

Communication from Public

Name: Alex Hedbany

Date Submitted: 01/24/2023 12:21 PM

Council File No: 22-1476

Comments for Public Posting: Hello I'm writing in regard to the motion that would end automatic street widening when new buildings are built on the site of existing ones. Requiring developers to widen roads adds too much to the cost of housing construction, Wider streets encourage cars to speed through residential neighborhoods, it forces the reduction of walking and/or space for organic vegetation, and lastly our streets look poorly designed and incoherent when they are spot widened in just a few places. Our streets should be intentionally planned block by block with a central vision. Thanks for your consideration, Alex Hedbany Mentone Ave, Culver City

Communication from Public

Name: Arabella Anderson

Date Submitted: 01/24/2023 01:55 PM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. We need more public transit, safer and more accessible bike lanes and sidewalks. Cars and street widening ruin our city and make our roads more congested, dangerous, polluted, and costly to maintain.

Communication from Public

Name: M. Anderson

Date Submitted: 01/24/2023 11:42 AM

Council File No: 22-1476

Comments for Public Posting: End spot widening. It increases congestion and makes more card which damage streets. Create space for bikers, motorcyclers and pedestrians. Drivers have enough room. Only widen if everyone benefits!

Communication from Public

Name: Jennifer A. Gill

Date Submitted: 01/24/2023 11:49 AM

Council File No: 22-1476

Comments for Public Posting: I am writing/speaking in support of Council File 22-1476 to stop requiring developers to spot widen roads, leading to incoherent streetscapes that are at odds with a safe, livable City. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. Requiring developers to spot widen roads also contributes to our housing crisis by adding up to hundreds of thousands of dollars to the cost of a housing development. It also often converts greenery to impermeable asphalt. Spot widening creates streets designed for drivers, not pedestrians, with crossing distances lengthened, causing streets to be more dangerous and confusing to walk along and across. Finally, spot widening leads to poorly designed, incoherent streets. The City's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening. Ending spot widening will lead to a better designed City that works better for all who use it.

Communication from Public

Name: Ava Marinelli

Date Submitted: 01/24/2023 11:52 AM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. They make our roads more difficult to navigate for those who bike, scoot, and walk.

Communication from Public

Name: Nuriel Moghavem

Date Submitted: 01/24/2023 11:57 AM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. They are an ineffective drain on resources, make our city and our roads more congested, polluted, and costly to maintain.

Communication from Public

Name:

Date Submitted: 01/24/2023 11:59 AM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. They ruin our city and make our roads more congested, polluted, and costly to maintain.

Communication from Public

Name: Richard Dawson

Date Submitted: 01/24/2023 12:10 PM

Council File No: 22-1476

Comments for Public Posting: I urge you to adopt 22-1476 and end so-called street widening. First, it is highly unlikely to achieve its intended purpose of widening the street. Second, widening the streets is a bad idea, anyway. Wider streets do not alleviate traffic, as we now know from experience. It encourages people to drive faster which increases accidents without appreciably enhancing traffic flow. Instead of continuing this practice, the better course of action would be to undo the ridiculous bulges in road with that have been produced so far by the project. Plant trees in the recovered, unpaved space.

Communication from Public

Name: Eleanor Dickinson

Date Submitted: 01/24/2023 10:11 AM

Council File No: 22-1476

Comments for Public Posting: Hello, my name is Eleanor and I am a Los Angeles resident living in zip code 90025. I support the motion to end street widening. Wider streets for cars make our neighborhoods less walkable and less friendly to those using other forms of transport. In addition, wider roads make the city more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. Thank you.

Communication from Public

Name: Andrew Bergmann

Date Submitted: 01/24/2023 10:17 AM

Council File No: 22-1476

Comments for Public Posting: I want an end to spot street widening. Wider roads can result in adverse environmental, public health and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term. That is from the city's own mobility plan and wider roads increase demand and create more vehicular volume. It also contributes to the housing crisis and converts greenery to asphalt. It adds additional cost to development and it may include utility relocation such as moving street lights, fire hydrants and signal boxes. Mature trees also may have to be removed to accommodate the wider street. It increases crossing distances for pedestrians and makes it more dangerous to walk. Spot widening also leads to incoherent streets where streets are planned parcel by parcel instead of a larger vision. Ending spot widening would lead to a better designed city. Spot street widening must be ended.

