

Communication from Public

Name:

Date Submitted: 08/22/2022 12:24 PM

Council File No: 22-0910

Comments for Public Posting: We do not want to have this enormous project that takes away lanes from our cars. The fact that mid city West with a vice president that is involved with ""streets for us"" is a conflict of interest and we do not want the city council to vote on it now. This is supposed to be on the ballot and we want the people to vote on the ballot and have a choice, not be duped! This is a democracy? We oppose the city council taking a vote on this measure.

Communication from Public

Name: Thomas Gonzales

Date Submitted: 08/22/2022 10:38 AM

Council File No: 22-0910

Comments for Public Posting: I am a resident and voter at 222 S Main Street in downtown Los Angeles, and I am a regular bicyclist taking advantage of the many bike lanes downtown to get to work, to the grocery store, and to the LA River Trail, as well as to visit friends and other businesses. I wanted to reach out in support of upcoming legislation (CF#22-0910) related to walking and biking in Los Angeles. I encourage all councilmembers to vote in favor of this ordinance and implement the Mobility 2035 Plan to bring more bike lanes and sidewalk improvements to our city. This will help expand walk and bike improvements across the city so myself and people in all neighborhoods have the ability to ride a bike or walk safely throughout the city. As we saw at the recent, Ciclavia events, there are tens of thousands of Angelenos just waiting for safer streets to get out walking and bicycling! This is an amazing opportunity to make a long-term investment to support combating climate change, reducing traffic deaths (294 people died on our streets last year!), fighting obesity, and generally improving the quality of life in our city. I hope I can count on you all to vote in favor!

Communication from Public

Name: Jillian Beck

Date Submitted: 08/22/2022 09:54 AM

Council File No: 22-0910

Comments for Public Posting: I urge city council to support adopting Healthy Streets LA as an ordinance (Option 1). As a pedestrian and public transit user who commutes to work daily on Metro buses and rails, I want the streets to be safer for everyone. We need to make substantial progress now on making transit and transportation other than cars accessible, safe and convenient for Angelenos. We've been waiting almost a decade for these transit improvements to happen as part of the Mobility Plan. We can't wait 200 years, which is the pace the city is implementing the plan on currently. Please act now. Thank you for your consideration. Jillian Beck Mar Vista, Los Angeles, 90066

Communication from Public

Name: Ian Rose

Date Submitted: 08/22/2022 09:59 AM

Council File No: 22-0910

Comments for Public Posting: I am writing in strong support of the Healthy Streets Initiative. The greatest danger to the lives of me, my family, and my community is the unchecked traffic violence from vehicles careening down streets built for speed. The amount of death on our city streets is unacceptably high and rising, and I hold the city responsible. By not implementing the Mobility Plan, Los Angeles is not living up to its climate and sustainability goals, and is falling behind its peer cities nationwide and globally.

Communication from Public

Name: Aygul S.

Date Submitted: 08/22/2022 03:57 PM

Council File No: 22-0910

Comments for Public Posting: City council must pass Healthy Streets LA as an ordinance (Option #1). We have the highest traffic violence rates in the country (our pedestrian fatality rate is 3x the national average!) and transportation-driven climate change already affects us daily. We want our public space back; make our streets safer and more efficient for pedestrians, cyclists, and bus riders. Aygul Stevens
Reseda, 91335

Communication from Public

Name: Hannah Gibson

Date Submitted: 08/22/2022 04:04 PM

Council File No: 22-0910

Comments for Public Posting: City council must pass Healthy Streets LA as an ordinance (Option #1). We have the highest traffic violence rates in the country (our pedestrian fatality rate is 3x the national average!) and transportation-driven climate change already affects us daily. We want our public space back; make our streets safer and more efficient for pedestrians, cyclists, and bus riders. Hannah Gibson
Los Angeles 90032

Communication from Public

Name: Claire S

Date Submitted: 08/22/2022 06:46 PM

Council File No: 22-0910

Comments for Public Posting: My name is Claire Shaw and I support city council adopting Healthy Streets LA as an ordinance (option 1). It is beyond time to make our streets safer for everyone; last week, a speeding car at Slauson & La Brea killed 5 people and the next day, an out of control car in Mar Vista crashed into a house. These kinds of crashes happen on a weekly basis in LA because of our focus on car convenience. Let's take a step towards ending traffic violence now by passing Healthy Streets LA into law. Claire Shaw Los Angeles, 90028

Communication from Public

Name:

Date Submitted: 08/22/2022 11:50 PM

Council File No: 22-0910

Comments for Public Posting: The Council should take no position on this but rather let it go to a vote of the public as intended. How can one know what the public supports based on signatures collected by paid signature gatherers. Vote against council motion!

