

TRANSPORTATION COMMITTEE REPORT relative to the status and future recommendations for the Los Angeles Department of Transportation (LADOT) Slow Streets L.A. Program.

Recommendations for Council action:

1. APPROVE the continuation of the Slow Streets L.A. Program as detailed in the LADOT report to Council dated October 15, 2020.
2. DIRECT the LADOT to report to Council in 90 days on the status of the Slow Streets L.A. Program.

Fiscal Impact Statement: The LADOT reports that this action will not impact the General Fund. Proposed Slow Streets L.A. Program installations are funded through \$800,000 that was originally allocated to the City's Open Streets Program. The sources of these repurposed funds are Metro grant funds, front-funded by Measure M local return funds, and City Measure M local return match funds.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated October 15, 2020, LADOT provides a status update on the Slow Streets L.A. Program. On May 15, 2020, the Mayor launched the Slow Streets L.A. Program to temporarily calm traffic on residential streets to create space for neighbors to remain physically active while socially distant. The program was set up in response to the closure of our parks, gyms, trails, and other popular exercise venues.

According to LADOT, Slow Streets are intended for local residents only. Eligible organizations nominate a small network of neighborhood streets to reduce and slow traffic. After vetting applications, the Bureau of Street Services and LADOT implemented temporary signage at intersections advising drivers to slow down for people using the street to exercise. Signage remains in place for the duration of the program. Slow Streets sponsors play an active role by communicating the project to their neighbors and ensuring barricades and signage are properly placed throughout the project. Slow Streets users must adhere to current health guidelines. Local traffic and parking are still allowed on the streets.

The LADOT reports that demand for Slow Streets remains high with over 427 applications received to date. LADOT implemented approximately 50 miles of Slow Streets in 30 neighborhoods. The Department recommends stopping the installation of new Slow Streets to focus on supporting existing streets with more durable materials until additional funding is available.

LADOT goes on to report that the materials currently used for Slow Streets are readily available, lightweight, and easily implemented. The Bureau of Street Services provided the plastic A-Frame barricades, and program signage has been deployed with minimal turnaround time for procurement. These qualities made them ideal for a temporary, emergency response as Slow

Streets was originally conceptualized. However, LADOT observed and received feedback that the existing materials are becoming less effective over time. Keeping the movable A- Frame barricades in place requires constant attention. LADOT and its community partners believe a longer-term strategy is needed to support Slow Streets moving forward.

As the pandemic restrictions continue, along with the need for physically-distant recreational space, LADOT recommends that the installation of new Slow Streets be stopped, until additional funding is available, and focus on supporting the current 50.2 miles of Slow Streets with more durable materials. LADOT will work with program sponsors to choose between the following options for each designated street within their Slow Streets area:

- Replace the barricades with striping and metal signs to warn drivers to watch for people walking and biking, and to advise drivers to travel 15 mph or slower.
- Replace the plastic barricades with larger and more durable temporary barricades with signs designating the street as closed to through traffic.
- Remove some barricades within a given Slow Streets area.

If the second option is chosen, LADOT states that Council authority is needed formalize all temporary street closures.

At its meeting held October 19, 2020, the Transportation Committee discussed this matter with LADOT staff. Department representatives summarized report details including the recommendation to stopping program growth until a policy is adopted for more permanent infrastructure and signage and additional funding is identified. The Department intends to report back to Council with a program update and options for permanent signage. Councilmember Bonin requested that the Department's next report include opportunities for coordination between Slow Streets and other planned neighborhood mobility projects. Committee recommended that Council approve the Department's recommendations.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

MEMBER VOTE

BONIN: YES

BUSCAINO: YES

KORETZ: YES

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-NOT OFFICIAL UNTIL COUNCIL ACTS-