Communication from Public

Name: Reed Alvarado

Date Submitted: 01/24/2023 10:29 AM

Council File No: 22-1476

Comments for Public Posting: Hi, my name is Reed Alvarado and I live in Echo Park. We need to end street widening and automatic street dedications. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. In addition to making for an unsafe pedestrian landscape, requiring developers to widen roads adds too much to the cost of housing construction. As a cyclist and a pedestrian I frequently experience how spot widening has a detrimental effect on our urban forest and often requires street trees to be removed. In addition, wider streets encourage cars to speed through residential neighborhoods. Our streets should be intentionally planned block by block with a central vision.

Communication from Public

Name: Evan Clark

Date Submitted: 01/24/2023 10:43 AM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We desperately need to end street widening. The City's own Mobility Plan 2035 states that wider roads negatively impact all of us. Requiring developers to widen roads adds too much to the cost of housing construction and spot widening has a detrimental effect on our urban forest. Don't you want to live in a tree-filled city? Research is also overwhelming. Wider streets encourage cars to speed through residential neighborhoods, endangering our children and elderly. LA has some of the most pedestrian deaths of any US city. We can easily fix this! Our streets should be intentionally planned block by block with a central vision. We need to end street widening and automatic street dedications. They ruin our city and make our roads more congested, polluted, and costly to maintain.

Communication from Public

Name: Thomas Praderio

Date Submitted: 01/24/2023 10:59 AM

Council File No: 22-1476

Comments for Public Posting: The practice of mandated street widening and automatic street dedications has never been effective and results in a patchwork of haphazard road widths that benefits no one and takes valuable green space away from the public ROW. We need to end this practice as soon as possible. I support eliminating this ordinance at once.

Communication from Public

Name: Ekaterina

Date Submitted: 01/24/2023 11:02 AM

Council File No: 22-1476

Comments for Public Posting: I don't support spot widening the streets, as it introduces dangerous elements for cyclists, pedestrians, and everyone else who is using the road besides cars. Widening the streets is not a solution, and it also destroys landscaping and greenery, creates congestion and streets that are changing from block to block, instead of being coherent.

Communication from Public

Name: Heather

Date Submitted: 01/24/2023 11:26 AM

Council File No: 22-1476

Comments for Public Posting: Narrower streets are safer streets. As a mom without a car, I walk or bike my toddler everywhere---to the park, daycare, museums, etc. By ending dangerous street widening and turning a focus to making narrower streets, you are helping make the city safer for kids like mine. Wider streets encourage cars to speed through residential neighborhoods. It's time to end this practice.

Communication from Public

Name: Natalie

Date Submitted: 01/23/2023 09:32 PM

Council File No: 22-1476

Comments for Public Posting: We need to end street widening and automatic street dedications. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. Requiring developers to widen roads adds too much to the cost of housing construction. Spot widening has a detrimental effect on our urban forest and often requires street trees to be removed. Wider streets encourage cars to speed through residential neighborhoods. Our streets look poorly designed and incoherent when they are spot widened in just a few places. Our streets should be intentionally planned block by block with a central vision.

Communication from Public

Name: Morgan Goodwin

Date Submitted: 01/24/2023 09:43 AM

Council File No: 22-1476

Comments for Public Posting: Honorable Councilmembers, Please vote to end the practice of automatic street widening. We know wider streets lead to higher vehicle speeds, making our roads less safe for pedestrians and bicycles. Wider streets encourage more driving, which is the opposite of where our climate crisis demands that we make drastic changes. This one seems so straightforward. Thank you for your leadership. Morgan Goodwin Sierra Club Angeles Chapter

