

Communication from Public

Name: Evan Clark

Date Submitted: 01/17/2024 01:29 PM

Council File No: 15-0719-S26

Comments for Public Posting: Please support motion #6. I ride by my bike in LA to reduce traffic, lower emissions, and help me stay healthy. A protected bike lane along Venice Boulevard between Arlinton and Fairfax would beautifully implement the Mobility Plan 2035 along Venice Blvd and encourage me to bike more across Los Angeles. This roadway is part of the City's High Injury Network (six percent of streets that account for over 70 percent of severe injuries and fatalities). Implementing bike and bus lanes would make the street safer for all road users, including drivers.

Communication from Public

Name: Connor Webb

Date Submitted: 01/17/2024 02:04 PM

Council File No: 15-0719-S26

Comments for Public Posting: The City's version of Healthy Streets LA has changes that degrade the initiative compared the original proposal. Firstly, the City's version should include slurry seal- this is already routine and requires restriping, which should trigger street improvements. Secondly, the ordinance should apply any repairs over an eighth of a mile, not a quarter mile. Limiting to quarter mile repairs will exclude many small but important connections, potentially resulting in unnecessary network gaps in the future. Lastly and possibly most importantly, the language gives too much opportunity for bad faith interpretation and loop holes that allow the departments to avoid implementing the mobility plan when repaving. Proper coordination between LADOT and StreetsLA is essential for successful implementation. LADOT is severely understaffed in their active transportation division, and they currently do not have control over where and when essential corridors of the Mobility Plan 2035 are repaved. LADOT Active Transportation Division needs to be fully staffed and they need control of where and when Mobility Plan corridors are implemented so they can do the necessary design and outreach. BLAST should be formalized and expanded to give LADOT control over a portion of the repaving schedule, to ensure we don't miss opportunities to implement the Mobility Plan 2035 during repaving.

Communication from Public

Name: Luis R Garcia Chavez

Date Submitted: 01/15/2024 10:50 PM

Council File No: 15-0719-S26

Comments for Public Posting: Currently, LADOT doesn't have control over where and when corridors with Mobility Plan 2035 treatment are repaved LADOT should be in control of where and when Mobility Plan corridors are implemented so they can insure they have enough time to do the needed design and outreach to implement the Mobility Plan BLAST should be formalized and expanded to give LADOT control over a portion of the repaving schedule, to ensure we don't miss opportunities to implement the Mobility Plan 2035 during repaving

Communication from Public

Name:

Date Submitted: 01/15/2024 08:56 PM

Council File No: 15-0719-S26

Comments for Public Posting: The City's version of Healthy Streets LA should include slurry seal, a routine maintenance process where streets are restriped. Moreover, the ordinance should be applicable to repairs over 1/2 of a mile, rather than 1/4, to ensure inclusion of smaller yet crucial connections. The appeals process is currently complex and challenging for the average Angeleno to navigate. The ordinance's loose wording provides Departments with too many exemptions, potentially hindering the implementation of the Mobility Plan during repaving. At present, LADOT lacks authority over the selection of locations and timing for repaving corridors aligned with the Mobility Plan 2035. Granting LADOT control over the implementation schedule would allow adequate time for necessary design work and outreach, ensuring successful integration of the Mobility Plan. The formalization and expansion of BLAST are recommended to empower LADOT with control over a segment of the repaving schedule. This would prevent missed opportunities for implementing the Mobility Plan 2035 during repaving processes.

Communication from Public

Name: Jairo Avalos

Date Submitted: 01/16/2024 09:11 PM

Council File No: 15-0719-S26

Comments for Public Posting: As the City considers the implementation of its version of Healthy Streets LA and the coordination recommendations from LADOT and StreetsLA, it's crucial to address key aspects to ensure the effectiveness and inclusivity of the Mobility Plan 2035. Firstly, the City's version of Healthy Streets LA should include slurry seal as part of routine maintenance, which necessitates restriping, to avoid missing vital opportunities for improvements. The ordinance should be amended to apply to repairs exceeding 1/2 of a mile rather than 1/4, to ensure smaller but critical connections are not overlooked. Moreover, simplifying the appeals process is essential to make it accessible and manageable for the average resident. The language of the ordinance needs tightening to prevent departments from easily bypassing the implementation of the Mobility Plan during repaving. On the matter of coordination, it's paramount that LADOT assumes a decisive role in determining where and when Mobility Plan corridors are repaved. This control is necessary for LADOT to effectively manage the design and outreach required for implementing the Mobility Plan. Lastly, the BLAST initiative should be formalized and broadened, granting LADOT a portion of the repaving schedule control, thereby securing every chance to integrate the Mobility Plan 2035 during routine maintenance and repaving processes.