

Communication from Public

Name: Justin Ciccone

Date Submitted: 01/24/2023 09:52 AM

Council File No: 22-1476

Comments for Public Posting: I support item 10 because street widening makes my commute on bicycle more dangerous. Cycling is far more affordable and better for environmental and public health, but road widening will disincentivize me from cycling to work because I fear for my safety. Cycling is already magnitudes more dangerous than driving in LA, and car crashes are one of the leading causes of death in the region. Let's make it more attractive to cycle and walk to help take cars off the road and make our city healthier.

Communication from Public

Name: Shelley Billik

Date Submitted: 01/25/2023 12:13 PM

Council File No: 22-1476

Comments for Public Posting: I'm writing in support of Council File 22-1476 to stop requiring developers to spot widen roads, leading to incoherent streetscapes that remove trees, add asphalt (and worsen the heat island effect). I also strongly urge you make departments accountable to actually complete the report backs! which often disappear into the ethers. Wider roads make the City more dangerous, polluted, congested, and costly to maintain: ? The Mobility Plan 2035 states that “wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term.” ? The Complete Street Design Guide explains that “when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion.” Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation; moving street lights, fire hydrants, and signal boxes; and tree replanting. In the case of smaller “missing middle” projects, the added cost may render the developments financially infeasible. Spot widening often converts greenery to impermeable asphalt. Mature trees may have to be removed to accommodate the wider street. Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across. Finally, spot widening leads to poorly designed, incoherent streets. The City’s streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening. Ending spot widening will lead to a better designed City that works better for all who use it. We are particularly encouraged by the motion’s emphasis on pedestrian safety by “minimizing crossing distance” and “promoting curb extensions.” In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines for

when curb extensions and other pedestrian safety measures should be required improvements for developers.

Communication from Public

Name: ianthe zevos

Date Submitted: 01/25/2023 02:55 PM

Council File No: 22-1476

Comments for Public Posting: i support this motion and am writing to urge you to do the same and end automatic street dedications/street widening. unfortunately, i have personal experience with the negative consequences of automatic street dedications, as i live on a block that has gone through one. overall, it has downgraded the overall quality of life on our block, despite the promises that were made at the beginning of the development process. when the plan called for cutting mature street trees, we were told at every City body we appealed to waive the dedication and save our trees - "don't worry, they'll be replaced at a 2:1 ratio." in real life, they have not been replaced at even a 1:1 ratio. not to mention that the new trees are decades away from providing any real shade on the block. traffic now speeds on one end of our tiny block only to slam on their brakes at the narrow end of the street. even the street resurfacing that was promised only happened in front of the new development - leaving all the long time residents with the same pitted street as before the "improvement." the City is now fronting the cost of resurfacing the entire block directly later this month. to quote one of the DOT workers who observed this dedication unfold: "yeah, this plan really f*cked your block." in 2023, in the middle of a climate crisis which affects California dramatically - we should NOT be prioritizing the ease of private car travel at the expense of our urban tree canopy and pedestrian safety. the end products of automatic dedications/street widening are in opposition to the City's own stated goals (Vision Zero, the Mobility Plan, the Dudek Report). other cities have moved away from this archaic practice, please support this motion and end this practice in Los Angeles.

Communication from Public

Name:

Date Submitted: 01/25/2023 02:56 PM

Council File No: 22-1476

Comments for Public Posting: As an avid transit rider, bicyclist, pedestrian, caretaker of my elderly grandmother and grandson of a late grandfather who was permanently injured by a careless driver while on his morning stroll to buy newspapers at a local newsstand, I passionately support this motion. Instead of widening street and automatic street dedications, we should be narrowing them because we will never be a socio-economic-environmentally just, affordable, healthy, livable (thrivable), sustainable, time-saving, walkable 15-minute city by yielding more urban space to speeding death machines that are getting bigger, heavier, taller, faster by the model year. Phase out this archaic and senseless car-obsessed law so we can dedicate our limited collective resources to better solutions to our city's problems which are not limited to transportation or mobility, but also housing, economic mobility, environment, non-human species (R.I.P. P-22), public health, and a better future for future generations. Let me remind you that we are in a climate emergency and that Los Angeles' heavy support of car culture is the root of many evils that plague the city. The costs far outweighs the benefit as we begin to see the whole picture not just locally but on a global scale. Car-related financial troubles make and keep our low wealth citizens car poor. Traffic congestion robs us and non-human neighbors of our precious resources, time, health, and countless lives and that trend is only getting worse under this city council. The quickly rising car-related death toll is seriously overlooked as a public health crisis. Cars collectively are weapons of mass destruction, frequently used directly or indirectly to commit crimes due to their efficiency of the wrong kind e.g. killing pedestrian crowds, drive-by shootings, mass shootings, drug trades, property theft, domestic violence, death by pollution, climate change. This list is endless. Don't believe the myth that EVs and self-driving technology will save our cities either, they are just false right ways to do the wrong thing. I implore you to rethink the purpose of our streets, which should be reserved for essential services and publicly beneficial uses like emergency vehicles, public transit, the elderly and disabled, not short joy rides and single occupant commutes. Lastly, Los Angeles has been complicit in the spread of car culture and urban sprawl to the world, so it has the lion's share of moral responsibility to phase it out and set a good

example like it did with the phasing out of oil infrastructure. But first it needs to phase out car brainism that is so ingrained in the minds and hearts of its people.

Communication from Public

Name: Shmuel

Date Submitted: 01/25/2023 02:57 PM

Council File No: 22-1476

Comments for Public Posting: The highway dedication process in terms of approval for new construction projects needs to be reformed. Currently the process add a lot of cost to a project and the chutzpah the city has to charge a fee to take away part of the lot as part of the process which normally they would be able to build by right. This causes housing costs to go up and adds months to a project. The project could be complete but ladbs will not issue a certificate of Occupancy until the highway dedication is complete. On top of that, the way things are now, the inspector can require all kinds of extra work (not on the plan) if nearby (not in front of the project) city curbs and streets are broken. This is not fair to the person building who is trying to add housing in our city. At a minimum, the city should charge a fee to do this work and then do it themselves. I am sure they can easily contract with contractors they work with that know how to do this work. I understand the city is trying to circumvent eminent domaine since for the most part, at the time the project is being done, it's not eligible for eminent domaine because they need to wait for the rest of the street to move their structures further from the street. So the city really should ask the owner to sign over the requested extra several feet and then do the work themselves when the time comes with no cost to the owner. I understand that its become somewhat accepted with big developers but for small ones its a big hit and feels like a big extra stab in the back for just trying to invest in this city.

Communication from Public

Name: Carly Turro

Date Submitted: 01/25/2023 01:53 PM

Council File No: 22-1476

Comments for Public Posting: I strongly support the motion to reform the current street widening requirements and process. There are far too many sidewalks in LA that are difficult, and even impossible, to navigate - especially for people with mobility issues. Los Angeles needs to start prioritizing pedestrian safety and mobility, as well as landscaping such as trees which provide shade and other environmental benefits. Thank you.