



clerk CIS <clerk.cis@lacity.org>

Community Impact Statement - Submission Details

1 message

LA City SNow <cityoflaprod@service-now.com>

Mon, Jul 31, 2023 at 7:31 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Wilmington

Name: Shawn Farmer

Email: Shawnpatrick1225@gmail.com

The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 07/25/2023

Type of NC Board Action: For if Amended

Impact Information

Date: 08/01/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1568

Agenda Date:

Item Number:

Summary: For if Amended The Wilmington Neighborhood Council wishes to provide input on CF#22-1568 Anaheim Road Diet aka Traffic Calming Measures We recently submitted a letter to Safe Streets, Bureau of Street Services regarding the road diet on Anaheim. We have asked that certain questions be answered, and certain documents be provided in order to confirm that the road diet is compliant with all Federal, State, County and Local laws. Since the Wilmington Neighborhood Council was never given any notice nor was there any presentation provided, we are left no option but to have our questions answered after the fact. We request that CF#22-1568 be amended to include that should it be found that Safe Streets was/is non-compliant or that they fail to respond to our request and provide the information requested within 30

days, that the Road Diet on Anaheim be removed immediately. We further request that if it is determined that traffic from the Vincent Thomas Bridge project is routed traffic onto Anaheim that the road diet be completely removed from Anaheim. We are attaching a copy of the letter we have sent to Safe Streets, Bureau of Street Services, detailing the information we requested. Additional resources: Project Website: <https://storymaps.arcgis.com/stories/bfe9dbd966f94dfdba933e096e04f324>

Ref:MSG8750021



Anaheim Road Diet Letter-Signed.pdf

1156K



Wilmington Neighborhood Council

544 N. Avalon Blvd., Suite 103, Wilmington, CA 90744

 (310) 720-4046  wilmingtonnc@empowerla.org

 wilmingtonneighborhoodcouncil.com

July 25, 2023

Bureau of Street Services (Streets LA)
1149 South Broadway, 4th floor
Los Angeles, CA 90015

Re: Anaheim Road Diet
Related Council File: CF#22-1568
Project Website: <https://storymaps.arcgis.com/stories/bfe9dbd966f94dfdba933e096e04f324>

Since the road diet in Wilmington was never brought to the attention of the Wilmington Neighborhood Council prior to its implementation we wish to have clarification with regard to certain aspects of this project. It is our understanding that the road diet on Anaheim is a result of the Wilmington Safe Street Project, in conjunction with the Bureau of Street Services (StreetsLA), LA DOT and the Bureau of Street Lighting. Although the Project area focuses on the major corridor of Anaheim Street, and 7 neighboring cross streets (L Street, I Street, Frigate Avenue, Hawaiian Avenue, Neptune Avenue, Eubank Avenue, and Wilmington Boulevard) (see attachment A- Project Area Map)

Per your website, which is the only resource that was made available to us, in June 2022 Streets LA applied for a grant from Caltrans, Active Transportation Program a.k.a. ATP and a grant was given for the Wilmington Safe Streets Project (see Attachment B- proposed changes)

The Active Transportation Program was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking.

“The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing

public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.”

Current Project

In early 2023, as a result of the ATP grant a road diet was implemented in the project area as well as changes to be made to Avalon Blvd that were not part of the project area.

The Wilmington Neighborhood Council continues to have reservations with this project.

Nowhere in the input from the public does it say the community wanted to change Anaheim from 4 lanes (2 lanes each way) to 2 lanes (1 lane each way). There was a request for better visibility for bicycles, but this could have been accomplished with bicycle lanes and without the removal of 2 lanes of traffic.

