

# Questions, Comments and Answers

## Normandie Beautiful Virtual Open House

June 13, 2020

Link to Open House Recording: <https://youtu.be/F8GwGhdYMPU>

### // Overall Project Questions

**Question: If this proposal wins funding, do we know when construction could begin?**

*Answer: Construction would begin approximately summer 2025. With design starting summer of 2024.*

**Question: How long would construction take to complete?**

*Answer: Construction would begin summer 2025 and could take anywhere from 2-3 years. It takes a long time because StreetsLA coordinates each block and coordinates temporary parking while building the improvements..*

**Question: Why would it take so long?**

*Answer: Upon award, there are environmental clearances which the City must obtain. This particular funding stream comes through a state-level agency, so it also takes a long time for the funds to come from the state to the City. Design can take 12-24 months. Construction can stretch over another 2-3 years. Therefore, implementation can take 2-4 years.*

**Question: If we anticipate the demand for bike lanes vs parking to shift in the future, is there flexibility within existing designs to allow for easy conversion a few years after the project is completed around 2028?**

*Answer: Conversion of vehicle lanes to bike lanes is rarely easy. However, requests that are made with strong community and council office support fare better.*

**One of the shortfalls of changing city infrastructure in a piecemeal way. If more people can simply get around by bike, there will be less need for parking.**

*Response: Part of why the proposed segment is not longer is in part due to the historical lack of investment in infrastructure, and the cost of just getting this segment to a baseline of safe street design is a substantial amount of funding. The ATP is a unique opportunity to obtain a large pot of funds to address all these issues at the same time for this segment. Although the segment is only 1.8 miles long, there are many points of connectivity to other existing and coming bike infrastructure networks.*

### // Intersections, Speed Humps, Sidewalk, Street Light Questions

**Question: Will street lights be part of the project?**

*Answer: Yes, we're looking to put in street lights along Normandie.*

*The high cost of pedestrian light poles and pedestrian light attachments may limit the density of fixtures or the extent of installation within the project. The initial focus is on the Santa Monica Freeway south to Exposition Blvd. If funding permits, the lighting district could extend south to MLK Blvd.*

**Question: Can you still add plans for additional speed bumps and traffic circles on surrounding streets?**

*Answer: StreetsLA can look into that if there are reports from the community that collision or speeding is happening on a street*

**Question: Can you add another pedestrian crossing for Normandie between the 10 and Adams? All of the crossings are planned for South of Adams but not north of Adams.**

*Answer: (assuming the participant is suggesting adding a flashing beacon / HAWK light on Normandie between Adams and the freeway). LADOT: it is an option, and will depend on funding and budget availability for this proposal, there are 3 potential blocks for a crosswalk. From a SRTS perspective, there was focus on the Vermont Elementary School area and worked with the school community to identify the most heavily used routes by families and students which informed why the flashing beacons were added to the Vermont area on Adams.*

**Question: How wide are the sidewalks on Normandie now, and will the project make them any wider?**

*Answer: Right now the sidewalks are narrow on Normandie, there is a chance for them to be widened if the community is open to removing parking lanes. The community would need to let StreetsLA know and they can consider it. There is a high need for street parking in this area, so that was something to consider*

**Question: Could we add something on Normandie and Jefferson to stop donuts and speeding?**

*Answer: There is a proposed landscape median just to the north of that intersection and curb extensions. It's difficult to prevent donuts entirely because there can't be any treatments added down the middle of the street because they're in full use. There is an upcoming Jefferson project that may help with that. The Curb extensions will also limit the space to do donuts, but it is difficult to completely prevent them, especially at night when the streets are more cleared. There have been some examples of trying different treatments at Western and 87th by creating a soft median down the center that prohibited through-traffic on that street.*

**Question: There are some residential intersections that are still 2-way stops that can cause crashes. Did you all consider making these into 4 way stops? If not, what's the reason to leave 2-way stops in those areas?**

*Answer: To convert a 2-way stop to a 4-way stop, it's usually handled by the district office, not typically added to an application package. Through the district office, it can be completed more quickly. Call 311 or DOT Southern District [ladot.southerndistrict@lacity.org](mailto:ladot.southerndistrict@lacity.org). Let them know which intersections you want to get 4-way stop, they'll do a study, and then approve. The approval process has gotten more lenient so would imagine it wouldn't be too difficult to get approval. But this request would be outside the scope of the Normandie proposal project because of the long timeline for construction.*

**Question: Why do the curb extensions and pedestrian lighting on Normandie stop at Exposition and not extend to King?**

*Answer: The high cost of pedestrian light poles and light attachments may limit the density of fixtures or the extent of installation within the project. The initial focus is on the Santa Monica Freeway south to Exposition Blvd. If funding permits, the lighting district could extend south to MLK Blvd.*

