

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: Rampart Village

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The Board approved this CIS by a vote of: Yea(6) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/21/2023

Type of NC Board Action: For

Impact Information

Date: 02/25/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The Rampart Village Neighborhood Council enthusiastically supports ending street widening and automatic street dedications. Please see the attached letter.



Community Impact Statement: Council File 22-1476

Philip Armstrong, President | Ronee Reece, Vice President
Lara Morrison, Treasurer | Rachel Day, Secretary
Vacant, At-Large Rep (2) | Quazi Huda, Community Interest Rep
Shafi Ahmed, At-Large Rep | Jennifer Quinones, At-Large Rep
Kyle Denman, At-Large Rep | Charlie Cea, Student Youth Rep



February 21, 2023

With the Mid City West Neighborhood Council, the Rampart Village Neighborhood Council enthusiastically supports putting an end to the practice of street widening and automatic street dedications. As the City's own recent plans attest, wider roads endanger other street users and are more polluted, congested, and costly to maintain. The City's Mobility Plan 2035 makes these points: "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 notes 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 only exacerbates 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 a development infeasible. Spot widening also directly contradicts the City's own housing goals as it reduces the buildable area as well as the amount of housing that can be built on a lot, even after adding density bonuses. Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our efforts to mitigate, and adapt to, climate change.

The Rampart Village Neighborhood Council agrees with the Mid City West Neighborhood Council that spot widening also creates streets designed for use by drivers to the detriment of pedestrians and other users. As a result, sidewalks may meander, curb radii are maximized, and crossing distances are lengthened. These widened streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the emphasis, in the motion for Council File 22-1476, on enhancing 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, we believe that the report requested by this motion should define the ideal pedestrian crossing distance for each type of street. Defining ideal pedestrian crossing distances would provide guidelines for when developers would be required to improve street design by incorporating curb extensions and other pedestrian safety measures. Finally, spot widening on a parcel-by-parcel basis 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 other vision than widening streets for the sake of widening them. Putting an end to spot widening will lead to a better designed city streetscape that works better for all who use it. The

Rampart Village Neighborhood Council expresses strong support for Council File 22-1476 and urges you to pass it.

In service,

Rampart Village Neighborhood Council

PRESENTED BY: Ronee Reece
SECONDED BY: Jennifer Quinones
YES: 6 NO: 0 ABSTAIN: 0 ABSENT: 3 INELIGIBLE: 0
ON THIS DATE: February 21, 2023