There appears that there was a request for a turn signal with an arrow at Wilmington Blvd. and Anaheim that was not granted and there were requests for better lighting along east Anaheim Blvd. but there has not been improvement in that area either. There was no request to block parking in front of businesses, but this was done. There further were requests for shade trees and shade trees appear to be in the proposed plan, but there are no shade trees as of yet in areas mentioned.
(see attachments C-D)

One of our biggest concerns in the comments published on this project is about there being too many cargo trucks but this issue was never addressed. Another comment made was that it isn't safe to ride bicycles on Anaheim. Common sense dictates that until there is a proper truck route and Anaheim is no longer overburdened with semi-trucks it will continue to be unsafe, regardless of bike lanes and loss of lanes. (see attachment e)

In this instance Caltrans has failed in its mission . There appears to be a complete dichotomy in the agency (Caltrans) that provided the grant to the City of Los Angeles to promote advancing efforts of regional agencies to achieve greenhouse gas reduction goals and enhancing public health and now Caltrans is the same agency now proposing to flood this same street and community with 58,000 trucks daily rerouted from the Vincent Thomas Bridge Project. No matter how many reports are done by a myriad of agencies until the issue with semi-trucks within our community are addressed and until a proper truck route is made, until there is no longer open storage near our residences, the results will always be the same. Wilmington will continue to suffer from pollution and contaminants in the air from train and truck exhaust and we will continue to suffer the adverse effects of port-related traffic and activity.

Concerns

The Wilmington Neighborhood Council also wishes to have the following questions and concerns addressed and requests a written response to the following within the next 30 days:

- Why wasn't a presentation given to the Wilmington Neighborhood Council prior to the implementation of the road diet on Anaheim? Article IX of the City Charter states that

Neighborhood Councils have an advisory role on issues of concern to their neighborhood. We are a representative democracy where stakeholders select representatives to advise the City of Los Angeles in legislation and the delivery of City services.

- When did the Fire Marshal sign off on the road diet? We also ask that you provide a signed and dated copy of their approval.
- Since the California State Vehicle Code and Case Law dictate that roads are a matter of state concern with limited exceptions, under what authority did the city use to usurp state law?
- As we are a community identified in AB 617 and the road diet now has trucks idling longer and polluting our community, how is a road diet that is not a law able to override AB 617 which has already been passed by the state legislature?
- Only 2% of commuters use bicycle lanes but we lost 50% of our road usage by turning Anaheim from 4 lanes (2 each way) to 2 lanes (1 each way). Since the Complete Streets Act (Government Code 65302) provides for a balanced approach of a multi modal transportation network that meets the needs of all users and travelers of highways. By making 50% of Anaheim for bicycle riders, can you please explain how this is compliant with Government Code 65302 ? Currently what is in place appears to be prioritizing and subsidizing a single mode of transportation and showing no due regard for the rights of others to use Anaheim.
- We request that we be provided with a list of all traffic, noise, safety, emergency, and environmental studies conducted for this project as well as a copy of those studies. The website for this project does not provide this information or have a resource page.
- A copy of any reports, memorandum, or feedback from other government agencies including but not limited to LAFD, LAPD, Port Police, CHP, LA DOT, Caltrans, Metro, AQMD, POLA, POLB.
- An explanation why parking was eliminated for local businesses and how does this comport with Federal ADA compliance? What other measures were taken to ensure ADA Access? What methodology was used in this decision? Since the road diet was implemented, there are areas on Anaheim that are less accessible and, in some areas, completely inaccessible. We do not understand why this decision was made.
- Please explain how the slowing of trucks moving cargo, spewing pollutants, and driving alongside bicycles is in alignment with the US DOT Safe system Approach and Executive Order 13985- Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, the Mobility plan 2023 and the LA County Goods Movement Strategic Plan.
- Please advise us what, if any, notifications were sent to local businesses prior to the implementation of this project advising that their parking would be eliminated.

