



Adam Lid <adam.lid@lacity.org>

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## Remove Westwood Blvd. Bike Lanes from Mobility Plan

1 message

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**Craig Rich** <craig.rich@alumni.stanford.edu>

Mon, Aug 3, 2015 at 3:21 PM

Reply-To: Craig Rich <craig.rich@alumni.stanford.edu>

To: paul.koretz@lacity.org, jay.greenstein@lacity.org, joan.pelico@lacity.org

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

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