

TRANSPORTATION COMMITTEE REPORT relative to the Slow Streets LA Program.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. DIRECT the Los Angeles Department of Transportation (LADOT), with the assistance of the City Administrative Officer (CAO), to identify the necessary funding and complete the installation of more durable materials in the neighborhoods included in the initial Slow Streets LA Program, as detailed in the September 29, 2022 LADOT report, attached to the Council File.
2. AUTHORIZE the Controller to:
 - a. Transfer \$420,000 from the Measure M Local Return Fund No. 59C, Account No. 94VD10 for Open Streets to a new account number TBD titled "Slow Streets Program."
 - b. Deposit grant reimbursements received from Metro for all Open Streets Grant Program awards in Measure M Local Return Fund No. 59C, and appropriate therefrom into accounts associated with the "Open Streets Program."
 - c. Appropriate up to \$1,825,000 in Measure M to a new Account No. 94WD10 titled "Open Streets Program", to reflect the total grant reimbursements to be received from Metro for Open Streets events in Fiscal Year 2022-23.

Fiscal Impact Statement: The LADOT reports that to implement Slow Streets Phase 2 treatments, it has used approximately \$595,000 in City Measure M Open Streets funding and has been reporting such expenditures for COVID-relief tracking purposes. Of the original \$800,000 identified for this program in Fiscal Year 2020-21, the LADOT included \$100,000 in Metro Open Streets Cycle 3 grant funds. To complete the remaining 12 Slow Streets areas, the LADOT estimates it will need to identify \$420,000 for materials and \$300,000 for labor. To support future installations, the LADOT will need to secure additional project construction funding through the annual budget or through grant programs to support advance planning and long-term, permanent implementation of neighborhood networks. The estimated cost for the four new positions outlined in this report may have an impact on the General Fund. Through the budget process, the LADOT will define staff positions and salaries that would impact the General Fund.

Community Impact Statement: Yes

For:

Los Feliz Neighborhood Council
Mid City West Neighborhood Council
NoHo Neighborhood Council
Palms Neighborhood Council

Summary:

On November 1, 2022, your Committee considered a September 29, 2022 LADOT report relative to the Slow Streets LA Program. According to the LADOT, on May 15, 2020 Mayor Garcetti launched the Slow Streets LA Program to temporarily calm traffic on residential streets. The purpose of the Program was to create space for neighbors to remain physically active while socially distant, in response to the closure of parks, gyms, trails, and other venues for recreation and exercise during the COVID-19 pandemic.

The LADOT installed over 50 miles of Slow Streets in 30 neighborhoods throughout the City using temporary barricades and signage. Following this initial phase of the program, on November 4, 2020, Council directed the LADOT to stop the installation of new Slow Streets and focus on supporting existing streets with more durable materials (Council File No. 20-0838-S1). The LADOT worked with community partners to identify and implement a toolkit of more durable treatments. Two neighborhood sponsors decided not to move forward with more durable Slow Streets materials.

To date, the LADOT has installed comprehensive Slow Street treatments in ten Slow Street neighborhoods and are in various stages of design and implementation in the remaining twenty neighborhoods with Slow Streets areas. On November 9, 2021, Council directed the LADOT to report with a proposed permanent Slow Streets Program, a toolkit of available Slow Streets treatments, an approval process consistent with Assembly Bill (AB) 773, and a process for coordinating community-requested Slow Streets locations with existing City plans and programs that aim to increase neighborhood connections. Council also directed LADOT to report with staff and budget needs to implement the program and a transition plan for existing program participants, including the status of each installation.

Signed into law on October 6, 2021, AB 773 allows local jurisdictions to adopt policies to temporarily or permanently restrict through traffic or implement street closures. The bill requires the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating any restriction with signage.

Established as a COVID-19 pandemic response program, Slow Streets reduces the volume and speed of vehicular traffic on neighborhood streets to create safer areas to recreate and gather. The goal is to create a safer and more comfortable pedestrian environment within the public right of way allowing for people to remain physically active and socially distant. In the initial phase (Phase 1) of the Los Angeles Slow Streets Program, eligible organizations nominated a small network of neighborhood streets to reduce and slow traffic. An eligible organization includes: block clubs, business associations, business improvement districts, church or faith organizations, council districts, homeowners associations, local nonprofit/community-based organizations, neighborhood councils, and school or parent teacher associations. These community

sponsor organizations served as the primary liaisons to LADOT staff, who helped vet the street network, communicate about the proposed elements with local stakeholders, and maintained the network in their community. After vetting applications and confirming networks with community sponsors, the Bureau of Street Services (Boss) and LADOT implemented temporary signage at intersections advising drivers to slow down for people using the street to exercise.

To implement Phase 2, the LADOT assessed the original 30 temporary Slow Streets areas and developed an equity framework to prioritize and phase implementation across the city. The equity framework considered the following six social equity and safety metrics:

- Whether the network is within a Slow Street Target Neighborhood defined under Phase 1 (communities most impacted by the lack of open space during the pandemic)
- Population density
- Income
- Los Angeles Countywide Parks and Recreation Needs Assessment score
- Proximity to a High Injury Network (HIN) street
- Total collisions within a quarter-mile of the network area

Before implementing Phase 2 treatments, LADOT shared the program guidelines and safety countermeasure toolkit with community sponsors. Once the sponsor organization confirmed the network and proposed treatments, LADOT prepares the final design plan. LADOT requires a letter of support from the community sponsor organization in order to move forward with implementation.

The Phase 2 Slow Street safety countermeasures toolkit includes durable street design elements that far exceeded the original, emergency deployment of the program, and have created lasting impacts in the completed neighborhoods. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the LADOT, as amended and detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER VOTE

BONIN: YES

KORETZ: YES

BUSCAINO: YES

ARL

11/2/21

-NOT OFFICIAL UNTIL COUNCIL ACTS-