## // Bike Lane Questions

### **Question: Will the residential bike lanes connect?**

*Answer: The North-South low stress bicycle networks will connect to existing and upcoming East-West bike lanes on Jefferson Blvd and Exposition Blvd. StreetsLA will verify with LADOT if sharrow marking and bike signage can be added where Budlong breaks at Adams Blvd and on W 36th Pl where Denker Ave and Budlong Ave breaks to ensure east-west connectivity on the low-stress bicycle corridor.*

### **Question: Does this project add to or intersect with the 2035 Mobility Plan? If street infrastructure like protected bike lanes and dedicated bus lanes only make sense when connected to a network that runs through the city, how can we achieve the 2035 plan when addressing tiny sections at a time as if they stand alone?**

*Answer: When Safe Routes to School begins their analysis of identifying which schools to prioritize for projects like this proposal, they refer to the Neighborhood Enhanced Network to identify the Bike Friendly Streets identified in the 2035 Mobility Plan, and then target their focus on those schools closest to these existing plans. They also do need to balance the existing street widths with what enhancements can fit, but propose as many improvements as possible along the Neighborhood enhanced Network. In developing proposals for bike lanes, StreetsLA also relies on referencing the existing recommendations of bike friendly routes identified by the 2035 Mobility Plan*

### **Question: How will the low-stress residential bike lanes on Halldale/Denker and Budlong/Catalina connect across east/west gaps on Expo and Jefferson?**

*Answer: There is an existing bike lane on Exposition Blvd and there is another ATP project on Jefferson Blvd (Construction will begin spring 2021) that will bring a bike lane to make the east-west connection along the proposed Normandie low-stress bike lane network.*

### **Question: Could there be a bike lane on just one side of Normandie, leaving the other side for parking?**

*Answer: There was concern that removing parking on one side would result in complaints from residents on that side, and there was concern it might impact parking needs for the other side and adjacent residential streets.*

### **Question: Why only bike sharrows on Budlong instead of bike lanes like halldale?**

*Answer: There is a space restriction. To allow for parking and travel lanes, there wasn't enough room to put bike lanes on Budlong (40' wide). Halldale (60' wide) is an especially wide street so there was space to put in lanes.*

## // Parking Questions

### **Question: What do you foresee the effects of taking out parking on the neighborhood? Can you share any other examples and how taking out parking changed the availability of parking and possibly encourage folks to take public transit?**

*Answer: Over the past 6 months through door to door outreach and several community meeting spaces, the need for parking is relatively split down the middle. Some residents really rely on the street parking, some do not. (StreetsLA response) There have been examples of removing parking, but typically on*

commercial corridors where the businesses had parking off-street. One consideration for this project was to study how parking removal would impact residents and if there was availability for parking in other locations if it were removed on Normandie.

**Question: How do we voice our support of removing parking along Normandie**

*Answer: You can give input in this process. In the future, StreetsLA will take cues from what the community.*

## // Safe Routes to School Questions

**Question: Is there any way that Manual Arts High School can be included as a main focus?**

*Answer: Vermont Elementary was initially the focus for a Safe Routes to School data driven process. SRTS considered the density of collision and students across all of the LAUSD schools, and Vermont was identified as a high need school. High schools are usually more challenging because their catchment area is so much larger and don't have as many students living within a close distance of the school. But for this project, it is outside the scope of this application*

## // Comments and Suggestions

- Can you consider adding speed humps on 23rd, 24th & 25th between Normandie and Western?
- Some combination of speed humps and traffic circles in on 23rd, 24th, and 25th streets between Adams and Western would be very helpful as there is A LOT of speeding in this area
- speed humps on 29th street between Vermont & Budlong ??
- Stop sign in the four corners of 27th St and Normandie
- More pedestrian lighting from 27th St to Adams
- Don't remove any lanes, traffic is already bad. Red flashing Beacon and high visibility crosswalks are great. No more traffic please
- I like this latest question about 2 way stops. I've seen a lot of accidents on 29th street between Vermont and Western.
- It's a great project, I would just like to see some of the infrastructure improvements on other smaller residential streets east and west of Normandie
- I support widening sidewalks and adding protected bike lanes while giving up parking. If we invest in true bikeability, parking won't be as important. It's going to have to mean a leap, and I'd like to hear our leaders in transportation make this case.
- I think it's important for the community input on parking on Normandie be only from people who live there.
- A comment, not a question. I counted one day and it was about 80 cars parked, on one side of the road, between Jefferson and Adams. That seems like a number of cars we could absorb.
- Not necessarily a part of this scope, but the pro for bike lanes on normandie is that there are very little N-S bike lanes in our city, but lots of places to go E-W on streets, hard to get north/south by bike

