



GILBERT A. CEDILLO

COUNCILMEMBER

FIRST DISTRICT

August 4, 2015

Planning and Land Use Management Committee
Transportation Committee
c/o: Office of the City Clerk
200 North Spring Street
Los Angeles, CA. 90012

Attention: Mr. Adam R. Lid

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

Re: Council File No. 15-0719 Mobility Plan 2035

Honorable Council Members:

I submit this letter in support of the proposed Mobility Plan 2035 (Plan). A City as diverse as Los Angeles requires a transportation system that offers equally diverse and viable mobility choices to accommodate all users. I am offering amendments which I believe will further protect public safety and enhance our public outreach efforts in a highly diverse City.

First, I strongly recommend that the Plan address pedestrian planning in disadvantaged communities. 'Safety First' is a primary focus of the Plan, enabling safe access for all users, regardless of age, ability or transportation mode choice. The National Highway Traffic Safety Administration notes that individuals may have different preferences when it comes to transportation. Yet each and every road user is a pedestrian. Pedestrians experienced an alarming increase in fatalities in the United States in 2012 with Los Angeles ranking the 2nd highest city in the nation. School-age children in the City of Los Angeles account for 19% of all pedestrian-related collisions and 18% of all fatally or severely injured pedestrian-related collisions.

The City's Department of Transportation is currently expediting the Safe Routes to Schools Initiative to provide targeted safety improvements at schools with high pedestrian-vehicular collision rates. LADOT has identified and prioritized the top 50 elementary and middle schools for safety improvements located within the following Council Districts: CDs 1, 2, 6, 8, 9, 10, 11, 13, 14 and 15. Council Districts 1, 9, and 13 have the highest number of census tracts within the top 25% of Senate Bill 535 **disadvantaged communities** (as identified by CalEPA utilizing the California Communities Screening Tool, or CalEnviro Screen 2.0) which correlates with the highest number of schools identified and prioritized for LADOT's Safe Routes to Schools Initiative.

If the proposed plan intends to facilitate the fair and equal treatment of its residents and to inform and involve environmental justice groups, community-based organizations, and all concerned residents in the planning and monitoring process of new and ongoing transportation and programs; ***I would ask the committee to adopt proposed language I have attached that will help to reinforce the Plan's focus on pedestrian-oriented planning and implementation in disadvantaged communities.***

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Second, I would like to point to the need for broader, more effective and inclusive public participation as we move forward with these and future recommendations. Public participation in forming the direction of the proposed Plan involved 1,114 active participants or 0.0002% of the 3.8 million who reside within the City of Los Angeles. The average participant was a 41 year old male from only three zip codes: 90012, 90026, and 90027.

Since the inception of public outreach efforts initiated by the Department of City Planning in Fall, 2011, the main source of information to the public has been through its LA2B.org website which has documented 9,754 visitors. Recently released data from the Census 2013 American Community Survey establish that there is a *digital divide* in the United States: 1 in 4 Americans do not have Internet access in the home; while the most affluent household have 80-90% Internet use in the home. The lowest median income households with home Internet access are at 50%; 43% of households whose head of household have less than a high school education have home Internet connections; and Latino, Black, and Native American households trail white households by 10%.

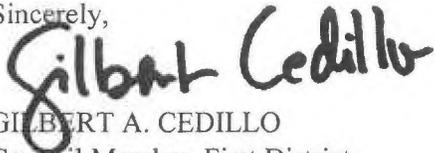
Over 92 languages are spoken within the Los Angeles Unified School District and 495 of its schools are in the City of Los Angeles. In addition, 446 census tracts within the City of Los Angeles are within the top 25% of SB 535 disadvantaged communities and are located within the following Council Districts: CDs 1, 2, 3, 6, 7, 8, 9, 10, 13, 14 and 15.

