

Communication from Public

Name: Michelle

Date Submitted: 09/23/2024 10:40 PM

Council File No: 22-1476

Comments for Public Posting: Requiring developers to widen the streets during construction (also known as "spot widening") is a very dangerous car-centric mindset that leads to dangerous roads (wider=faster speeds=dangerous for everyone), leads to inconsistent road widths, can cut down much needed trees, and drives up the cost of housing, something the city desperately needs. In contrast, narrow roads are safer because they force drivers to be slow and safe (a Speed Limit sign does nothing). Wider roads also do not solve congestion (see: induced demand). Furthermore, the City Attorney should be directed to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan.

Communication from Public

Name: Maria Liberman
Date Submitted: 09/23/2024 02:45 PM
Council File No: 22-1476

Comments for Public Posting: Dear Committee members, I am writing as a concerned member of the public regarding the ongoing practice of requiring developers to widen streets during new development projects. This approach not only leads to the removal of mature trees but also results in streets with inconsistent widths that are less safe for all users. Additionally, it drives up the cost of housing, making affordability an even greater challenge. Research shows that smaller roads encourage slower driving, which helps drivers adhere to speed limits and promotes safer neighborhoods. Given these benefits, it's time to reconsider this outdated, car-centric policy of automatic road widening. I urge the committee to take a fresh look at this issue and direct the City Attorney to analyze AB 3177, which the governor recently signed into law. This new legislation prohibits road dedications statewide, and I believe it is important for the city to align its policies with these new state requirements. The City Attorney's guidance would be valuable in ensuring that the city's plans reflect this important change in state law. Thank you for your time and consideration. I hope the committee will prioritize this issue and work towards a solution that better serves our community.

Communication from Public

Name: Sara

Date Submitted: 09/23/2024 02:48 PM

Council File No: 22-1476

Comments for Public Posting: The committee should direct the City Attorney to analyze AB 3177, which prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill (Item #2) vis-à-vis the existing plan. Item #3 protects historical buildings and pedestrians with bollards. I strongly support this item and ask that the city also do the same on all bike lanes to protect bicyclists and scooter riders. The main obstacle keeping Angelenos from using more forms of micromobility transport is the speed and proximity of cars on all roads. Plastic bollards do nothing to protect pedestrians, bicyclists, scooter riders or buildings. I urge the council to prioritize traffic-calming measures that make our city safer, cleaner and more livable for its residents, not just the expected visitors of the Olympic Games.

Communication from Public

Name: Ann Dorsey

Date Submitted: 09/23/2024 09:02 PM

Council File No: 22-1476

Comments for Public Posting: I support this motion if it is amended. Please direct the City Attorney to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan. Widening streets results in the loss of mature trees, streets with inconsistent widths that are less safe and drives up the cost of housing.

Communication from Public

Name: Allen Natian

Date Submitted: 09/23/2024 10:31 PM

Council File No: 22-1476

Comments for Public Posting: Requiring developers to widen the streets during construction (also known as "spot widening") is a very dangerous car-centric mindset that leads to dangerous roads (wider=faster speeds=dangerous for everyone), leads to inconsistent road widths, can cut down much needed trees, and drives up the cost of housing, something the city desperately needs. In contrast, narrow roads are safer because they force drivers to be slow and safe (a Speed Limit sign does nothing). Wider roads also do not solve congestion (see: induced demand). Furthermore, the City Attorney should be directed to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan.

Communication from Public

Name: Jesi Harris

Date Submitted: 09/23/2024 03:25 PM

Council File No: 22-1476

Comments for Public Posting: Automatic road widening is a harmful practice that not only limits the valuable urban land available for housing, small businesses, and recreational uses but also increases development costs and - most importantly - contributes to unsafe roadway conditions for all road users! Please stop this harmful practice and prioritize narrower, slower lanes at a local level!

Communication from Public

Name: Kelly Wright

Date Submitted: 09/23/2024 03:39 PM

Council File No: 22-1476

Comments for Public Posting: As a physician who lives only a few miles from my hospital workplace, it is appalling that I have to use a car to get to work due to wide and unsafe roads that were designed to prioritize cars rather than walking or biking, which makes our local population less healthy overall. - Streets should not be widened, as this increase driver speed - Widened streets requires cutting down mature trees, which raises the temperature of the ground, making increasing heat unsafe - Inconsistent widths create jams and further safety issues - The committee should direct the City Attorney to analyze AB 3177, which the governor just signed and prohibits road dedications statewide, and provide guidance to the city based on the state requirements set by this bill vis-à-vis the existing plan. Please create more non-car infrastructure. We need no more.

Communication from Public

Name: Mike Royce

Date Submitted: 09/23/2024 03:08 PM

Council File No: 22-1476

Comments for Public Posting: Enough road-centric policies that are eroding our city and destroying the little green space we have - I would really hope we're headed towards MORE green space and ways to enjoy the outside instead of widening roads which has been proven to not work anyway. I hope the committee will direct the City Attorney to look at AB 3177 which Newsome just signed!

Communication from Public

Name: Larson Avery

Date Submitted: 09/23/2024 05:34 PM

Council File No: 22-1476

Comments for Public Posting: The city should not require developers to widen the roads next the property they are building for the following reasons 1. Widened roads encourage speeding which makes walking and biking more dangerous 2. Widened roads create larger intersections. This increasing the likelihood of pedestrian and vehicle collisions. 3. Road expansions come at the expense of roadside greenery that provides shade to pedestrians and helps absorb storm runoff. 4. Asphalt and concrete surfaces absorb heat leading to higher ambient temperatures in neighborhoods. Road dedications create more of these surfaces. 5. Developers are driven by profit. Adding additional expenses such as road dedication requirements will discourage new developments that could help alleviate the housing crisis. As corridors are not typically redeveloped all at once, requiring developers to widen the road in front of a new building is a haphazard approach that does not increase the amount of traffic a road can handle. I live on Manning Ave in West LA. One section of the block I live on has apartments and the road is very wide, but further down there are single family houses and the road remains thin. As there are no lane lines and because the width of the road is inconsistent there can currently be no more than one lane of travel in each direction. Full widening of the road is likely many years down the line or may not happen at all due to zoning restrictions and in the meantime residents must bear the burden of unnecessarily wide roads. The Public Works Committee should encourage the City Attorney to analyze and provide guidance on AB 3177 which the governor just signed, that prohibits road dedications statewide.