- Please provide any reports or studies indicating what the capacity of our evacuation routes are currently and prior to the implementation of the road diets on Anaheim and Avalon Blvd.
- Was the City of Long Beach contacted regarding the road diet on Anaheim? If so, please provide any letters or reports either sent or received.
- Please provide a list of all road diets that have been implemented within the city of Los Angeles and please include any that have had to be removed and the reasons for their removal.
- Please provide a detailed list of outreach events and efforts made to garner feedback from the local stakeholders of Wilmington. Please include date, time, place, what notification was provided, and the number of attendees.
- Please provide a copy of any media presented to stakeholders, including but not limited to PowerPoints, Presentations, posters, flyers, display boards, sketches, or renderings
- Please provide a copy of the survey mentioned on your website.
- With regard to the aforementioned survey please include the number who responded, their responses and all raw data associated with the survey.
- Please provide a list of the locations where shade trees were planted, sidewalks were repaired and lighting improvements made.
- Please provide a detailed timeline for the remainder of the project as well as its deadlines and whether or not these deadlines are required to secure future funding. We also request to know when the permanent concrete barriers outlined in the project are to be installed.
- Please provide a complete copy of the grant submitted to Caltrans ATP.
- We also request to have the portion of the project summary that indicates changes to L Street and Wilmington Avenue to be properly changed to read L Street and Wilmington Blvd. Wilmington Avenue and L street do not intersect, and the picture on display on the website is for Wilmington Blvd. and L Street. Wilmington Avenue and Wilmington Blvd are two distinctly different streets . This is extremely confusing to those who live in the area. (see attachment f)

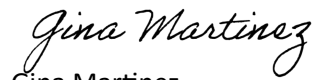
We are extremely disappointed that the Wilmington Neighborhood Council was neither advised of this project nor included in your outreach efforts. Had we been included; all these questions could have been answered previously. We would have welcomed the opportunity to have an open and transparent dialogue with Safe Streets. The neighborhood councils are the eyes and ears of the community. As outlined in the City Charter we have an advisory role on issues of concern to our neighborhood. Our community is predominantly comprised of low-income, disadvantaged people of color, with a high immigrant population. A vast number of our stakeholders do not know what questions to ask or are aware of laws and ordinances that may need to be considered, so we are relied upon to ask the questions that may have been overlooked and to make sure the city does its due diligence. Unfortunately, we were denied

this opportunity for this project and are now put in the position to ask these questions now. Our council would have welcomed the opportunity to work with Safe Streets on this project.

Without proper reports, verified information and answers to our questions, we are unable in good faith to support this project at this time and seek to answer the questions that are now being asked of us from our stakeholders and provide them the clear, concise, and transparent information they are now seeking.

Your consideration in this matter is greatly appreciated.

