

Communication from Public

Name: Allison McSurely
Date Submitted: 11/01/2022 09:15 AM
Council File No: 21-1222

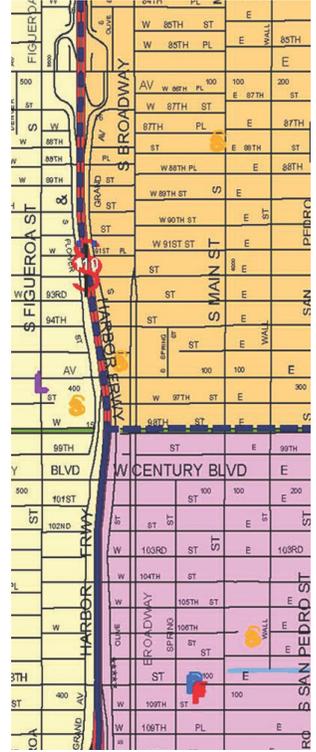
Comments for Public Posting: Because the street we need slowed is South Broadway and because it is in one of the most publicly neglected areas of South LA, I'm not very confident this will go anywhere. But that is another shame. Out of 111 Los Angeles neighborhoods, Broadway-Manchester is the 8th most dangerous place to be a pedestrian. The city needs to SLOW S. Broadway between 94th and Manchester. Broadway-Manchester is densely populated at 23,000 people, 46% of whom are CHILDREN, and they are crowded into a scant 1.5 square miles that are almost entirely centered along a wild stretch of Broadway, ripe for "takeovers" with inconsistent crosswalks, speed limit signs saying "45" (at 90th), "35" (at 88th), and "25" (at Manchester) all within 8 blocks. Livable Streets "improvements" to Broadway have to date been so random relative to any observable practices and obvious needs that they may have made the streets even more dangerous. Drivers regularly park in the bike lanes. All the other new lines get ignored. Maybe because following their guidance leaves no way to make safe left turns or U turns. Hardly any of the new painting makes sense to people. There are no crosswalks where people need to - and do - cross. And nothing yet as inhibited the rampant speeding, street racing, street takeovers and hit and run insanity that goes on all day and night. In fact, the resurfacing probably makes it all the more fun. The last straw for us was when three-year-old Dominick Zelaya and his mother were hit by a speeding car on October 1st after almost finishing crossing Broadway at 80th, right after the 25mph speed limit sign, and where there is nonsensically NO crosswalk. Dominick was knocked so high into the air and fell so hard on the street that he could have been killed. He remains in the hospital today. He can't move his legs... We desperately need physical speed and doughnut deterrents on Broadway. We need pedestrian warning speed bumps, recessed stop lines, raised crosswalks, flashing lights, narrowed lanes at intersections. We need LADOT to prioritize the needs and equal protections rights of the thousands of children and vulnerable people who live and walk along Broadway between 94th and 80th every day. Please. We had a neighborhood meeting about it on Saturday and will be canvassing toward a petition to take to Marqueece Harris-Dawson.

LA's Most Kid-Packed 'Hoods Are Also Most Kid-Unfriendly

By Bianca Barragan | Oct 3, 2014, 11:42am PDT | 12 comments

Because they cannot vote or be your designated driver, it is easy to forget about **the children**. But the latest map from MIT Media Lab's wonderful [You Are Here project](#) not only reminds us that these tiny people are crawling all over Los Angeles, but also shows which neighborhoods are particularly kid-heavy or kid-light. The map can be explored by year (1970 to 2010, by decade) and by neighborhood, and has an animation to show how the distribution of LA's child population—"child" here meaning **anyone under 18**—has changed or not changed throughout the years.

In 2010, the top five areas with the most children were **Watts**, Southeast LA (old South Park, Florence, and **Broadway-Manchester**), Central City (most of Historic South-Central and part of Central-Alameda), Lincoln Heights, and Pacoima. These neighborhoods all have median incomes below the LA median, (except for Pacoima, which is about average) and relatively low percentages of residents with four-year college degrees compared to the rest of the city and the county. (Watts is also the neighborhood with the number one highest percentage of children for every year on the map and the neighborhood with the **lowest life expectancy in LA**.) These also tend to be **park-poor and traffic-rich areas**. Meanwhile, many of the most wealthy neighborhoods in the city—Bel Air, Brentwood, Beverly Glen—are significantly less child-ful, though not at the bottom of the list. Strangely enough, Downtown and Little Tokyo for all their new developments remain the areas of LA with the lowest percentages of children.



90003 is 46% children, has deadly racing, hit and runs, doughnuts in intersections



We have a right to equal protections!

