

**REPORT OF THE
CHIEF LEGISLATIVE ANALYST**

DATE: May 26, 2021

TO: Honorable Members of the Rules, Elections & Intergovernmental Relations Committee

FROM: Sharon M. Tso *KKT*
Chief Legislative Analyst

Council File No: 21-0002-S107
Assignment No: 21-05-0403

SUBJECT: Resolution (Krekorian – Martinez) to SUPPORT AB 773 (Nazarian)

CLA RECOMMENDATION: Adopt Resolution (Krekorian – Martinez) to include in the City’s 2021-2022 State Legislative Program SUPPORT for AB 773 (Nazarian), which would authorize local authorities to make temporary Slow Streets programs permanent.

SUMMARY

Current law allows local governments to temporarily close a portion of any street for various reasons, including but not limited to, celebrations, parades, and local special events. In response to the COVID-19 Pandemic, Slow Streets programs were established in communities throughout the State to limit traffic on certain residential streets and allow them to be used as a shared space for people traveling by foot and by bicycle. In May 2020, the Los Angeles Department of Transportation (LADOT) established a Slow Streets program in response to the closure of popular recreation places like parks and trails. Since the Program’s implementation, over 50 miles of Slow Streets design elements have been installed across the City. A total of 30 neighborhoods have participated, and many more have expressed interest in creating Slow Streets. While Slow Streets programs have been widely considered successful, existing law does not allow for permanent street closures unless specific criteria have been met.

On February 16, 2021, Assembly Member Nazarian introduced AB 773, which would amend sections of the California Vehicle Code to authorize a local authority to adopt a rule or regulation to close a portion of a street to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to designate a local street within its jurisdiction as a slow street. The bill further defines slow streets as those that may include local neighborhood streets with network connections to citywide bicycle networks and green space, prioritized in neighborhoods with the lowest access to parks and highest air pollution burdens.

BACKGROUND

In 2020, cities throughout California used temporary authority to initiate variations of Slow Streets programs, with the goal of providing safe places for its residents to walk, skate, cycle, or exercise outdoors during the COVID-19 Pandemic without concerns about high speed vehicular traffic. Slow Streets programs also offered important relief to residents who had been disproportionately impacted by the pandemic, including communities that suffer the most from air pollution and have the least access to parks and open space.

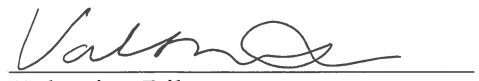
LADOT's popular Slow Streets L.A Program is a collaboration between the City and a local sponsor. Neighbors and community groups can nominate a network of streets in their community as designated Slow Streets. Once a Slow Street is implemented, the sponsor is responsible for ensuring that residents are aware of the street closure and its associated impacts. Although Slow Streets limits vehicular traffic, it allows local access, deliveries, and emergency vehicles.

DEPARTMENTS NOTIFIED

None

BILL STATUS

02/16/21	Read first time.
02/25/21	Referred to Committee on Local Government.
05/13/21	In Senate. Referred to Committee on Rules.



Valentina Diba
Analyst

Attachments: 1. Resolution (Krekorian – Martinez)

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before the state of California, or federal or agency must have first been adopted in the front of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, in May of 2020 the City's Department of Transportation launched the **Slow Streets** program to give Angelenos safer opportunities to use residential streets and sidewalks for active transportation and recreation at a time when fresh air and exercise in neighborhoods was especially critical across our City; and

WHEREAS, the City has installed more than 50 miles of temporary Slow Streets in 30 neighborhoods across the City, and the program has been so popular that it has garnered the interest of many more neighborhoods that would like to add Slow Streets; and

WHEREAS, repurposing streets to prioritize community needs has been a winning concept, creating more open space for bicycling and walking while increasing opportunities for recreations; and

WHEREAS, Assemblymember Adrin Nazarian has introduced AB 773 in the California State Legislature, a bill that would authorize local authorities to make temporary slow streets into permanent slow streets and to adopt rules or regulations to designate local streets as slow streets; and

WHEREAS, AB 773 is consistent with the City's ongoing efforts to create streets that are safer for all users in Los Angeles;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this resolution, the City of Los Angeles hereby supports AB 773 (Nazarian) and any similar legislation that would give municipalities greater opportunity to manage, build-out and enhance Slow Streets programs on a permanent basis.

Presented by: Paul Krekorian
PAUL KREKORIAN
Councilmember, 2nd District

Seconded by: Nury Martinez
NURY MARTINEZ
Councilmember, 6th District

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