Respectfully submitted,



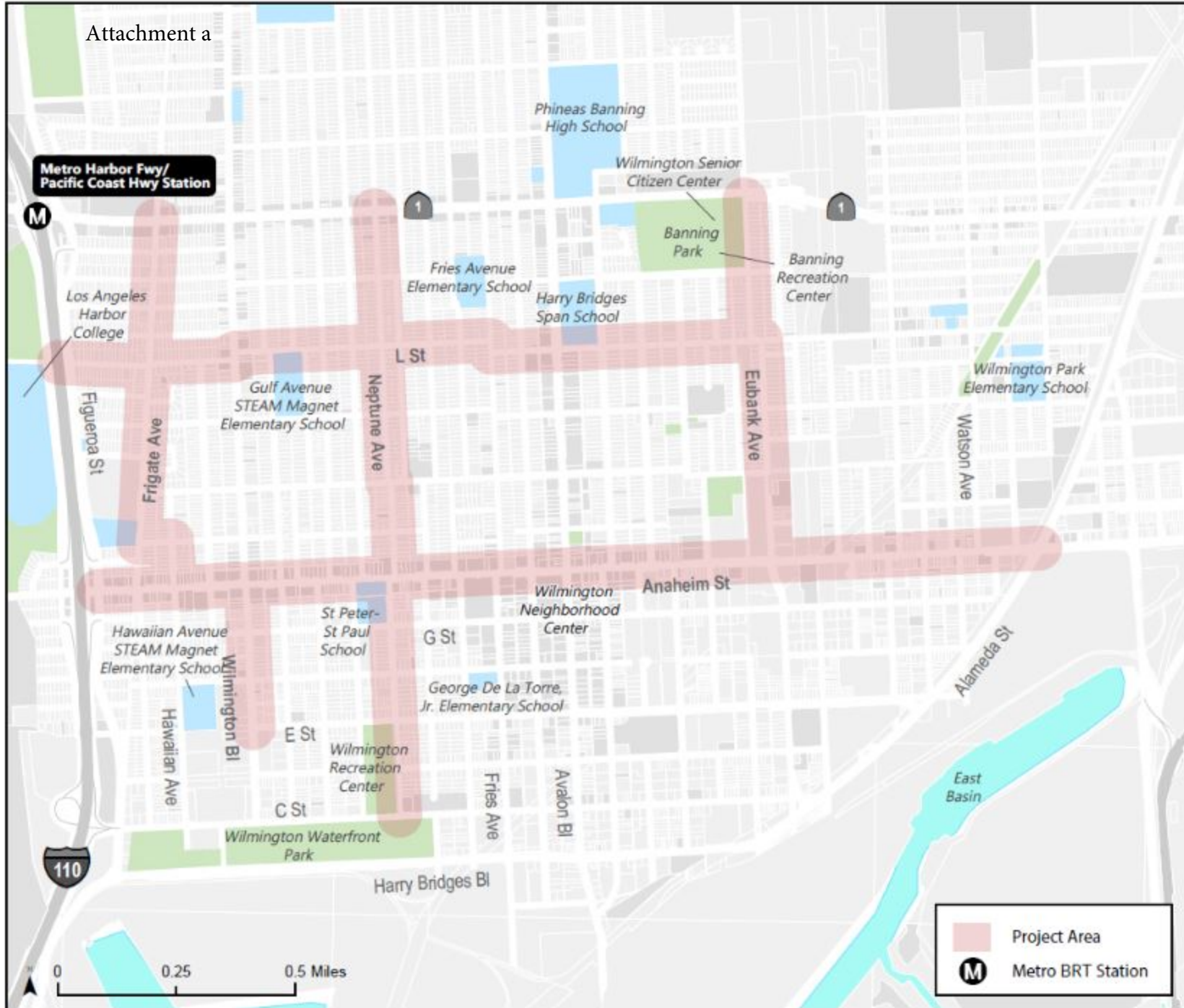
Gina Martinez

Chair, Wilmington Neighborhood Council

On Behalf of the Wilmington Neighborhood Council

CC:

