

Communication from Public

Name: Jan Yonan

Date Submitted: 10/07/2024 02:54 PM

Council File No: 22-1476

Comments for Public Posting: I support the elimination of automatic road dedication and support analysis of AB3177, which prohibits road dedications statewide. Road dedication can drive up development costs - at the very moment we need housing construction to be cheaper and more efficient we must consider all possible tools to build housing and combat induced driving in our city. Please vote to approve Item 2 (22-1476)

Communication from Public

Name: Mark Millner

Date Submitted: 10/07/2024 02:54 PM

Council File No: 22-1476

Comments for Public Posting: Dear Councilpersons, We live in a city. A sprawling one, but a city nonetheless. I do not believe that our resources are best spent focusing on making a city more conducive to driving and driving only, at the cost of other modes of transportation such as biking, walking, and public transportation. We should instead be focusing on ways to encourage folks to use different means of transportation. Making streets more friendly for that will have many benefits but it will also alleviate traffic (which will be most naysayers' primary argument against this). A healthy city is a city that does not exclusively rely on cars. We all know, full well, the manifold harm those do. Let's not sell out the longterm future of this city for temporary (but fleeting) convenience. Sincerely, Mark

Communication from Public

Name: Cecilia Woloch

Date Submitted: 10/07/2024 07:19 PM

Council File No: 22-1476

Comments for Public Posting: During this time of a crisis in homelessness exacerbated by a lack of affordable housing exacerbated by the cost/nonprofitability of building affordable housing, why would the city of Los Angeles require builders to add to their costs by also widening streets when they build housing? Why are builders even required to go to the expense of adding parking structures when they develop residential property? When will the city of Los Angeles wake up and realize that the density of our population requires all of us to behave as if we're living in a city? We can't endlessly pave over everything; and it's well documented that adding lanes and widening roads does nothing to reduce traffic congestion, because it only encourages more people to drive. The kind of population density we have requires residents to use public transportation more often; they should be discouraged from using -- even from owning -- cars. I live in a mid-city L.A. neighborhood and don't own a car, because I live in my neighborhood, walk to the grocery store, post office, etc ... But the two very wide boulevards that border my neighborhood -- Pico and San Vicente -- are dangerous for pedestrians because drivers exceed speeds of 60 mph, don't watch for pedestrians in crosswalks, and drive while distracted by their devices. Widening more streets will make more streets dangerous (when those streets aren't congested) and lead to more pedestrian deaths. And why would the city of Los Angeles destroy mature trees for such an insane project, especially when we're in the midst of a climate crisis? Truly, requiring developers to widen streets is one of the dumbest, most backward-facing ideas I've ever heard.

Communication from Public

Name: Mike Royce

Date Submitted: 10/07/2024 02:44 PM

Council File No: 22-1476

Comments for Public Posting: Please stop widening roads, which cuts down trees and leads to less safe streets! It's time to stop this wasteful and car-centric policy of automatically widening our streets during development! The committee should direct the City Attorney to analyze AB 3177, which the governor just signed and prohibits most road dedications statewide, and provide guidance based on the state requirements set by this bill.