

Mobility Plan 2035  
Westwood Bike Lanes

This is a pivotal moment in the issue of Westwood Bike Lanes. We're at the intersection of smart and stupid.

How do we define smart?

(1) Light rail is finally coming to the westside! Let's optimize the projected 5000+ boardings per day at the Westwood station alone. Frequent and predictable shuttles must be added to the current brigade of 800+ buses/day. If we don't solve the "first mile/last mile" issue for commuters, we will have squandered this opportunity to actually get people out of their cars.

(2) To narrow the vehicle lanes on Westwood to accommodate bike lanes will negate most of the benefits of effectively coordinating mass transit modalities to get people to and from their destinations. There are several examples in the area of narrowed lanes, and the buses spill over into adjacent lanes severely backing up traffic.

(3) UCLA Hospital is at the northern end of Westwood Boulevard which is the major access route for emergency providers. Basic common sense should require the ability to access the medical center without unnecessary delays.

(4) Fun Fact #1 - The segment of Westwood Boulevard between Santa Monica and Wellworth has had bike lanes for years. Did you know that it also has the highest rate of bike accidents on Westwood Boulevard? Check it out.

Let's do smart. There will always be time to try stupid.

Support Councilmember Koretz.

Remove Westwood Boulevard bike lanes from the Mobility Plan.

*Marilyn Cohen*

Date: 8/4/15  
Submitted in PLAN/PLANNING Committee  
Council File No: 15-0719  
Item No.: 1  
Deputy: Adam R. Lid

August 4, 2015

The Honorable Members of the Los Angeles City Council Planning and  
Land Use Management Committee AND the Transportation Committee  
200 N. Spring Street  
Suite 200  
Los Angeles, CA 90012

RE: Please OPPOSE Mobility Plan 2035 in its current form

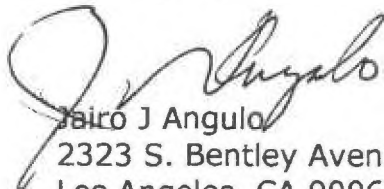
Dear Councilmembers,

The Mobility Plan 2035 promotes radical increases in residential density throughout Los Angeles, despite a failing infrastructure and inability to support our current needs. From water and power, to sidewalks and streets, traffic gridlock and response times of emergency providers, to schools over capacity, our city services are stretched to capacity.

How can we consider a plan, which promotes dramatic upzoning of much of our city? And which creates negative environmental impacts, which the City acknowledges cannot be mitigated.

We urge you to reject the Mobility Plan 2035 in its current form, so that future needs can be addressed in a thoughtful and balanced manner.

Thank you,

  
Jairo J Angulo  
2323 S. Bentley Avenue  
Los Angeles, CA 90064

Dear Honorable Councilman Koretz:

As a resident of CD5, a bike rider, pedestrian, transit user, driver, spouse of a business owner, and a parent, I am pleased by your recommendation to remove bike lanes on Westwood Blvd from the Mobility Plan 2035.

As the City of Los Angeles is working to become more walkable and bikeable, we need a common sense approach to facilitating biking for all residents in and around West Los Angeles. Bike lanes on Westwood Blvd. would not serve the needs of the majority of residents within the areas surrounding Westwood Blvd.

The LACBC's consistent pressure to put lanes on this very busy commercial street is frustrating and bewildering. Especially when there are multiple, residential side streets which run parallel to Westwood Blvd. which would serve as superior biking routes.

LACBC cites auto/bike collisions as the metric to focus on regarding bike lane installation. However, taking a step back, the rate of bike/car collisions should correlate with the distance between bikes and cars at any given time. That is, you reduce the potential for collisions the most if you separate the bikes and cars as much as possible. A similar opinion seems to be shared by LACBC in their promotion for buffered bike lanes (e.g. adding space between bikes and cars along Westwood Blvd).

Using parallel side streets would separate bikes and cars by an entire block, instead of a few inches in a lane or buffered lane. And thus, use of side streets is significantly safer, and facilitates a less intimidating, more enjoyable ride for all (such as seniors, children, etc.)

Please continue to work with the community and hopefully one day the LACBC, to identify and promote the use of side streets parallel to Westwood Blvd and other major auto traffic arteries, for biking in and around West Los Angeles.

Sincerely,

Craig Rich

August 4, 2015

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Heather Kernoff

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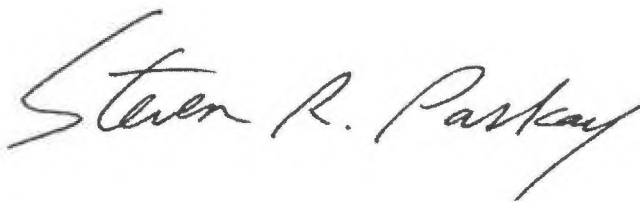
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Added to this, the current plan will usher in years and years of serial destruction and construction with traffic jams, dump trucks, cement trucks, noise, pollution. And for every apartment built there will be at least 2 cars added to our already congested area.

We urge you to reject the Mobility Plan 2035 in its current form, so that future needs can be addressed in a thoughtful and balanced manner.

Thank you,  
Steven R. Paskay  
2226 Greenfield Ave  
Los Angeles, CA 90064

A handwritten signature in black ink that reads "Steven R. Paskay". The signature is written in a cursive, flowing style with a long, sweeping underline that extends to the right.

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Thank you,

  
Heather Kernoff

David Glazov  
2234 Greenfield Ave  
Los Angeles, CA 90064  
(310) 926-3698

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It is currently impossible for my family to safely enjoy our community with the air and noise pollution created by ever-increasing traffic and population.

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Thank you,  
Masih Amirjavadi



Dear Councilmembers,

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Thank you,

Sonja Roth Frederick