In order to effectively facilitate public engagement which is inclusive, culturally sensitive, language and physically accessible, and addresses the digital divide, the Departments of City Planning and Transportation should partner with the Housing and Community Investment Department which leads the City's system of Family Source Centers which serve 16 Service Areas located in the most impoverished and underserved areas of the City. *I have attached language that reflects the need for an expanded approach in terms of public outreach and aims to utilize the City's existing Family Source Centers' organizational infrastructure for purposes of future public engagement in a racially and linguistically diverse urban metropolis with a population of 3.8 million.*

Finally, *I am attaching language that outlines modifications to the network designations of selected streets in CD-1.* These changes reflect a detailed analyses conducted by my office and grounded in the realities of CD1's high-density and high traffic volume neighborhoods. Given that the Plan is a general guide - a flexible policy document and planning tool - these matters may certainly be revisited in the future with meaningful community participation. I believe more community outreach and thoughtful review are necessary going forward.

I ask for your support for the three attached amendments and thank you for your consideration.

Sincerely,



GILBERT A. CEDILLO
Council Member, First District

Attachments: Three Amending Motions

**AMENDING MOTION:
Mobility Plan - Pedestrians and Disadvantaged Communities**

I MOVE that the Council:

1. INSTRUCT the Department of City Planning to amend the proposed Mobility Plan to include the following;
 - a. Under “Key Policy Initiative”:
 - Use CalEPA’s CalEnviroScreen tool data, Housing and Community Investment Department’s socioeconomic data utilized in determining the City’s 16 Family Source Center’s Service Areas, and collision history data on pedestrian and bicyclist traffic related fatalities and severe injuries to prioritize transportation decisions based upon outcomes of safety, public health, equity, environmental justice, language and physical access, social benefits, and/or economic benefits.
 - Embed equity and environmental justice into the transportation policy framework, project implementation, and action programs.
 - b. Under Chapter 1 – Safety First, add:
 - Objectives – “Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities located in the City of Los Angeles”.
 - Policies – 1.1 Roadway User Vulnerability – “Design, plan, and operate streets to prioritize the safety of pedestrians, especially children, elderly, and the mobility impaired, the City’s most vulnerable roadway user”.
 - c. Under Chapter 2 – World Class Infrastructure, add:
 - Objectives:
 - “Design and implement by 2035 pedestrian enhanced districts within the City’s diverse neighborhoods and regional centers around schools, parts, community and regional gathering destinations, and employment centers with a prioritization within those census tracts within the City’s neighborhoods falling within SB 535’s Top 25 Disadvantaged Communities and the highest concentration of pedestrian fatalities and severe injuries”.
 - Replace the first listed Objective on page 68 with: “Establish a culturally sensitive, multilingual and neighborhood accessible public outreach approach to further develop and prioritize the design, funding, and implementation of the bicycle enhanced and bike lane network concepts depicted on the revised Maps D1 and D2.”
 - Insert the second sentence of the first listed Objective on page 68 as a standalone objective: “Complete the Bicycle Path segments along the Los Angeles River as depicted in Map D1 of the Bicycle Enhanced Network by 2025”.
 - Modify the Objective referencing Measure R funding listed on page 68 as follows: “Increase share of Measure R local return funds to 20% for Active Transportation investments with special consideration for pedestrian safety improvements”.
 - d. Under Chapter 6 – Action Plan:
 - Modify Neighborhood Enhanced Network Maps C1-C5 and Pedestrian Analysis Map F to include streets around schools, parks, community gathering and employment destinations within Cal EPA’s SB 535 list of Disadvantaged Communities in the City of Los Angeles.
 - Insert the following text as the next to last paragraph on page 144: “The implementation of programs should prioritize the use of diverse culturally-tailored,

multilingual, and neighborhood-based public outreach formats, and include data performance collection protocols that are inclusive of the City's diverse ethnic, disabled, and low income populations. Programs prioritized for implementation should include (as funding and staff is made available) pedestrian safety education, multimodal access and transportation informational campaigns”.