Communication from Public

Name: Kelsey Figone
Date Submitted: 01/24/2023 09:52 AM
Council File No: 22-1476

Comments for Public Posting: I support this motion to re-examine and hopefully phase out automatic street widening and street dedications. Wider streets encourage speeds inappropriate for residential neighborhoods, they add air pollution by contributing to induced demand and loss of street trees, and they contribute to high housing construction costs which discourage developers from building affordable housing. Additionally, they just look stupid: they're inconsistent since spot widening happens ad hoc, and this undermines LA's planning efforts which should be intentionally planned in accordance with a central vision. Additionally, as a cyclist they are dangerous for car/cyclist/pedestrian interactions. When I ride into a widened section, cars expect me to pull over and ride in the widened section. However, this area is often used as an unloading zone, or there are parked cars, or the widened area is too short for me to effectively get over and then rejoin traffic safely. Sometimes cars decide to pass me on my right, which is extremely dangerous and confusing to the flow of traffic, or they speed past me on the left narrowly avoiding both myself and oncoming traffic. While street design isn't fully to blame for poor car/cyclist interactions, it shouldn't serve to encourage dangerous behavior.

Communication from Public

Name: Allison Mannos
Date Submitted: 01/24/2023 08:57 AM
Council File No: 22-1476

Comments for Public Posting: I am writing in support of this motion because we need to end street widening and automatic street dedications. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. Requiring developers to widen roads adds too much to the cost of housing construction and creates uneven street widths, which is dangerous for cyclists. Wider streets encourage cars to speed through residential neighborhoods. As a person who walks and bikes often, I would prefer to see the City prioritize safe street improvements, rather than compulsively allowing cars to speed. Thank you for your consideration and I urge the City Council to adopt this motion.
Allison Mannos Council District 13 resident

Communication from Public

Name: Matt Wait

Date Submitted: 01/24/2023 09:00 AM

Council File No: 22-1476

Comments for Public Posting: We need to end street widening and automatic street dedications. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. Requiring developers to widen roads adds too much to the cost of housing construction. Spot widening has a detrimental effect on our urban forest and often requires street trees to be removed. Wider streets encourage cars to speed through residential neighborhoods. Our streets look poorly designed and incoherent when they are spot widened in just a few places. Our streets should be intentionally planned block by block with a central vision.

Communication from Public

Name: Scott Johnson

Date Submitted: 01/24/2023 09:16 AM

Council File No: 22-1476

Comments for Public Posting: I support this motion. Widening streets degrades the City's walking environment making it harder to cross streets and incentivizes speeding the leading factor in most fatal and severe traffic crashes. Widening streets and making an uncomfortable walking environment actually may increase traffic as by making it more uncomfortable and dangerous to walk it shifts people from walking to driving.

Communication from Public

Name: Hannah Gibson

Date Submitted: 01/24/2023 02:40 PM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. They increase housing costs by asking developers to widen roads; they often require street trees to be removed and thus have a detrimental effect on our urban forest; and by creating wider streets they encourage cars to speed through residential neighborhoods. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us.

Communication from Public

Name: Jenny Morataya
Date Submitted: 01/24/2023 03:03 PM
Council File No: 22-1476
Comments for Public Posting: Our city needs to end street widening and automatic street dedications. Wider roads make the City more dangerous, polluted, congested, and costly to maintain. The City's own Mobility Plan 2035 states that wider roads have negative impacts on all of us. Some of those impacts include cutting down trees, narrowing sidewalks, encouraging speeding in residential neighborhoods, and making housing more expensive to build as developers eat these costs.

Communication from Public

Name: Christopher Roman

Date Submitted: 01/24/2023 02:34 PM

Council File No: 22-1476

Comments for Public Posting: Hello, I am writing in support of phasing out automatic street widening. This piecemeal approach to widening streets is ineffective and unrealistic. Additionally, widening streets is an unsustainable method of accommodating the city's future transit needs. It is imperative the city instead focus on improvements to walkability, bicycle lanes, mass transit, and other non-vehicular modes of transit. Thank you. Chris Roman

Communication from Public

Name: David Garfinkel
Date Submitted: 01/24/2023 03:23 PM
Council File No: 22-1476

Comments for Public Posting: I fully support this motion ending spot street widening. LA already has dangerously wide streets, contributing to the continually rising environmental crisis, as well as the growing casualties of street violence caused by a city entirely focused on cars. Wide streets encourage reckless speeding, increasing emissions and danger to all Angelenos, especially those outside of cars. Give space back to pedestrians, cyclists, public transit, and housing.

