

Communication from Public

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Comments for Public Posting: While it is important to seek ways to reduce cut-through traffic that invades residential neighborhoods to increase safety for all users, it is premature to suggest that the Slow Streets Program be permanently adopted by the City. This current temporary measure was meant to provide a mechanism for Angelenos to be outside during the early COVID-19 lockdown. It was introduced and implemented at a time when traffic was significantly reduced thus making it difficult to understand the impacts of roadway slow streets designations. There is little transparency about the program, its criteria, rationale for acceptance or rejection, delineation of city vs. neighborhood responsibilities, liability issues, etc. There do not appear to be staff assigned to the program and it was likely rolled out without budget or staffing considerations. In short, it was an emergency measure that requires full evaluation and vetting and perhaps pilot evaluation as traffic increases. (An evaluation model to determine what kinds of data should be gathered is needed.) Are "pre" and "post" traffic counts on involved and nearby streets contemplated? Can traffic models predict likely impacts of proposed new routes? How will success or failure be defined? Who will implement and evaluate? It is too easy to rush to implement a program that may work in very specific settings and not in others. I strongly recommend that it is time to take a "time out" to evaluate the current efforts, to see what happens as traffic patterns return during more robust economic times and to foster an open discussion about the positive and negative aspects of this program before its permanent adoption is contemplated.