Communication from Public

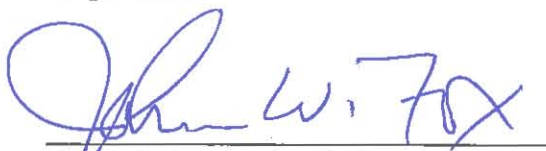
Name: James O'Sullivan

Date Submitted: 08/22/2022 07:31 PM

Council File No: 22-0910

Comments for Public Posting: If the City Council moves forward to adopt Healthy Streets LA as an ordinance (Option 1), Fix The City wishes to remind the Council that there is a settlement agreement between the City of Los Angeles and Fix The City currently in place. In that agreement the City agreed to “abide by the terms of the Mobility Plan Outreach Protocol hereto as "Exhibit A." CF 22-0910 I have attached a copy of Exhibit A.

CITY OF LOS ANGELES, a municipal
corporation

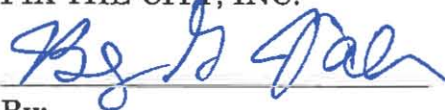
A handwritten signature in blue ink, appearing to read "John W. Fox", written over a horizontal line.

By: John W. Fox

Date: June 14, 2019

APPROVED AS TO FORM:

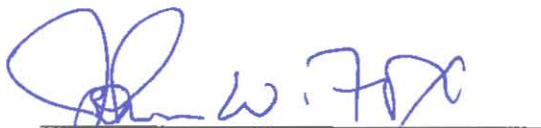
FIX THE CITY, INC.

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By:

Attorneys for Petitioner FIX THE CITY,
INC.

CITY OF LOS ANGELES, a municipal
corporation

A handwritten signature in blue ink, appearing to read "John W. Fox", written over a horizontal line.

By: John W. Fox

Attorneys for Respondents CITY OF LOS
ANGELES and LOS ANGELES CITY
COUNCIL

Project Outreach and Evaluation Process for Mobility Plan 2035 Implementation

(1) Outreach and Engagement

Low Volume Projects

For any City of Los Angeles Mobility Plan 2035 (MP2035) street design project on a designated Boulevard or Avenue that includes the reduction of through travel lanes that currently experience **less than**: 1,000 vehicles/hour/lane (vphpl) segment volume for a Boulevard; and 900 vphpl segment volume for an Avenue, during a peak hour threshold:

The City's project team will conduct outreach to discuss individual project goals, potential benefits, safety improvements, mobility issues, and other considerations. Outreach shall include:

- (a) Notifying the affected City Council Office, Neighborhood Council, and/or other identified project stakeholders.
- (b) A web portal to provide for the submission of Project complaints, concerns, positive feedback and other public input.
- (c) Distributing project information fact sheet to a project notification list (which is comprised of individuals or organizations who have sent an email to a published designated City email address to request future projects notices).

High Volume Projects

For any City of Los Angeles MP2035 street design project on a designated Boulevard or Avenue that includes the reduction of through travel lanes that currently experience **more than or equal to**: 1,000 vehicles/hour/lane (vphpl) segment volume for a Boulevard; and 900 vphpl segment volume for an Avenue, during a peak hour threshold:

In consultation with the City Council office where the project is located, City's project team will develop a context sensitive engagement strategy that provides guidance for how to engage with the community to discuss individual project goals, potential benefits, safety improvements, mobility issues, and other considerations. Outreach shall include:

- (a) Developing a standardized MP2035 Project content worksheet for use in communicating with the public regarding proposed projects meeting the project evaluation threshold.
- (b) Notifying the affected City Council Office, Neighborhood Council, and/or other identified project stakeholders. Materials should be provided to the respective Neighborhood Council at least two weeks prior to the regularly scheduled NC

meeting. The timing to provide the materials may be waived at the discretion of the Neighborhood Council.

- (c) Distributing project information to a project notification list (to include anyone who has requested future projects notices by email to designated City email address).
- (d) Uploading project information to the City's Early Notification System.
- (e) Deployment of an Open Data portal or project website that will provide access to monitoring and evaluation data for projects that exceed the project evaluation threshold.
- (f) Implementation of a web portal to provide for the submission of Project complaints, concerns, positive feedback and other public input.
- (g) Conducting at least two public open houses about the project, with at least one open house outside of regular work hours.
- (h) Notification of any open house to businesses operating on streets that will lose street parking along their property frontage.
- (i) Distributing a project information fact sheet to properties along the affected block face.

The City shall consider in good faith any comments from Fix the City, Inc. regarding suggested improvements to any Open Data portal or project website created pursuant to this Agreement.

Additional outreach may include:

- (j) Developing a centralized project clearinghouse to inform the public of project elements

The City's project team will not install any street design projects prior to having completed the above activities. Upon the request of the Council Office, the project team shall apply an engagement strategy where a diverse representation of community members collaborate with the project team to help define desired project outcomes, identify solutions and develop alternatives.