- The presentation sounded like the anchor/focus school is Vermont Elementary. High school students seem more likely to walk/bike alone to school and take some risks in crossing unsafe streets. I've noticed that some key safety improvements were made at Dorsey High School after a student was killed crossing Obama. It would be beautiful to do something similar at Manual Arts before there is a tragedy. Foshay Learning Center also has a lot of older students who walk/bike to school.
- Thank you for the incredible, thoughtful work you are doing. I will be in support of any positive outcome from this project and am enthusiastic about the current design! I share the concerns many have about eliminating parking if we were to follow the suggestion to create bike lanes on Normandie. However, it is hard to say what our community appetite will be for parking versus bike lanes in 8-15 years. I for one much prefer cycling on residential streets over high traffic streets and am happy with the presented designs to route bike traffic away from the main corridor, but I can see how quickly a community changes its desires as new habits form.
- Participant shared link to [Bikeleague.org](http://Bikeleague.org)

## // Questions & Comments Outside Scope of this Project

Can anything be done to remove liquor licenses from stores that consistently attract the homeless population?

Can we do anything about fireworks in this neighborhood?

Is it possible to install cameras to photograph the license tags of cars doing donuts and tickets to be issued?

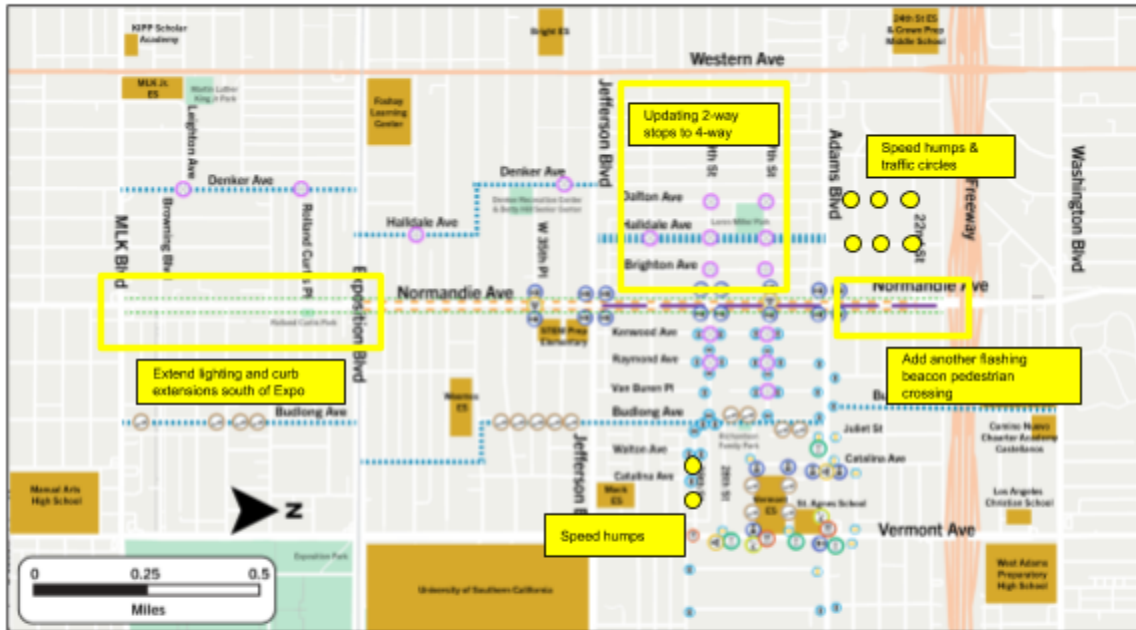
Stop Tripalink from purchasing more properties

### **Responses to these concerns:**

- *The City Attorney's office has recently empowered the neighborhood prosecutors, who are embedded with local police divisions, to respond to these concerns.*
- *If you are noticing issues with nuisance liquor stores and fireworks, reach out to the council office. You can reach out to Alby ([albizael.delvalle@lacity.org](mailto:albizael.delvalle@lacity.org)) and your local LAPD senior lead officer (Lou Aceves, 323-387-9617)*
- *Setting up cameras would need to be coordinated with LAPD. CD8 is currently not pursuing any surveillance in this project area and something they are assessing throughout the district. If it something the community wants to pursue, CD8 can discuss with LAPD to learn if it is an effective tool against the donutting*

# Annotated Map of specific suggestions:

## Normandie Beautiful Project Proposal Map



Proposed Project Features			