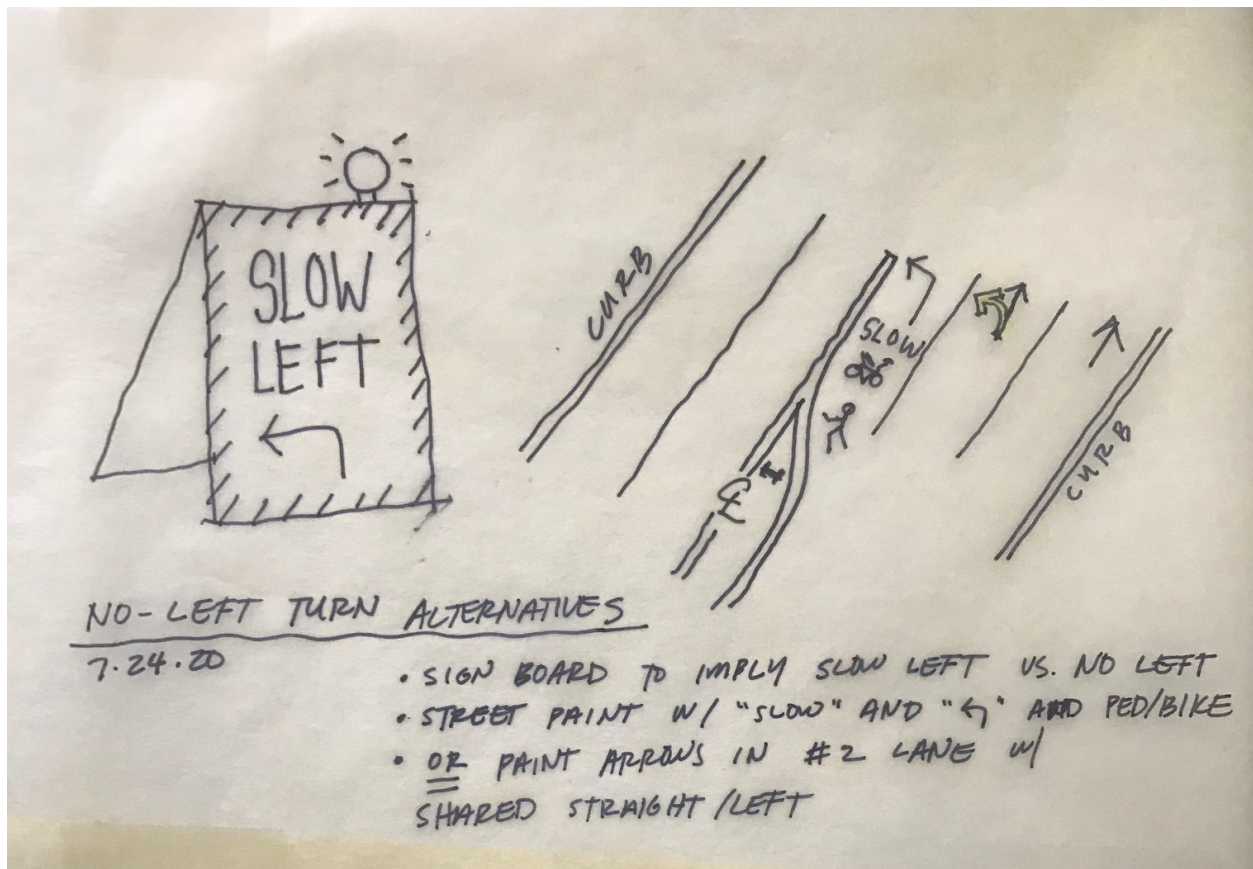


Image 3 - Sketch shared with LADOT

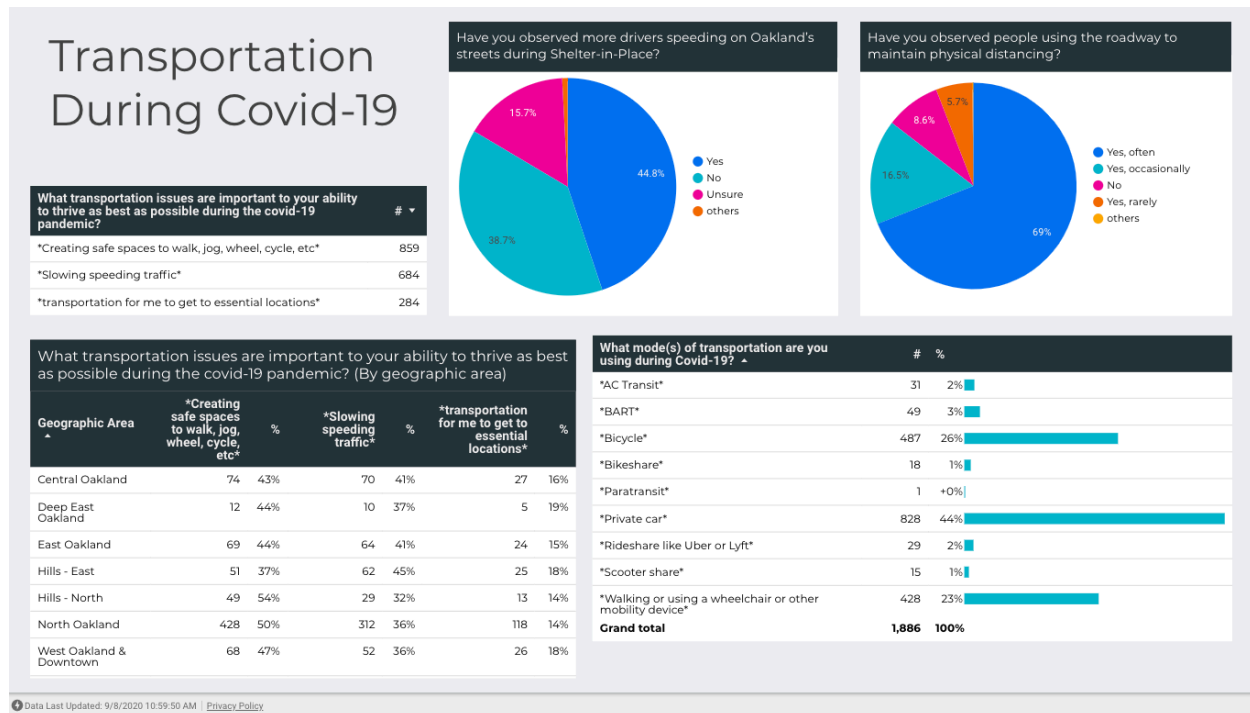


Image 4 - Snapshot from the Oakland Slow Streets General Feedback Survey Results Summary. A robust outreach could engage the community on areas of highest community need.