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**Subject: CF 15-0719, Great Streets Plan Is Flawed**

1 message

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To: City Clerk Wolcott <clerk.webfeedback@lacity.org>, Adam.Lid@lacity.org

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## Homeowners of Encino

◆ Serving the Homeowners of Encino ◆

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July 30, 2015

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Joint Hearing: August 4, 2015  
Transportation and PLUM Comm.

**Subject: CF 15-0719, Great Streets Plan Is Flawed  
Joint Meeting Mobility Plan 2035 – August 4, 2015**

Last September Mayor Garcetti and the Department of Transportation released a Strategic Plan with a goal to make streets safer and more accessible by 2025. The report, "Great Streets for Los Angeles," claims to provide concrete steps to guide the Department in delivering safe, comfortable streets that ease travel for all modes and give residents a wide array of transportation choices. One of the main features of the report is a call ... to achieve zero traffic fatalities. In order to meet the ambitious goals outlined in the plan, the City will need to establish new priorities, streamline project delivery and invest in the latest technology."

The goal to achieve zero traffic fatalities by 2025 is worthy. However, the direction, intent and means by which the "Great Streets for Los Angeles" Strategic Plan endeavors to achieve it, is flawed. Basically to "repurpose" roadways to reduce speeds of vehicles, inhibit traffic flow, remove traffic lanes, and increase congestion, to make streets safer for bicyclists and pedestrians. This is irresponsible, given the metropolitan area's geography, poor public transit system and the need for improved vehicular access.

Traditionally Los Angeles streets were primarily reserved for vehicle and bus transportation, not for bicycles or outdoor dining and recreation. The GSLA plan opens the door to all modes of travel. However reliance on bicycling and pedestrians is a recipe for more fatalities, not less. Simply converting traffic lanes to bicycle lanes does not insure

safety. If Los Angeles wants to improve the pedestrian experience, it should first repair and maintain its sidewalks. LA should not buy into current fads and buzz-words, such as parklets, “complete streets”, “repurposing streets”, etc.

While parklets, (boulevard island), provide a cheap solution to the need for public open space with amenities like seating, outdoor dining, planters, bike parking and art, they are dangerous and hinder the flow of traffic. City Planners must determine what the public really want. Traffic planners will quickly learn that they want more parking spaces and more parking lots, not less, better police/fire access, better curb alignment, more investment in streets, better flowing traffic, better street maintenance. They do not want slower traffic flow, “traffic calming” or fewer lanes with streets loaded with, pedestrians. Another major flaw in the GLSA endeavor is the lack of a strong connection between allowable growth and development and transportation infrastructure.

The failure to constrain new development until transportation infrastructure is actually in place dooms the GSLA Plan to failure. The free, open market is the most effective tool to enable residents to make transportation and mobility choices and reduce traffic fatalities. Rather than forcing residents out of their cars by adding impediments, the City should provide better, cleaner, faster, safer transportation options. Then allow the market place to determine the best usage of City streets, not Central Planners peddling the latest mobility fad.

Cordially yours,



Gerald A. Silver,  
President



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