



August 11, 2020

Re: Request for **Slow Streets Initiative in Downtown**

To Whom It May Concern:

At our regularly held public meeting on August 11, 2020, the Board of Directors of the Downtown Los Angeles Neighborhood Council (“DLANC”) voted to provide the following comments below:

With the onset of 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. During the pandemic, many persons who previously commuted by car to work in Downtown have been forced to either telecommute or suspend operations. For this reason, we ask that Slow Streets should be considered in Downtown Los Angeles to meet the increased mobility needs of residents during the quarantine period.

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 hub for the region’s transit system with major bus stops on many streets. The Broadway corridor routinely has large crowds converging at bus stops. These crowds impede pedestrian circulation during rush hour. It is crucial to accommodate transit access 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 conversion 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, had repurposed some of their streets to prioritize transit, pedestrian, and commercial delivery traffic for their communities. CD14’s “Car-Free Broadway Initiative” (CF# 20-0201), proposes to investigate similar such efforts on Broadway. This 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, considering Broadway 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. Amend 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.

Sincerely,

Patricia Berman

Patricia (Patti) Berman
President
DLANC

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