



Richard Williams <richard.williams@lacity.org>

Fwd: comment for Council File: 14-0163-S3

Anna Martinez <anna.martinez@lacity.org>

Wed, Feb 14, 2018 at 1:03 PM

To: Richard Williams <richard.williams@lacity.org>, Maria Espinoza <maria.espinoza@lacity.org>, Staci Roberts <staci.roberts@lacity.org>, Gloria Pinon <gloria.pinon@lacity.org>

Please see email below.

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----- Forwarded message -----

From: **MaryAnne LoVerme** <mloverme@gmail.com>

Date: Wed, Feb 14, 2018 at 1:01 PM

Subject: comment for Council File: 14-0163-S3

To: CityClerk@lacity.org

Please retain the Vision Zero High Injury Network (HIN) in the Bureau of Engineering (BOE) proposed Sidewalk Repair Program (SRP) prioritization methodology. The HIN represents the only prioritization criteria in the BOE-proposed SRP to include City interdepartmental coordination, social equity, and a tool to potentially accelerate/scale-up the program.

The needs for safe street design and safe sidewalk infrastructure are interrelated and impact each other. Consider the example of a sidewalk with a missing corner curb ramp: a person in a wheelchair or pushing a stroller might have to find a midblock driveway and enter the roadbed just to cross the street. This severely endangers the path of travel for our already vulnerable road users. The SRP is about more than trip-and-fall incidents. It is about a coordinated and cohesive transportation network that accommodates travelers of all abilities, ages, and modes. Retaining the HIN in the City's SRP is a step towards better City interdepartmental coordination by using an established Citywide prioritization methodology as a relevant and important measure for a related City program. DOT has maintained that traffic collisions between vehicles and people walking and biking are concentrated in parts of the City with relatively high pedestrian volume (e.g., Hollywood/Highland, Slauson/Normandie, Roscoe/Van Nuys and MacArthur Park). The HIN can reasonably be considered a proxy for higher rates of people walking and rolling, which prioritizes vulnerable road users through its weighted focus on children and older adults. Efforts to improve sidewalk conditions are both a) efficient and effective in improving conditions where highest rates of people are traveling on sidewalks, and b) addressing a complementary need to the Vision Zero effort of reducing injuries and fatalities.

I urge the City Council to draw on its own precedent (CF# 11-1872) of applying Safe Routes to School prioritization criteria based on need Citywide. One year after adopting this citywide prioritization criteria, the City of Los Angeles was awarded \$22 million in statewide Safe Routes to School funds. We see that demonstrating data-supported need rather than geographical division leads to leveraging additional dollars for Los Angeles public investment.

Sincerely,
MaryAnne LoVerme

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