

CITY OF LOS ANGELES
CALIFORNIA

Palms Neighborhood Council
Transportation & Infrastructure
Committee

Christopher Gonzalez Wienberg, Chair
Kasey Crawford, Vice-Chair
Kay Hartman, Member



10008 National Blvd. #210
Los Angeles, CA 90034

PALMS NEIGHBORHOOD COUNCIL

<https://palmsnc.la/>
[@palmsnc](https://facebook.com/PalmsNC)

Transportation & Infrastructure Committee Meeting Agenda
Thursday, April 8, 2021 – 7:30 p.m. to 9 p.m.
Zoom Meeting Online at <https://us02web.zoom.us/j/84188897855>

or by telephone dial: **+ 1 669 900 6833** or one of the following toll-free telephone Numbers: **833 548 0282, 888 475 4499, 877 853 5257, or 833 548 0276**

The toll-free numbers eliminate long-distance call charges for participants although other telephone charges may apply from a participant's phone carrier.

After connecting by telephone enter this meeting ID: 841 8889 7855 and press #.

Press *9 to raise hand for public comment

The Neighborhood Council system enables meaningful civic participation for all Angelenos and serves as a voice for improving government responsiveness to local communities and their needs. We are an advisory body to the City of Los Angeles, comprised of stakeholder volunteers who are devoted to the mission of improving our communities.

VIRTUAL MEETING TELECONFERENCING NUMBER FOR PUBLIC PARTICIPATION In conformity with the Governor's Executive Order N-29-20 (MARCH 17, 2020) and due to concerns over COVID-19, the Palms Neighborhood Council meeting will be conducted entirely electronically.

Every person wishing to address the Neighborhood Council Transportation and Infrastructure Committee must join the zoom meeting at <https://us02web.zoom.us/j/84188897855> or dial one of the above phone numbers and enter 841 8889 7855 and then press # to join the meeting. Instructions on how to sign up for public comment will be given to listeners at the start of the meeting

- I. **CALL TO ORDER & ROLL CALL**
 - a. Call to Order
 - b. Roll Call
- II. **INTRODUCTIONS (5 minutes)**
 - a. Introductions and Welcome
- III. **GENERAL PUBLIC COMMENT (10 minutes)**
 - a. Limited to non-agenda items – subjects related to transportation and infrastructure issues (up to 2 minutes per speaker, time permitting)
- IV. **COMMITTEE BUSINESS**
 - a. Committee member updates (10 minutes)

- b. **UPDATE** from Jay Greenstein, Council District 5 Transportation Deputy (if available)
- c. **MOTION** to approve a Vision, Mission, and Goals. *[See supplementals for draft vision, mission, and goals]*
- d. **DISCUSSION and POSSIBLE ACTION** on Slow Streets:
 - i. Slow Streets Phase 2 *[See supplementals for informational materials from LADOT]*
 - ii. [20-0838](#) to make Slow Streets permanent. *[See supplementals for draft community impact statement]*
- e. **DISCUSSION and POSSIBLE ACTION** on Council File [21-0039](#) to reform the Capital Improvement Expenditure Plan. *[See supplementals for draft community impact statement]*
- f. **DISCUSSION** regarding street sweeping changes
- g. **DISCUSSION and POSSIBLE ACTION** on Council File [20-1074](#) regarding the Los Angeles al fresco dining program *[See supplementals for draft community impact statement]*

V. Adjournment

Time allocations for agenda items are approximate and may be shortened or lengthened at the discretion of the President. Public comment will be taken for each motion as well as for any item in the consent agenda prior to Board action. The public is requested to fill out a "Speaker Card" to address the Assembly on any item of the agenda prior to the Assembly taking action on an item. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the Agenda that is within the Assembly's subject matter jurisdiction will be heard during the Public Comment period. Public comment is limited to 1 to 2 minutes per speaker, at the discretion or unless waived by the Assembly. In the interest of addressing all items on the agenda, time limits for individual comments and discussion may be set at the discretion of the President. All items on the consent agenda will be determined by a single Committee vote and without Committee discussion. Committee members may request that any item be removed from the consent agenda and considered individually at any time prior to that vote.

Per Board of Neighborhood Commissioners Policy #2014-01, agendas are posted for public review at: 1) Woodbine Park Kiosk, 3409 S. Vinton Ave.; 2) Palms Neighborhood Council website, <https://palmsnc.la/>.