2. INSTRUCT the Department of City Planning and the Department of Transportation to utilize CalEPA's CalEnviroScreen 2.0 data tool and SB 535's list of Disadvantaged Communities located within the City as it proceeds with further analyses, community plan updates, prioritization, and implementation of projects and programs.

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**AMENDING MOTION:
Mobility Plan - Public Engagement and Environmental Justice**

I MOVE that the City Council INSTRUCT the Department of City Planning and the Department of Transportation to formulate and execute a public engagement approach to further develop and prioritize the design, funding, and implementation of Mobility Plan enhancements through the establishment of a partnership with the Housing and Community Investment Department and the City's Family Source Centers in order to facilitate a community participation process which is inclusive, culturally sensitive, language appropriate and physically accessible and located within each of the 16 Family Source Center Service Areas.

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**AMENDING MOTION:
Mobility Plan – CD1 Changes in Network Designations**

I MOVE that the City Council INSTRUCT the Department of City Planning and the Department of Transportation to amend the Mobility Plan with the following modifications to designations of streets in Council District 1:

- A. Remove from Bicycle Enhanced Network:
 - 1. Cesar Chavez Avenue within Council District 1 between Alameda and Figueroa Streets
 - 2. Sunset Boulevard within Council District 1 between Figueroa Street and Echo Park Avenue
 - 3. Main Street from Mission Road to Alameda Street
 - 4. Mission Road between North Broadway to Main Street/Valley Boulevard
 - 5. North Broadway segment in Chinatown from Buena Vista Bridge to Cesar Chavez Avenue
 - 6. Rampart from 3rd Street to 7th Street
 - 7. 7th Street from 110 Freeway to Vermont Avenue

- B. Remove from Bicycle Enhanced Network and Designate as Neighborhood Enhanced Network:
 - 1. Alpine Street between Main Street and North Broadway
 - 2. North Spring Street/Alameda between Spring Street Bridge and Cesar Chavez Avenue
 - 3. North Figueroa Street between York Boulevard and Avenue and Riverside Drive Bridge

- C. Remove from Bicycle Lane Network:
 - 1. San Fernando Road between Fletcher Avenue and Figueroa Street
 - 2. North Broadway segment in Lincoln Heights from Avenue 18 to Mission Road

BACKGROUND INFORMATION: CD-1 CHANGES DESIGNATION OF NETWORKS

Cesar Chavez Avenue within Council District 1 between Alameda and Figueroa has designated right turn lanes, double left turn lanes, varying roadway widths and average daily traffic volume counts between 30,000 and 35,000 and is a major transit corridor as well as Metro Dodger Express route from Union Station.

Sunset Boulevard within Council District 1 between Figueroa and Echo Park Avenue has varying roadway widths and average daily traffic volume counts between 33,000 and 43,000 and is a major transit corridor as well as Metro Dodger Express route from Union Station.

Alpine Street between Main Street and North Broadway is within Chinatown's commercial core and narrows into one travel lane in each direction and thus inadequate roadway width exists to accommodate protected bike lanes. Remove from the Bicycle Enhanced Network and designate as Neighborhood Enhanced Network as it is part of the N. Spring Street/Alameda & Main Street Comprehensive NEN.

North Spring Street/Alameda between Spring Street Bridge and Cesar Chavez Avenue – Remove segment that is identified on BEN Map D1 as a bike path and balance of corridor from Bike Lane Network (planned bike lanes). This is a parallel corridor to both Main Street and North Broadway traversing the Chinatown and transitional CASP/William Mead communities. Move to designate this Corridor to a Neighborhood Enhanced Network as it logically flows as a comprehensive Neighborhood Enhanced Network designation along College Street, Anne Street and Sotello Street connecting to the LA Historic State Park, Anne Street Elementary School, Chinatown Gold Line and Historic Core, William Mead Homes, and California Endowment Foundation.

