

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: Hollywood Hills West Neighborhood Council

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The Board approved this CIS by a vote of: Yea(17) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/05/2018

Type of NC Board Action: For

Impact Information

Date: 12/09/2019

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 17-1115

Agenda Date:

Item Number:

Summary: Please see attached Pdf regarding Council File 17-1115



December 13, 2018

Brian Gallagher
Principal Transportation Engineer
City of Los Angeles Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012

Councilmember David Ryu
Los Angeles City Hall
200 N. Spring Street, Room 425
Los Angeles, CA 90012

RE: - City Council File 18- 00304

Dear Mr. Gallagher and Councilmember Ryu:

The Hollywood Hills West Neighborhood Council is one of the city's certified neighborhood councils, representing residents and businesses located in the Hollywood Hills and foothills. In a regularly scheduled meeting of December 5th, 2018 the following motion passed unanimously (17 yay - 0 nay) to submit the attached Community Impact Statement to the Los Angeles City Council and the Los Angeles Police Department for the Los Angeles City Council File as follows:

STATEMENT

While we hear from our stakeholders on a wide variety of issues, one item that is a consistent unresolved concern is the increased prevalence and impacts of cut through traffic from way finding apps such as Waze and Google Maps. Cut-through traffic is not a new phenomenon, and drivers have always sought short-cuts or faster alternate routes. However, the dramatic increase in cut-through traffic from traffic avoidance apps has resulted in a proportional decrease in the quality of life for those forced to deal with additional vehicles on their residential streets.

Frustrated drivers seeking alternate routes to avoid congestion are typically in a hurry and race through residential streets causing safety concerns. Local residents are often not able to enter or exit their properties due to backed-up cars blocking access to their driveways and garages. Residents face long delays in getting home as they wait in lines of traffic with other drivers who are only using their streets as a short-cut to somewhere else. They must also deal with new or additional noise and pollution from the increased volume of cars driving past their homes.

But beyond quality of life issues, way finding apps present public safety risks that cannot be ignored. Our residential streets are intended to be pedestrian-friendly, yet people now face speeding cars that often fail to stop at stop signs, making it difficult to safely cross the street with children or pets. If Los Angeles is truly committed to Vision Zero and other initiatives designed to improve walkability in the city, it must address the safety risks presented by cut-through traffic from traffic avoidance apps.

Many of Hollywood Hills West's hillside streets lack sidewalks entirely. Residents who wish to walk in their neighborhoods with children or dogs used to be able to safely walk in the streets themselves; after all, these were quiet residential streets that were only ever intended to be used by local homeowners. Now

those same residents risk being run over by drivers who have been directed up these streets without any awareness of their narrow, winding nature.

Our hillside roads often feature blind curves and do not meet city standards for two-way traffic. Sending high numbers of non-resident drivers through these substandard streets can result in accidents and traffic jams. In addition, the increased volume of cars on these small streets leads to road damage that can imperil hillside stability. These issues not only affect residents; they have a significant impact on city services.

Residents and homeowners facing dangerous cut-through traffic justifiably demand increased enforcement from the city. They ask for the presence of traffic cops to ticket speeding drivers. They request new no-turn signage or additional stop signs, all of which require additional enforcement. They rightly call for meetings with Department of Transportation officials, demanding solutions that will return their streets to the safe, residential roads they once were. And the sheer increase in vehicles driving these roads means more frequent fixing of potholes, more repaving, more restriping.

Los Angeles has created relationships with Waze and other way finding apps in order to share data. But a data sharing agreement does not address the long-term issues being caused by cut-through traffic. Data-sharing does not provide any relief for our stakeholders. The City Council and the Department of Transportation must do more to hear and act on the concerns of its residents being affected by this problem.

If not addressed, the impacts will only worsen, leading to additional public safety risks, deterioration of our residential streets and an increased demand on city services. The Hollywood Hills West Neighborhood Council calls on our city officials and all pertinent city departments to take immediate steps to resolve this problem.

Best regards



Anastasia Mann
President, Hollywood Hills West Neighborhood Council President

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