



Richard Williams <richard.williams@lacity.org>

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**Fwd: Comment for Council File: 14-0163-S3.**

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**Gloria Pinon** <gloria.pinon@lacity.org>

Fri, Jan 19, 2018 at 3:01 PM

To: Staci Roberts <staci.roberts@lacity.org>

Cc: Anna Martinez <anna.martinez@lacity.org>, Richard Williams <richard.williams@lacity.org>

Please see below email.

**Gloria Piñon**  
**Office of the City Clerk**  
Tel. (213) 978-1022  
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Mail Stop #160-01



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

From: **Luis Gutierrez** <luis@lurnetwork.org>

Date: Fri, Jan 19, 2018 at 2:20 PM

Subject: Comment for Council File: 14-0163-S3.

To: [CityClerk@lacity.org](mailto:CityClerk@lacity.org)

Cc: Amanda Meza <[amanda@investinginplace.org](mailto:amanda@investinginplace.org)>

I would like to submit a comment letter (attached) to Council File 14-0163-S3, in support of retaining the Vision Zero High Injury Network within BOE's proposed Sidewalk Repair Program.

Thank you.


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Luis Gutierrez  
Director of Policy and Research, LURN

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Los Angeles, CA 90033  
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43K



January 18, 2017  
Honorable Members of the City Council  
Los Angeles City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

Re: Vision Zero High Injury Network - CF 14-0163-S3

Dear Honorable Members:

Leadership for Urban Renewal Network (LURN) writes to support the retention of the Vision Zero High Injury Network (HIN) in the proposed Sidewalk Repair Program (SRP) prioritization methodology by the Bureau of Engineering.

Sidewalks are incredibly important public goods that serve critical roles within cities and urban communities. They provide literal pathways for safe, accessible movement and transportation within communities. Thus, we are elated by the fact that Los Angeles City is committed to repairing its sidewalks through the SRP. However, we believe that such repairs should be informed by specific guidelines that address the needs of our most disadvantaged communities - something the HIN addresses directly. The HIN's scoring system not only prioritizes the safety of all Los Angeles residents by affording more "weight" to such variables as "severe injurie(s)" and "fatalities," but it also goes above and beyond basic needs by also taking into greater consideration communities that have suffered historically from underinvestment. This consideration for equity is something we support tremendously. Most of our work takes place in underserved communities - we work with informal entrepreneurs, such as street vendors, in growing their businesses; we work with brick and mortar businesses interested in increasing access to healthy foods in low-income neighborhoods; we are on the ground in the communities the HIN prioritizes and it is our first hand experience that there is much work to be done in relation to sidewalks and safety in these communities.

In addition to equity, we also believe that the HIN presents an opportunity for better coordination between departments that will lead to overall safer communities. The SRP, as it stands, treats sidewalks as entities independent from LA's transportation network. This is mainly due to the way different transportation systems are compartmentalized as a result of bureaucracy. We believe that the HIN sets effective guidelines for better communication within these departments as it treats the full network of streets and sidewalks as a tightly connected network that benefits from holistic interventions.

For the above reasons, we strongly urge City Council to retain the HIN in the SRP. We thank you for your leadership and look forward to your continued support for a safer, more equitable city.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rudy Espinoza', is written over a horizontal line.

Rudy Espinoza  
Executive Director  
Leadership for Urban Renewal Network