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at Woodbine Park Kiosk, 3409 S. Vinton Ave, at our website: www.palmsla.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the Secretary at secretary@palmsnc.la

Palms NC Board and Committee members abide by a code of civility (<http://empowerla.org/code-of-conduct/>). Any person who interferes with the conduct of a Neighborhood Council meeting by willfully interrupting and/or disrupting the meeting is subject to removal. A peace officer may be requested to assist with the removal should any person fail to comply with an order of removal by the Neighborhood Council. Any person who resists removal by a peace officer is subject to arrest and prosecution pursuant to California Penal Code Section 403.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting the Secretary at secretary@palmsnc.la

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 DIAS DE TRABAJO (72 HORAS) ANTES DEL

EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR LLAME A NUESTRA OFICINA AL secretary@palmsnc.la

VISION

The Palms Neighborhood Council Transportation and Infrastructure Committee's Vision is to support a continually evolving neighborhood defined by the needs of the community and the parameters set forth by its stakeholders.

MISSION

The Palms Neighborhood Council Transportation and Infrastructure Committee's Mission is to facilitate the neighborhood to create a safe and active environment for all known modalities.

GOALS

The Palms Neighborhood Council Transportation and Infrastructure Committee's Goals are to:

- Weigh in on City, County, and State Transportation and Infrastructure issues that impact the Palms quality of life and provide the opportunity for Palms stakeholders to know what City, County, and State motions are working through the system so they can advocate on their own behalf.
- Act proactively to improve the safety of Palms's streets and sidewalks.
- Be a reliable and consistent forum for information, education, discussion and advocacy for the community and the quality of life of its stakeholders.
- Educate and empower individual Palms stakeholders and develop a cohesive voice representing community input.
- Facilitate communication between stakeholders, City Departments, and elected officials working on Transportation and Infrastructure issues.

The Palms Neighborhood Council supports further study into a permanent Slow Streets program (Council File 20-0838). While the pilot program was conceived in response to COVID-19, when the pandemic wanes the underlying need for local, open, outdoor space will remain. Despite its benefits, we believe that the pilot program was flawed in several ways owing significantly to its temporary nature, including the instability of the signage and issues navigating around them. Therefore, we encourage the department of transportation to consider creative streetscape changes, including the use of street paint and improved signage.

Support

The Palms Neighborhood Council supports reforming the Capital Improvement Expenditure Plan. The city's lack of a unified, holistic approach to capital improvements leads to fractured planning and development that poorly serves the needs of its residents. By spreading planning across myriad agencies with varying remits, capital improvements are performed in a piecemeal manner, with inefficient spending and in a manner that serves affluent communities ad-hoc needs over the overall needs of our city.

The Palms Neighborhood Council supports making the Al Fresco dining program permanent. While the program originated as a much-needed response to the COVID-19 health crisis and its negative impacts on our restaurant industry, its success has demonstrated that our built environment can be reimagined and activated to center people.

The legislative analyst's office recently reported on the challenges and work required to make the program permanent. That report highlights that, at the root of many of those challenges, such a program would be popular and for that reason may be disruptive. We see this as a positive, and encourage you to continue pursue creative approaches to reclaim our public space for the enjoyment of all of the community.

Slow Streets Phase 2 Guidelines

Welcome Slow Street Sponsors!

Slow Streets are a neighborhood traffic calming strategy intended to reduce speeding on residential streets. These guidelines are intended for use by existing Slow Street Sponsors to determine whether or not Slow Streets Phase 2 elements may be installed based on criteria for justification, feasibility, effectiveness and impact.

These guidelines will be updated as we implement phase 2 so please check back here often for the latest guidance.

You may nominate the existing Slow Street network or propose new streets. We are able to upgrade as many miles as already exist on your Slow Street Network or up to 1.5 miles, whichever is fewer.

