

## Communication from Public

**Name:** Adriane Hoff, on behalf of Streets For All  
**Date Submitted:** 03/23/2020 07:16 PM  
**Council File No:** 20-0187  
**Comments for Public Posting:** Please see our attached statement in SUPPORT of 20-0187.  
Thank you.



March 23, 2020  
Los Angeles City Council  
200 N Spring St.  
Los Angeles, CA 90012

*Via Council File Management System*

### **Streets For All's Statement in SUPPORT of Council File 20-0187**

Streets For All applauds Los Angeles City Council's efforts to improve travel speeds on transit corridors by 30% and create an implementation plan by July 1st 2020 for a comprehensive Citywide network of active transportation corridors while putting an emphasis on communities with a high Community Equity and Health Index score. It's time for the city to take decisive action on reducing greenhouse gas emissions from transportation, reducing fatalities and injuries caused by traffic violence, and ending the inequity endured by certain communities that face a higher rate of these injustices. Council file 20-0187 is a move in the right direction.

We encourage LADOT, the Bureau of Engineering, & StreetsLA to turn to advocacy organizations (like Streets For All) and neighborhood councils when creating the implementation plan. Advocacy orgs and neighborhood councils have been creating plans for complete streets and understand the needs of the communities they serve.

Streets For All supports the following plans for major corridors in Los Angeles:

- **Venice Blvd** is part of the high injury network with portions of it in the top quintile of the Community Health & Equity Index. As a former red car route, Venice Blvd is wide enough to accommodate a dedicated bus lane and a protected bike lane, per the City's own 2035 Mobility Plan. Streets For All supports these complete streets improvements along with pedestrian improvements like better signage and sidewalks. Venice Blvd, a former state highway, was recently returned to the City of LA. It's imperative that a complete streets plan is implemented when bringing the street back to a good state of repair. Streets For All's plan for Venice Blvd can be found [here](#).
- **Hollywood Blvd** is also on the high injury network and acts as the face of LA for tourists. Streets For All is advocating for a bus-designated lane, a protected bike lane, and complete closure to personal vehicles between La Brea and Highland Blvd (eventually extending to Cahuenga and the 101). We applaud the efforts of the Heart of Hollywood initiative but we believe it needs to go further with a complete ban of personal vehicles from Hollywood Blvd. Pedestrianization of Hollywood Blvd will allow for a safer, cleaner street that will make the city proud. This segment of Hollywood Blvd is also near



census tracts with a high Community Health & Equity Index score. We've been talking to businesses and community associations and one thing is clear: the local community wants a better Hollywood Blvd. More information can be found [here](#).

- **Sunset Blvd** has seen approximately 1,000 injuries or fatalities between Fountain Ave & Dodger Stadium within the last ten years. The majority of the census tracts along this portion of Sunset Blvd are also within the top quintile of Community Health & Equity Index scores. We support the efforts of advocacy group Sunset4All for a two way protected cycle track. This will reduce injuries, connect thousands of Angelenos to new rail investment, and keep scooters and bikes off sidewalks. You can see Sunset4All's plan [here](#).

Streets For All encourages the City Council to consider the community impact statements the neighborhood councils submit in response to this motion. Transit and active transportation infrastructure is not one-size-fits-all for every community. Neighborhood representatives have a deep understanding of the transportation issues that face their community that go beyond anything a traffic study can tell us, particularly regarding equity issues.

Finally, Streets For All would like to address the goal of the implementation plan to complete at least one major regional project and one neighborhood-oriented network project per year. We believe we need specific metrics and goals, not wording that is subject to interpretation. Recently, San Francisco committed to building 20 miles of protected bike lanes within 2 years. This would be the equivalent of 200 miles over 2 years in Los Angeles. We strongly urge City Council to put specific numbers on this effort, and we suggest 150 miles of protected bike lanes in two years city wide, with each council district required to implement at least 10 miles along major arteries. We also suggest each council district having to designate a major north-south and east-west artery for dedicated bus lanes, and commit to implementing one of each per year. Most neighborhoods in Los Angeles lack sufficient transit and active transportation infrastructure. Los Angeles further lacks the infrastructure that ties our neighborhoods together. We need to take swift action to tackle the crises of climate change and traffic violence.

Sincerely,

Streets For All Steering Committee

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