

# Los Angeles Walks

[losangeleswalks.org](http://losangeleswalks.org)

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**June 23, 2016**

## **City Planning Commission**

City Hall, Room 340  
200 N. Spring Street  
Los Angeles, CA 90012  
Via email to: james.k.williams@lacity.org

### **RE: Support for an Intact Mobility Plan 2035 and Pedestrian Enhanced Districts, CPC Case Number CPC-2013-910-GPA-SP-CA-MS-C-M2**

Dear Members of the City of Los Angeles Planning Commission,

**Los Angeles Walks has strongly supported adoption of Mobility Plan 2035, and supports the Department of City Planning in its February 11, 2016 recommendation to retain the full integrity of the Plan by rejecting amendments that would remove Central Avenue and Westwood Boulevard from the Bicycle Enhanced Network – despite the addition of alternate parallel routes.**

As a pedestrian advocacy group that works to make walking safe, accessible, and pleasant for all Angelenos, Los Angeles Walks supports the addition of Central Avenue between 1<sup>st</sup> St. and Imperial Highway to the Pedestrian Enhanced Districts. However, the designation should not come as a trade-off for removing Central Ave. from the Bicycle Enhanced Network. Residents of South Los Angeles should not have to choose between safe sidewalks and safe streets.

Central Avenue is already bustling with people walking. The Pedestrian Enhanced District designation would promote more walking by encouraging amenities like outdoor restaurants, trees, and benches, enhancing the walking experience. The designation, though, also demands traffic calming techniques, like bike lanes, which organize and tame traffic. As a consistently dangerous corridor, Central Avenue requires these techniques, not just because people biking want safe space, but because a true Pedestrian Enhanced District needs them too.

**We encourage the Committee to reject amendments to remove Central Avenue and Westwood Boulevard from the Bicycle Enhanced Network.** LA Walks has partnered with community organizations actively seeking to make Central Avenue a safer and great street. In 2015 we led a walk in Westwood that examined walking conditions in that neighborhood, and support local residents



everyone walks in L.A.

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seeking to improve safety and active transportation on these two corridors. Pedestrians will benefit from the creation of a robust network of cycle tracks because this infrastructure will help slow speeding vehicles and will provide a much-needed buffer between cars and people walking.

**In the age of Vision Zero, protecting the lives of everyone on our streets, whether they are walking, in a wheelchair, in a car, or on a bike, is the utmost priority, as Mobility Plan 2035 makes clear.** Protecting the lives of our neighbors and children is the fundamental responsibility of government, and must not be compromised through amendments like the two presented in May.

As the Mobility Plan is finalized and implementation begins, we look forward to working with the City Council and Agency staff to rapidly improve pedestrian safety and amenities in Los Angeles. **We especially urge the City to move quickly in planning, identifying funding for, and implementing Work Plan ENG.18: Pedestrian Enhanced Districts; and Pl.5 creating a pedestrian safety action plan.** Rapidly and effectively implementing these items will create synergies with LA's Vision Zero program and enhance walking in Los Angeles. We encourage city staff to host meetings with pedestrian advocates on these action items soon to help advance their implementation.

If you have any questions about this support, I can be reached at 323.661.3173 or [deborah@losangeleswalks.org](mailto:deborah@losangeleswalks.org). Thank you for your consideration.

Sincerely,



Deborah Murphy  
Founder and Executive Director

Cc: City Council Transportation Committee  
Claire Bowin, DCP  
Seleta Reynolds, LADOT  
LACBC  
MCM  
AARP California



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