Main Street from Mission Road to Alameda – Remove from BEN. Segment of N. Main Street from Main Street Bridge to Alameda is part of the Chinatown/CASP Comprehensive NEN together with the parallel North Spring Street/Alameda Corridor traversing these communities. Main Street within the Lincoln Heights Community is a traversed with railroad tracks on both sides of the LA River and the unsignalized I-5 Freeway off-ramp and underpass. The Lincoln Heights segment is narrower and would not accommodate a protected bicycle lane without significant adverse neighborhood intrusion into the residential communities and schools in this area.

San Fernando Road between Fletcher Avenue and Figueroa has varying roadway widths, is a major transit corridor; has funded and planned traffic calming improvements including a landscaped median, and average daily traffic volume counts between 27,000 and 39,000. Installation of bike lanes would require the loss of parking along commercial frontage which will cause an adverse intrusion into the adjacent residential streets. Remove planned bike lanes as existing bike lanes are along Cypress Avenue which is parallel to San Fernando Road.

North Figueroa between York Boulevard and Avenue and Riverside Drive Bridge - Remove from Bicycle Enhanced Network and designate as a Neighborhood Enhanced Network to provide greater flexibility to design for the multiple user needs and constricting road conditions that exist. Protected bicycle lanes along Figueroa would result in the potential loss of 1-2 lanes with a significant adverse intrusion impact to local businesses, schools, and residential neighborhoods. Figueroa is also traversed by Gold Line tracks north of Avenue 60 and segment from York to Avenue 50 is part of the Transit Enhanced Network which is also traversed by chair-jogged intersections. Average Daily Traffic Counts vary between 20,000 and 25,000 due to on and off vehicular traffic to and from the parallel Arroyo Seco Parkway.

Mission Road between North Broadway to Main Street/Valley Boulevard has existing bicycle lanes that have had a significant adverse intrusion impact on the abutting residential streets as it removed parking lanes

between Selig Place and North Broadway. Adjacent residential streets are narrow and many of the residential dwellings do not have off-street parking. In addition, a major regional employer with over 1000 employees and seasonal 24-hour operations and the Lincoln Heights DMV are located along this segment. The adverse loss of on-street parking has had a significant adverse environmental impact to the adjacent neighborhood. Remove existing bike lanes and remove from the Bicycle Enhanced Network .

North Broadway segment in Chinatown from Buena Vista Bridge to Cesar Chavez - Remove from BEN Segment from Solano Avenue and Bernard Street is currently completing bus stop enhancements that include bump outs on the east side of N. Broadway at Bishop Road and Solano Avenue. Segment from Bernard Street to Cesar Chavez goes through the heart of Chinatown's historic and commercial core. North Broadway is a heavy transit and pedestrian corridor and should be designated both a Pedestrian Enhanced Network and a Neighborhood Enhanced Network to provide for greater pedestrian safety improvements.

North Broadway segment in Lincoln Heights from Avenue 18 to Mission Road should be removed from the Bicycle Lane Network and as in the case of Chinatown, this segment is the heart of Lincoln Heights commercial corridor with heavy transit and pedestrian usage and is traversed by on and off-ramps to the 5 Freeway and the home to medical clinics, businesses, and schools. Similar to the Chinatown segment it should be designated both a Pedestrian Enhanced Network and a Neighborhood Enhanced Network to provide for greater pedestrian safety improvements.

Rampart from 3rd Street to 7th Street should be removed from the Bicycle Enhanced Network. Currently has existing bike lanes. Funding and commencement of design is planned for landscaped median along Rampart, which raises the adequacy of roadway width to accommodate protected bike lanes

7th Street from 110 Freeway to Vermont – remove from Bicycle Enhanced Network. Currently has existing bike lanes. Roadway has inadequate width to install protected bike lanes. Change designation to Neighborhood Enhanced Network in order to provide for greater pedestrian safety improvements as this is one of the high collision traffic corridors with fatalities and severe injuries and is traversed daily by children going to and from the nearby schools .