

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: Elysian Valley Riverside Neighborhood Council

Name: Leslie Campisi

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The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/11/2023

Type of NC Board Action: For

Impact Information

Date: 01/22/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date: 01/20/2023

Item Number:

Summary: The Elysian Valley Riverside Neighborhood Council supports 22-1476 - Highway Dedication. Please see our attached letter.

Board

Maria Elena Barboza
Leslie Campisi
Julia Eggleston
Ana Gomez
Arturo Gomez
Jaime Klein
Carey McDonald
Frank Mendoza
Christine Louise Mills
Maria Alejandra Minisee
Eric Robinson
Carrie Sutkin
Jessie Tang
Paul Truong
Laurie Winston

**CITY OF LOS ANGELES
California**



**Elysian Valley Riverside
Neighborhood Council**

Elysian Valley Riverside
Neighborhood Council
www.myevrnc.com

Community Impact Statement Committee

Leslie Campisi, Board Member
Frank Mendoza, Board Member
Christine Mills, Board Member
Jessie Tang, Board Member

January 11, 2023

The Elysian Valley Riverside Neighborhood Council supports [CF 22-1476](#) - Highway Dedication.

As the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The City's 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 and signal boxes, and tree replanting. In the cases of some smaller "missing middle" projects, the added cost may render the development infeasible.

Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts.

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.

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.

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 for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

We express strong support for Council File 22-1476 and urge you to pass it.

Sincerely,

The Community Impact Statement Committee
Elysian Valley Riversie Neighborhood Council