

Community Impact Statement Recommendation

To: Downtown Los Angeles Neighborhood Council Board

From: Livability Committee

Date Approved by Committee: 11/11/21

For Board Consideration on: 12/14/2021

Re: Council File 21-1131 - Car Free Areas / Grand Avenue / 1st Street / 2nd street / Broadway / 3rd Street / 4th Street / Traction Avenue / Hewitt Street

Motion or Recommendation of the committee:

The Livability Committee recommends a **Yes, if amended** vote on CF 21-1131.

For	
For if amended	X
Against	

Committee Vote Count: Yes (5), No (0), Abstention (0), Absent (1), Recused (0)

Summary:

The Council File instructs the Department of Transportation to report back on the resources needed to conduct a feasibility study, in coordination with community stakeholders, of closing Grand Avenue between 1st Street and 2nd Street, Broadway between 3rd Street and 4th Street, and Traction Avenue between 3rd Street and Hewitt Street to car traffic, limiting the streets to transit, cyclists and pedestrians only. The file further instructs that the feasibility study considers a phased approach that initially closes identified segments on select days and times only, and increases closure durations pending successful implementation of the pilot.

CITY OF LOS ANGELES
CALIFORNIA



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NEIGHBORHOOD COUNCIL
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TREASURER



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December 14, 2021

Re: Community Impact Statement on CF 21-1131: Car Free Areas / Grand Avenue / 1st Street / 2nd street / Broadway / 3rd Street / 4th Street / Traction Avenue / Hewitt Street

To Whom It May Concern:

At our regularly held public meeting on December 14, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

The Downtown Los Angeles Neighborhood Council submits this Community Impact Statement **in support, if amended** of Council File 21-1131: Car Free Areas along Grand Avenue and Broadway.

While we appreciate the recognition of Downtown's rapid growth and its potential to set the standard of a more vibrant city center, we ask that any car-free experiences first consider urban design/placemaking interventions, transit infrastructure options, and alternatives to any full street closures.

Some of the areas selected for the car-free feasibility study, like Grand Avenue between 1st and 2nd Street, and Broadway between 3rd and 4th Street, are major transit corridors and circulation corridors for Downtown. A permanent street closure to cars would be extremely disruptive and would likely be more detrimental than beneficial.

However, DLANC is more supportive of a hybrid closure approach that is limited to select days and times, special events, weekends, and optimized pending results of these implementations. We also recommend exploring the installation of retractable bollards, such as those used throughout the Convention Center and LA Live area from Chick Hearn Court and Figueroa Boulevard to assist with routine temporary closures.

In addition, we are supportive of a hybrid approach, similar to the Complete Streets, coupled with a temporary closure model, where the design of such an area could be accomplished with the removal of vehicle travel lanes, parking, and widening of sidewalks for public programming.

With any approach, whether it be hybridized or permanent street closure, it is imperative that it is coupled with placemaking interventions that enhance the pedestrian experience in these areas. This can be done with the addition of more trees, green space, street furniture, street lighting, decorative surface and landscape treatments, and more. Additionally, proposals should protect existing loading zones for adjacent small businesses.

We agree that it's definitely viable and warranted to close off these areas to cars for more than one-off events, but we should strive to seek a balance so that we don't shut off access to those community members who still rely on cars to come participate in making Downtown the hub that it is today.

*** SUBJECT TO APPROVAL BY DLANC BOARD OF DIRECTORS ON DECEMBER 14, 2021***

Sincerely,

Claudia Oliveira
President,
DLANC

Debby Zhou,
Chair,
DLANC Livability Committee

CC: Council District 14 (via email)
Historic Core Business Improvement District
Downtown Center Business Improvement District (via email)

TRANSPORTATION

MOTION

As the fastest growing neighborhood in Los Angeles and a job hub for Southern California, Downtown Los Angeles is a key player in the development of the region. With a dramatic increase in housing production and regional destinations such as The Walt Disney Concert Hall, Downtown has been considered the place to be and an example of what Los Angeles can be.

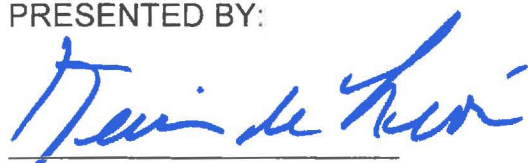
The rapid growth in Downtown has dramatically increased the amount of people who walk on its streets every day. Combined with a multitude of restaurants and shops that line Downtown's streets, pedestrian friendly has become the new normal. This has increased the demand for car free areas, as evidenced by the first Ciclavia taking place in Downtown.

While one off events are welcome, a more permanent car-free experience is needed for high pedestrian volume locations within Downtown. The city should examine locations in Downtown that can be closed to vehicular traffic in order to provide additional space for pedestrians and prioritize any travel lanes for transit vehicles only.

I THEREFORE MOVE that the Department of Transportation be instructed to report back on the resources needed to conduct a feasibility study, in coordination with community stakeholders, of closing Grand Avenue between 1st Street and 2nd Street, Broadway between 3rd Street and 4th Street, and Traction Avenue between 3rd Street and Hewitt Street to car traffic, limiting the streets to transit, cyclists and pedestrians only.

I FURTHER MOVE that a feasibility study considers a phased in approach that initially closes identified segments on select days and times only and increases closure durations pending successful implementation of the pilot.

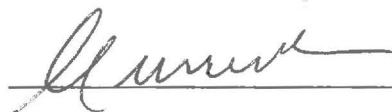
PRESENTED BY:



KEVIN DE LEÓN

Councilmember, 14th District

SECONDED BY:



ORIGINAL



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