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## Support Mobility Plan 2035 for safe, sustainable streets and access to UCLA

1 message

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**Daniella Ward** <daniellalw@gmail.com>

Tue, Aug 4, 2015 at 1:36 PM

To: councilmember.wesson@lacity.org

Cc: david.ryu@lacity.org, councilmember.huizar@lacity.org, councilmember.bonin@lacity.org, paul.koretz@lacity.org, councilmember.cedillo@lacity.org, councilmember.englander@lacity.org, councilmember.martinez@lacity.org, Adam.Lid@lacity.org, councilmember.harris-dawson@lacity.org, councilmember.fuentes@lacity.org

Dear Honorable Council President Wesson and Councilmembers,

I am a UCLA urban planning graduate student and researcher. I cycle to UCLA from West Adams and back 5 or 6 days per week because it is the mode of transportation that I can afford. One of the two most dangerous sections of my 11 mile commute is Westwood Blvd where there is not yet a bike lane (between Wellworth and the main entrance to campus at Le Conte).

Many students, including myself, have attended countless public meetings advocating for a bike lane along Westwood Blvd. We sacrifice our time to be disparaged by a few homeowners because we have witnessed the absolutely tragic consequences result of the dangerous conditions along Westwood Blvd. The two local bicycle shop managers can attest to the many accidents occurring regularly on Westwood Blvd that often go unreported due to the young, inexperienced population cycling this area.

UCLA has recently installed a green bike lane on Westwood Blvd north of Le Conte, another contraflow bike lane, bike maintenance stands, racks, lockers, showers, and many other bike amenities. This summer UCLA will install more bike signage, lanes, another bike box, stairway channels, 9 new Bike Trains per week, and a few truly innovative programs to incentivize bike commuting. Most notably, UCLA is implementing bike share next Spring. I am deeply and sincerely concerned for the many inexperienced bike share users and new cyclists, as well as for us experienced cyclists, who will continue to take the most direct route to UCLA, the new Expo station and bike path, the Hammer Museum, restaurants, and the many other destinations along Westwood Blvd.

In addition to the aforementioned human impacts and the need for continuity between the Expo and campus bicycle infrastructure, there are equity, health, and environmental issues at stake of which I am sure you are aware. Considering the unrelenting rapid rise in cycling at UCLA, I urge you to reject Koretz's motion to remove the Westwood Blvd bike lane from the Mobility Plan.

Best,

Daniella Ward

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