



Carolina Peters <carolina.peters@lacity.org>

**Fwd: Comment on Council File 14-0163-S3 — Reinstating Vision Zero criteria for Willits Settlement scoring system**

1 message

**Staci Roberts** <staci.roberts@lacity.org>  
To: Carolina Peters <carolina.peters@lacity.org>

Fri, Jan 12, 2018 at 2:13 PM

Carol,

Please put on CF 14-0163-s3.

----- Forwarded message -----

From: **Anna Martinez** <anna.martinez@lacity.org>  
Date: Fri, Jan 12, 2018 at 2:01 PM  
Subject: Fwd: Comment on Council File 14-0163-S3 — Reinstating Vision Zero criteria for Willits Settlement scoring system  
To: Maria Espinoza <maria.espinoza@lacity.org>, Staci Roberts <staci.roberts@lacity.org>, Gloria Pinon <gloria.pinson@lacity.org>

Please see email below.

**Anna Martinez**  
**Office of the City Clerk**  
200 N. Spring St., Rm. 360  
Los Angeles, CA 90012  
213-978-1025  
213-978-1027 - FAX  
Mail Stop 160-01



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From: **Jordan Fraade** <jordan.fraade@gmail.com>  
Date: Fri, Jan 12, 2018 at 1:56 PM  
Subject: Comment on Council File 14-0163-S3 — Reinstating Vision Zero criteria for Willits Settlement scoring system  
To: CityClerk@lacity.org, paul.koretz@lacity.org

Dear Council Members,

I am writing to strongly urge the City Council to **retain the Vision Zero High Injury Network (HIN)** in the Bureau of Engineering's proposed criteria for prioritizing sidewalk repairs under the Willits Settlement. For much of the year 2017 I worked on the Vision Zero project as a Student Professional Worker at the LA Department of Transportation, and I have seen up close the dedication and rigor that the Vision Zero team brings to their work. Including the High Injury Network as part of the scoring system for the Sidewalk Repair Program ensures that a data-driven, equity-oriented approach will help to determine which sidewalks throughout the city are prioritized for upgrades.

DOT research has demonstrated that collisions between vehicles and people walking and biking are concentrated in those areas of the city with relatively high pedestrian volume. By incorporating the High-Injury Network into the Sidewalk Repair Program, we can target sidewalk improvements in areas where they will help the largest number of pedestrians — areas that frequently coincide with socioeconomically vulnerable communities. Moreover, the HIN represents the only criteria in the Sidewalk Repair Program that is the result of interdepartmental coordination across Los Angeles. In a city that is often known for its cumbersome, decentralized government structures, this is the kind of precedent that we should encourage for the years ahead.

Finally, as a resident of Council District 5, I would like to add that I was particularly disappointed to see Councilmember Koretz submit the original motion to remove HIN criteria from the Sidewalk Repair Program, and hope that you will reconsider this decision when the final plan comes up for a vote next week.

Thank you very much for your time and attention.

Sincerely,

Jordan Fraade

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Los Angeles, CA 90034

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