Communication from Public

Name: Damien Newton

Date Submitted: 11/01/2022 02:53 PM

Council File No: 21-1222

Comments for Public Posting: It is shocking to me that we're even considering ending and not expanding this program. It is wildly popular, inexpensive, excites communities and gives them a common purpose, and helps the city meet its public health and Climate Change goals.

Communication from Public

Name: David Feuer

Date Submitted: 11/01/2022 01:45 PM

Council File No: 21-1222

Comments for Public Posting: Support accelerating the Slow Streets program The Slow Streets program established during Covid-19 was a popular improvement in my crowded neighborhood. The temporary Slow Street infrastructure stopped being maintained and has disappeared altogether since then. A long time ago I read that the program had been approved as a permanent upgrade for our neighborhood...and yet it still seems as if it's been abandoned/forgotten. Thoughtful traffic calming will improve connectivity and quality of life in, and between our neighborhoods. Please direct the necessary resources, staff and financial, to speed implementation in all our neighborhoods.

Communication from Public

Name: Michael Dworsky
Date Submitted: 11/01/2022 12:40 PM
Council File No: 21-1222

Comments for Public Posting: I am writing to express strong support for permanent installation of slow streets and expansion of the program to more neighborhoods. I am lucky enough to live in West LA on the corner of one of the slow streets areas installed early in the pandemic (on Nebraska Ave), and I have also come to rely on a slow streets area between Gateway and National as part of a way to visit businesses on Venice Blvd by bike. The slow streets program was fantastic, and it has been upsetting to see commuters (and probably some neighbors) return to speeding and running stop signs in my neighborhood, endangering my safety and those of the many children, seniors, and pets who are always walking around this diverse and otherwise pedestrian-friendly neighborhood. I would LOVE to see slow streets return to my neighborhood, with more permanent traffic calming measures and, ideally, some steps to keep drivers from dangerously running stop signs (I see it every single day). But people in other neighborhoods need safe places to walk too, and it's sad that LA has implemented so few slow streets (in such a narrow group of neighborhoods) and has been backsliding on those that it implemented. I strongly urge you to: * Allocate funding needed (only \$720K, I'm told?) to make existing slow streets permanent * Fund LADOT to hire additional staff needed to expand slow streets * Continue to expand the program (with additional funding and expansion to new neighborhoods) with installation of permanent traffic calming measures so it's safe to walk around our neighborhoods * Build on the "stress free connections" streets recently identified by LADOT to help make walkers and bicyclists safer on trips to other neighborhoods. You can do this!! Thanks!

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Name: Allison McSurely
Date Submitted: 11/01/2022 07:33 PM
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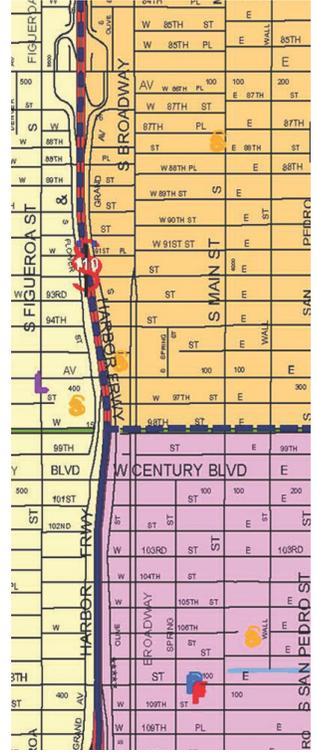
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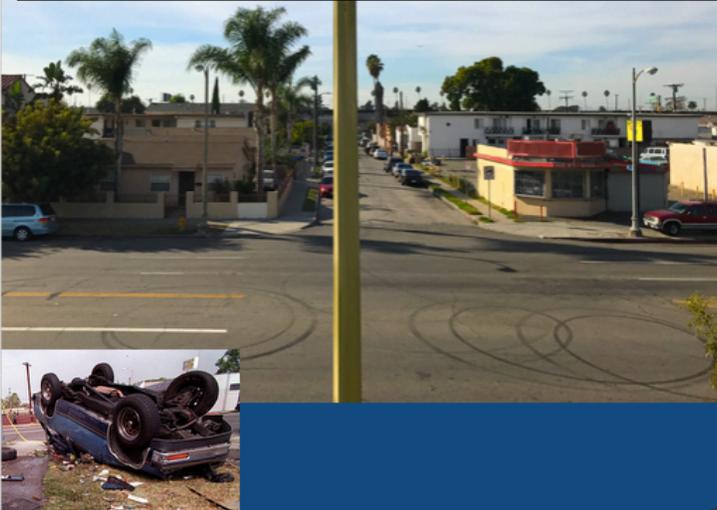
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