CRITERIA	DESCRIPTION
Street Type	Slow Streets are intended for residential Local and Collector Streets only as identified by the Mobility Plan Element of the General Plan of the City of Los Angeles. A map of eligible streets can be found at https://navigatela.lacity.org/slowstreets/
Roadway Visibility	Midblock treatments should not be installed on street segments with severe vertical or horizontal curves.
Roadway Grade	LADOT engineers will take extra consideration on street segments with a roadway grade greater than seven percent.
Number of Lanes	Slow Streets should only be installed on roads with one through lane in each direction. Designated Local and Collector streets with turning lanes may be eligible.
Street Use	Slow Streets should not be installed on designated truck or transit routes or on any street identified as a primary emergency route by any emergency response agency. Slow Streets shall not be installed immediately adjacent to a hospital, fire station or police facility. Avoid installation of Slow Streets adjacent to commercial uses.
Physical Conditions	Neighborhood traffic circles shall not be installed in front of driveways, over underground access covers or obstruct drainage structures or catch basins.
Other Considerations	The Los Angeles Department of Transportation will make an engineering assessment of all pertinent safety factors, including any not specifically addressed here before making a determination on the installation of Slow Streets elements.

Slow Streets Phase 2 Updates

LADOT Slow Streets
March 16, 2021

Phase 2 Equity Framework

SOCIAL EQUITY

1. An Existing Slow Street Target Neighborhood (20%)
2. Population Density (20%)
3. Income (20%)
4. Park Needs Assessment (20%)

SAFETY

5. Within ¼ Mile of High Injury Network (5%)

COLLISIONS

6. Total Collisions within ¼ Mile of proposed network (15%)

Phase 2 Implementation Overview

Equity Rank 29

Neighborhoods *(Thai Town & East Hollywood grouped together due to proximity)*

6 Groups of 5 According to Score

Pilot New Components in 6 Neighborhoods (1 from each group)

Implement According to Group



Phase 2 Equity Analysis

GROUP	SLOW STREET AREA	CD	Score	Rank
A Pilot	MacArthur Park, Westlake (MacArthur Park NC)	1	66.5	1
B Pilot	Historic South Central, South LA (Trust South LA)	9	51.1	6
C Pilot	Boyle Heights (BH Chamber of Commerce)	14	39.9	12
D Pilot	Canoga Park (Organizacion Voces del Cambio)	3	23.2	19
E Pilot	Valley Village (Valley Village Homeowners Association)	2	18.0	25
F Pilot	Wilmington (CD 15 & Frank Alepe)	15	9.8	28
A	Thai Town, East Hollywood (Thai CDC) / East Hollywood (East Hollywood NC)	13	66.2	2
A	Koreatown (KIWA)	10	65.2	3
A	Koreatown (Friends of Berendo)	10	57.1	4
A	Vermont Vista, South LA (CoCo)	8	54.5	5
B	Jefferson Park, South LA (UNNC)	10	48.2	7
B	Vermont Square, South LA (Voices NC)	9	43.6	8
B	Adams-Normandie, South LA (Adams-Normandie NC)	8	43.2	9
B	Watts (Bright Watts)	15	42.0	10

Phase 2 Equity Analysis

GROUP	SLOW STREET AREA	CD	Score	Rank
C	Leimert Park, South LA (Sutro Ave Block Club)	10	40.6	11
C	Hollywood (HSDNC)	13	35.7	13
C	Sawtelle (West LA Sawtelle NC)	11	35.1	14
C	Del Rey (Del Rey NC)	11	34.4	15
D	Palms, (Palms NC)	5	32.4	16
D	North Hollywood (North Hollywood NC)	2	27.7	17
D	Mid City West (Mid City West NC)	5	25.2	18
D	Mid Wilshire / Mid City Packard & Saturn (Destination Pico)	10	20.4	20
E	Los Feliz (Los Feliz NC)	4	20.0	21
E	Cypress Park (Greater Cypress Pack NC)	1	19.8	22
E	Eagle Rock (Expanded Streets)	14	18.9	23
E	La Cienega Heights (Chabad of Beverlywood)	5	18.4	24
F	Mar Vista (St. Andrews Lutheran Church / North Westdale Block Club)	11	17.7	26
F	Highland Park (Mt Angelus Neighborhood Watch)	1	17.1	27
F	Studio City	2	8.0	29

Program Schedule

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26						
Pilot	Pilot																															
A			A																													
B						B																										
C									C																							
D												D																				
E															E																	
F																			F													

Outreach + minimum requirements

- Updated Fact Sheet & Evaluation Guidelines
- Evaluate and propose Phase 2 Slow Street Network
- Consensus
 - Sign-off from impacted residents (chicanes, mid-block treatments, roundabouts, parking loss)

