

Agenda Motion: Discussion & Possible Action on approving a letter to LADOT requesting a *Slow Streets LA* hybrid pilot be applied in Downtown LA, including Broadway Blvd as a primary candidate.

With onset COVID-19, the nature of dense urban population centers and mobility needs within such environments has drastically shifted to require more space for pedestrian circulation and active recreational uses. Downtown Los Angeles is one of such communities where we have seen these dramatic shifts occur, especially with vehicles as retail and corporate industries have been forced to either telecommute or suspend operations. **Slow Streets should be considered in Downtown Los Angeles to meet the increased mobility needs of local residents during the quarantine period.**

LADOT's recent rollout of *Slow Streets LA*, attempts to tackle this reality within single family residential neighborhoods of the city by allowing residents to use underutilized streets for active recreation by limiting non-local traffic on qualified streets. However, this program has neglected more dense population centers in our city such as Downtown Los Angeles, where the need for more such amenities is even more important due to increased population congestion.

The increased population congestion in Downtown Los Angeles justifies the need to implement Slow Streets on strategic corridors in the neighborhood. Downtown Los Angeles has limited pedestrian circulation to accommodate social distancing requirements for the volume of pedestrians. Additionally, Downtown Los Angeles has a lack of active land areas for recreational uses. **Implementing Slow Streets in Downtown Los Angeles would create a safer environment for residents to practice social distancing and engage in active uses.**

Downtown Los Angeles is a terminus and hub for the region's transit system with major bus stops on most major streets. In particular, streets in the historic core along Broadway routinely have large crowds converging at bus stops that impede pedestrian circulation during rush hours. **It is crucial to accommodate transit access for essential workers who rely on these systems as well as maintain safe pedestrian circulation for local foot traffic.**

The Broadway corridor is a prime candidate for converting into a Slow Street as it is already envisioned to be transitioning into a more pedestrian friendly and active corridor. Prior to COVID-19, Multiple US cities, including San Francisco and New York, have repurposed some of their streets to prioritize transit, pedestrian, and commercial delivery traffic for their communities. Councilmember Jose Huizar's *Car-Free Broadway Initiative* (CF# 20-0201), proposes to investigate similar such efforts being implemented on Broadway Street through the core of Downtown. Broadway would incentivize broader uses of the street active recreation measures while not disrupting vital delivery, transit, and emergency services. Additionally, implementing a Slow Street on Broadway would provide an opportunity to investigate how local traffic would respond to reduced speeds and traffic on Broadway in alignment with the long term goals for the corridor.

Therefore, the Downtown Los Angeles Neighborhood Council asks that LADOT implement a temporary *Slow Streets* hybrid pilot in Downtown Los Angeles, including Broadway Blvd.

as a primary candidate for the duration of the COVID-19 pandemic, with the following considerations:

- 1. Limit traffic on Broadway to only Transit vehicles (taxis/rideshare, busses, and paratransit), commercial delivery vehicles, and essential service vehicles (Emergency services, utilities, other municipal services) from 3rd Street to Olympic Boulevard.**
- 2. Consider allowing the use of Broadway between 3rd and 4th Streets for modified use to accommodate potential outdoor dining accommodation for Grand Central Market and other restaurants.**
- 3. Amending the current *Slow Streets* criteria to accommodate for the addition of more streets in Downtown Los Angeles that do not negatively impede transit vehicles, business operations, and essential services.**

CC: Office of the Mayor
Council District 14
Los Angeles Department of Transportation (LADOT)
Bicycle Advisory Committee, LADOT
Pedestrian Advisory Committee, LADOT

Sincerely,

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Marcus Lovingood
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