

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Rampart Village

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The Board approved this CIS by a vote of: Yea(9) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/18/2022

Type of NC Board Action: For

Impact Information

Date: 10/28/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1072

Agenda Date:

Item Number:

Summary: The Rampart Village Neighborhood Council supports the Sunset4All motion introduced by Council Member Mitch O'Farrell; we request that the Mayor and City Council direct LADOT to work with Sunset4All community leaders, Sunset4All hired engineers (Rock Miller P.E. and General Technologies and Solutions), and LACBC staff to facilitate meetings and collaboration with other City Departments including LADOT, Bureau of Street Services, and other applicable City of Los Angeles staff to further develop the preliminary engineering plan towards a shovel-ready project; and we request that consideration be given to linking Sunset4All to the community-driven action plan to improve walking and biking safety focusing on the neighborhood schools of Commonwealth Avenue Elementary School, Frank Del Olmo Elementary School, and Lafayette Park Primary Center, which are in the top 50 schools out of 835 schools in LAUSD in need of safety improvements for Safe Routes To School. Sunset4All is a community-led vision to create 3.2 miles of pedestrian improvements, protected bike lanes, more shade, beautification, pocket parks, safer access to schools, and transit upgrades on Sunset Blvd between Fountain and Douglas and Santa Monica Boulevard between Vermont and Sunset Junction thereby safely, efficiently connecting almost 100,000 local residents to the subway. The Sunset4All corridor is identified on the High Injury Network (HIN) in the City of Los Angeles Vision Zero plan. Over 1,000 people have been injured or killed in traffic collisions along the Sunset4All corridor in the last ten years. A 13-year study of 12 cities suggests that networks of protected bike lanes cut in half the number of severe injuries to people walking, biking, and driving. The Sunset4All corridor is identified as a priority active transportation corridor including the installation of protected bike lanes on the City of Los Angeles' Mobility 2035 Plan.



Community Impact Statement for Council File 22-1072

Philip Armstrong, President | Ronee Reece, Vice President
Lara Morrison, Treasurer | Rachel Day, Secretary
Vacant, At-Large Rep (2) | Quazi Huda, Community Interest Rep
Shafi Ahmed, At-Large Rep | Jennifer Quinones, At-Large Rep
Kyle Denman, At-Large Rep | Charlie Cea, Student Youth Rep



October 18, 2022

Whereas Sunset4All is a community-led vision to create 3.2 miles of pedestrian improvements, protected bike lanes, more shade, beautification, pocket parks, safer access to schools, and transit upgrades on Sunset Blvd between Fountain and Douglas and Santa Monica Boulevard between Vermont and Sunset Junction thereby safely, efficiently connecting almost 100,000 local residents to the subway.

Whereas Sunset4All was founded by local residents, small business owners, and community organizations to help re-imagine our community's main streets.

Whereas, with the Los Angeles County Bicycle Coalition (LACBC) LACBC's partnership, Sunset4All raised over \$60,000 from over 360 donors through a public crowdfunding campaign to sponsor the outreach and preliminary engineering for Sunset4All.

Whereas the Sunset4All corridor is identified on the High Injury Network (HIN) in the City of LA Vision Zero plan. Over 1,000 people have been injured or killed in traffic collisions along the Sunset4All corridor in the last ten years. A 13 year study of 12 cities suggests that networks of protected bike lanes cut in half severe injuries to people walking, biking, and driving.

Whereas the Sunset4All corridor is identified as a priority active transportation corridor including the installation of protected bike lanes on the City of Los Angeles' Mobility 2035 Plan. The Los Angeles Department of Transportation (LADOT) designated Sunset Boulevard as a "high priority" corridor in its 2021 report to the City Council. Sunset Blvd was also identified by Metro as one of the 20 highest priority active transportation corridors in Los Angeles County thereby enabling it to qualify for Measure M Active Transportation program (MATS) funding.

Whereas Sunset4All would improve the efficiency of public transit for riders of two major crosstown bus routes. Also, combining biking with transit trips has been shown to more than double the number of jobs available within a 30 minute commute versus riding transit alone.

Whereas Sunset Boulevard through Echo Park and Silver Lake is a mountain pass. There are no alternative side streets that are practical or safe alternatives for active transportation. Consequently, Sunset4All would close one of the most important east/west

gaps in our active transportation network. It's the equivalent of a Cahuenga or Sepulveda Pass for people on buses and bikes accessing downtown Los Angeles.

Whereas Sunset4All would create a "green" transportation corridor. According to census data over 50% of trips along the Sunset4All corridor are less than three miles. In the City of Los Angeles 84% of trips less than three miles are made by car. Sunset4All would enable residents to leave their car at home for shorter trips while safely, efficiently connecting almost 100,000 local residents to the subway (2018 US Census population).

Whereas according to the SB535 [map](#) (June 2018) ten census tracts directly adjoining the route qualify as Disadvantaged Communities.

Whereas Sunset4All would provide an efficient, safe, low cost transportation option to the front door of Los Angeles City College where 62% of the 16,000 students are experiencing food insecurity.

Whereas the entire corridor would be updated to ADA standards. Bi-directional protected bike lanes are also easier for wheelchair users because they can roll more efficiently in the bike lane while still leaving room for cyclists to pass.

THEREFORE BE IT RESOLVED, the Rampart Village Neighborhood Council (RVNC) supports the Sunset4All motion introduced by Council Member Mitch O'Farrell; we request that the Mayor and City Council direct LADOT to work with Sunset4All community leaders, Sunset4All hired engineers (Rock Miller P.E. and General Technologies and Solutions), and LACBC staff to facilitate meetings and collaboration with other City Departments including LADOT, Bureau of Street Services, and other applicable City of Los Angeles staff to further develop the preliminary engineering plan towards a shovel ready project; and we request that consideration be given to linking Sunset4All to the community-driven action plan to improve walking and biking safety focusing on neighborhood schools of Commonwealth Avenue ES, Frank Del Olmo, and Lafayette Park PC.

In service,

Rampart Village Neighborhood Council

PRESENTED BY: Shafi Ahmed

SECONDED BY: Ronee Reece

YES: 9 NO: 0 ABSTAIN: 0 ABSENT: 0 INELIGIBLE: 0

ON THIS DATE: October 18, 2022