Communication from Public

Name: Aaron Dehn

Date Submitted: 01/24/2023 03:28 PM

Council File No: 22-1476

Comments for Public Posting: I support item 10, the motion to end 'spot widening' which is an anachronistic & bloated regulation for an LA headed into a walkable, safe future. Studies have shown that--regardless of speed limit--cars will speed as fast as possibly allowed by a lane's width. The safer a driver feels, the faster they'll drive. This is a dangerous effect on our communities, and I've seen first hand how dangerous this can be for pedestrians. On top of encouraging deadly speeding, wide streets are much harder to cross as a pedestrian and have much less shade considering the subsequent removal of mature trees. We should immediately end street dedications and spot widening; furthermore, all future street planning should take the safety & convenience of pedestrians as their first priority.

Communication from Public

Name: Brian Sakhuja

Date Submitted: 01/24/2023 03:51 PM

Council File No: 22-1476

Comments for Public Posting: I support this motion. Street widening encourages cars to drive faster, in turn leading to a hostile and dangerous environment for pedestrians.

Communication from Public

Name: David Fenn

Date Submitted: 01/24/2023 04:00 PM

Council File No: 22-1476

Comments for Public Posting: Arbitrary street widening and dedications needs to stop. It results in haphazard streets for the foreseeable future without any guarantee that long-term continuous widening will ever occur. Additionally, arbitrary street widening contradicts vision zero and climate goals, worsens the heat island effect and reduces storm water capture, impacts mature street trees that take years to grow, and exacerbates the housing crisis by making housing projects more expensive. Perhaps a handful of streets should be widened wholesale to accommodate worthy projects like protected bike lanes or bus lanes but in most cases we should be narrowing vs. widening streets. David Fenn Downtown Los Angeles

Communication from Public

Name: Matthew Swanson

Date Submitted: 01/24/2023 07:57 PM

Council File No: 22-1476

Comments for Public Posting: I support this motion. We need to end street widening and automatic street dedications. They ruin our city and make our roads more congested, polluted, and costly to maintain. There is already not enough space on our streets and sidewalks for bicyclists and pedestrians—let's stop taking away even more for cars.

Communication from Public

Name: Terence Patrick

Date Submitted: 01/24/2023 11:37 PM

Council File No: 22-1476

Comments for Public Posting: As a citizen of Los Angeles that reluctantly commutes to work in an automobile on some days, but loves to ride a bicycle into the office on other days, I wish to put an end to the widening of streets for car usage. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, heat, noise, and higher risks to the lives of bicyclists and pedestrians in the long term. Los Angeles needs fewer cars on the road and when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion. Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts. Spot widening also creates streets designed for drivers, many of whom are now being distracted by electronic screens from mobile devices or car infotainment systems. As a cyclist, I see a high percentage of drivers looking down while scrolling on a phone. Often, the drivers include gig economy workers rushing to their next stop with no regard for anyone in their path or it could be drivers who are unaware of their surroundings blindly following the directions of a navigation app to cut through neighborhoods at high rates of speed. Having more drivers on the road creating even more gridlock is simply a maddening idea and I am asking the city to consider designing the City's streets for pedestrians and cyclists.

Communication from Public

Name: Patti K.

Date Submitted: 01/24/2023 07:32 PM

Council File No: 22-1476

Comments for Public Posting: Hello, I support this motion and believe we need to end street widening and automatic street dedication. They make our roads more congested, polluted, and costly to maintain, and make it harder for pedestrians to walk around safely. It also just seems silly that spot widening only happens as the opportunity presents itself; it just makes the roads look haphazard and (again) makes it unsafe for pedestrians. Thank you for your time.

Communication from Public

Name: Ruth Doxsee

Date Submitted: 01/24/2023 09:09 PM

Council File No: 22-1476

Comments for Public Posting: I am in favor of reforming the street dedication process, so that streets are not automatically widened when an improvement is made. Widening of a street often leads to the removal of many parkway trees. Removal of trees is not an upgrade, but a downgrade. All streets do not need widening.