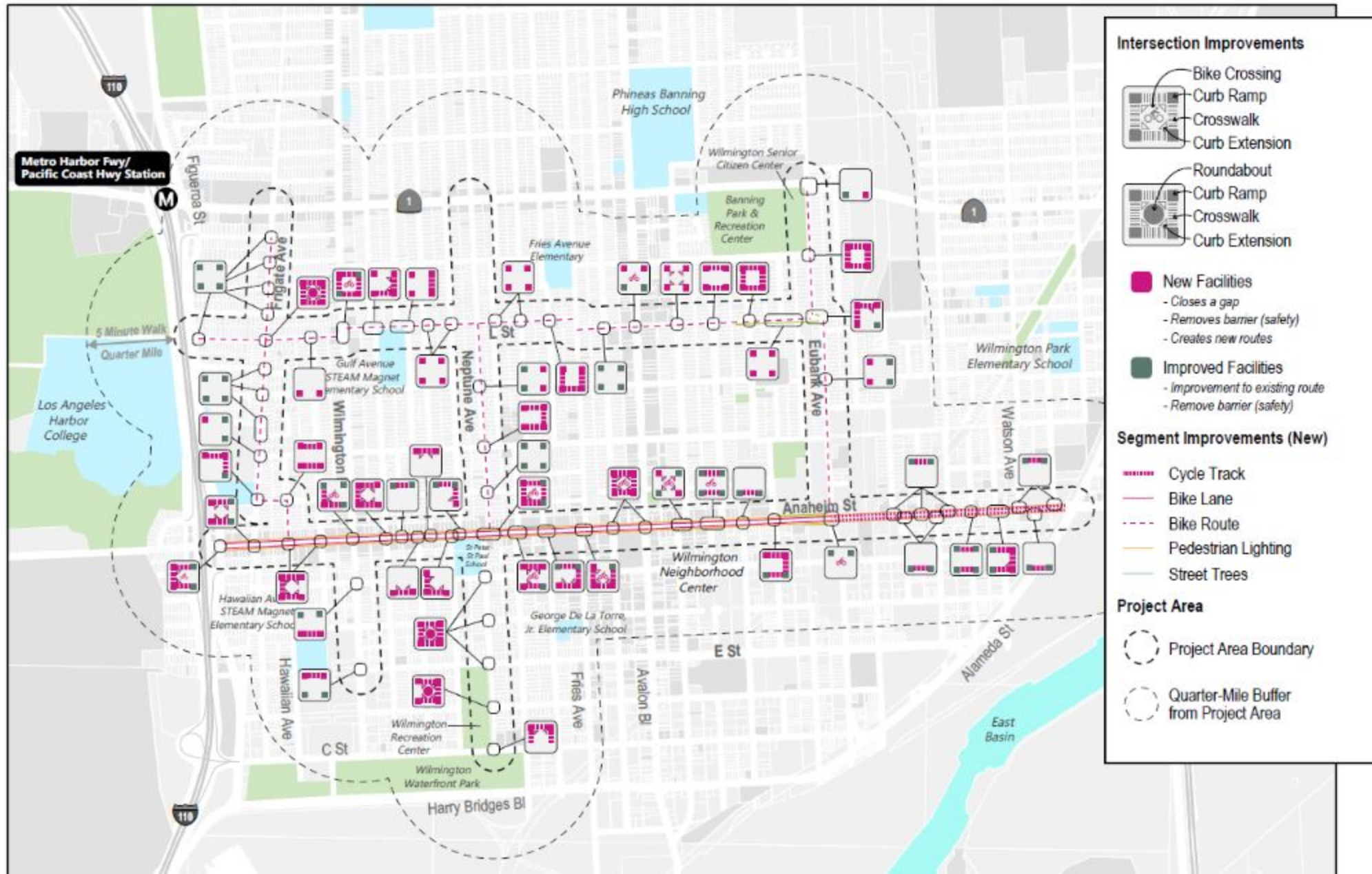
Councilman Tim McOsker
Congresswoman Nanette Barragan
County Supervisor Janice Hahn
Assemblyman Mike Gipson
Senator Steven Bradford
Port of Los Angeles
Board of Harbor Commissioners
Tony Tavares, Director California Department of Transportation
South Coast Air Quality Management District
S Froman, Policy Advisor, Office of Transportation and Air Quality, EPA
G Flemming, Director Policy, Planning and Environment, US DOT
S Murthy, White House Council on Environmental Quality
LA City Transportation Commissioners
LA DOT
LA Metro
Los Angeles Fire Department
LAPD
CHP
LA Port Police Department
Bureau of Street Lighting
USDOT
Federal Motor carrier Safety Administration (FMCSA)



Map of Project Area in LA Region (Top Left); Map of Project Area (Top Right); Map of Proposed Project Corridors (Bottom)

Proposed Improvements

The following design improvements were developed in response to the Challenges and Opportunities defined by the community during the engagement process. StreetsLA will continue to engage community partners to further refine and reflect the community's vision throughout the design and construction phases of the Wilmington Safe Streets Project.



Wilmington Safe Streets: A People-First Approach

Attachment d



Issues, Opportunities, & Community Feedback identified along Project Neighborhood Streets

Survey Results

Survey respondents feel unsafe walking (73%) and bicycling (70%) on Wilmington neighborhood streets

They say the following improvements would make them more likely to walk or bike in Wilmington:

- Sidewalk repair (69%)
- Safer crossings (64%)
- Lower traffic speeds (44%)
- Safer bike routes (42%)

They also mentioned that streets need better cleaning and maintenance, there is too much cargo truck traffic, and the neighborhood needs better lighting.



attachment f

4

L Street

L Street & Wilmington Avenue

L Street is a key neighborhood corridor that connects to schools, businesses, and recreation centers. However, with the lack of a bicycle facility, curb ramps, and high visibility crosswalks, the existing infrastructure is inadequate and hinders safe pedestrian and bicyclist movement.