(2) Evaluation Metrics

The City of Los Angeles will invest in developing a project evaluation strategy for City-led street design projects informed by Mobility Plan 2035 for High Volume Projects. This project evaluation strategy will be centered on safety and access (including travel time performance), and will help inform any potential operational adjustments that may be warranted after project installation and sufficient observation. This strategy will include recommendations on project evaluation area, appropriate regular time periods for analysis based on data availability, and potential adjustment based on the evaluation feedback. The project should be monitored annually for three consecutive years after implementation but

no fewer than two consecutive years after implementation, except if negative performance indicators fail to materialize within the first year, project evaluation can be discontinued at the discretion of the City Council member of the district where the project is located. To the extent that the project is anticipated to result in neighborhood intrusion impacts, the project evaluation area will be expanded to include neighborhood streets and will be evaluated based on criteria established in LADOT's Transportation Impact Study Guidelines. As part of defining the project evaluation area, the strategy should recommend screening criteria to identify when to consider neighborhood intrusion impacts. The City will consider additional project evaluation metrics upon request by stakeholders, public agencies, or elected officials.

Evaluation metrics may include, but are not limited to, collecting the following objectively verified before and after data:

- (a) Collisions (specific to travel mode, including injury severity).
- (b) Vehicle, bicycle, and pedestrian volumes.
- (c) Vehicle travel time.
- (d) Vehicle speed.

Evaluation metrics must include:

- (e) LAFD response times, for the first, second, and third in stations, as reported by the Fire Department's FireStatLA Section ("Fire Response Data").

The project evaluation strategy shall include the development of a reporting protocol to assess and publicly disclose project-related outcomes relative to the project goals supported by objective analysis of the evaluation metrics. If the project fails to achieve intended outcomes or results in unintended impacts, the protocol will direct LADOT staff on post-project community engagement to share and receive feedback with interested stakeholders, and reporting mechanism to document and present findings to the City Council members where the project is located, in whole or in part. If the LAFD response times are shown to substantially degrade based on the station level data for the project area, LADOT shall work with LAFD to further evaluate project contribution to the delay. As part of the report to City Council, LADOT would recommend whether the roadway changes should remain as is, identify if any modifications are needed, or if any features should be removed, or restored to pre-project conditions. As part of this report, LADOT and LAFD would recommend corrective actions that would best address the change in emergency response times, which could include project modifications or other measures to improve emergency response times in the project area.

(3) Additional Items

- (a) In addition to the engagement process identified above, the City will initiate a citywide program where community members are invited to identify the streets and communities that are ready for project typologies as identified in Mobility Plan 2035. This will assist in prioritizing City-led street design projects based on existing community support.
 - (b) The City will invest in developing a city-wide project engagement strategy that provides guidance for how to engage on all City-led street design projects to discuss individual project goals, potential benefits, safety improvements, mobility issues, and other considerations.
 - (c) The items in this Section 3 shall include any activities implemented before adoption of this settlement agreement.
- (4) **Resource availability.** The Department responsible for a project covered by this Agreement shall ensure that prior to project implementation resources will be available to meet the City's obligations under this Agreement, which may include, but are not limited to, funding available in the project budget or in department budgets. LADOT shall notify the Council Office for the Council District in which the project is located prior to initiation of project development process if staff determine there are insufficient resources to execute the engagement and monitoring protocols established pursuant to this Agreement. The City Council may authorize a project to proceed without implementing the engagement and monitoring protocol in this Settlement Agreement provided all of the following requirements are met:
- (a) Minimum Outreach for the project is provided by:
 - (i) Notifying the affected City Council Office, Neighborhood Council, and/or other identified project stakeholders, including Fix the City, Inc.;
 - (ii) Implementation of a web portal is provided for the submission of Project complaints, concerns, positive feedback and other public input; and
 - (iii) Distributing project information fact sheets to any parties required to be noticed under this Paragraph 4.
 - (b) The Council approves the authorization after a public hearing at least fifteen (15) days after notice is provided to everyone on the project notification list, any identified stakeholders, the relevant neighborhood council(s), and for High Volume Projects, the property owners fronting the project. Notice shall be by U.S. Mail.
 - (c) Minimum Evaluation. If the Council approves the authorization as set forth in (b), LADOT shall be obligated only to report pre- and post-project Fire Response Data for two years following project completion. Any other evaluation for such project is at the discretion of LADOT.

No greater than 10% of projects covered by this Agreement shall be exempted from the requirements herein, as calculated on an annual basis. Where there are fewer than 10 such projects for a given year, only one project may be found to be exempt.

(5) **Definitions.** For purposes of Section 2:

Negative Performance Indicators shall mean more than 20 complaints a month, on average over a 12 month period, related to vehicle delay, safety, access, or neighborhood intrusion.

Vehicle speed is typically measured as the 85th percentile speed - the speed at or below which 85% of vehicles are observed to travel along a specific roadway segment or monitoring point.

Travel time is the time it takes for a motorist to traverse a specific roadway segment - in other words, the time it takes a vehicle to travel between predefined end points.

Vehicle, pedestrian and bike counts are collected at intersections or along roadway segments. Counts can be collected either manually or automatically. Manual counts are typically collected in-person in the field or through the use of video. Automatic counts employ pneumatic tubes across a roadway to register hourly and daily volumes.