



August 24, 2013

City Hall
Council District 14: Councilman Huizar,
200 N. Spring Street, Room 465
Los Angeles, CA 90012

RE: Council Office plans for the 7th St. bike lanes running through downtown Los Angeles

Dear Councilman Huizar,

At our regularly held public meeting on September 10th, 2013, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to support this letter, pursuant to the motion passed on August 27th, 2013 by DLANC's Parks, Recreation and Open Space Committee (PROS).

DLANC supports the bike lanes proposed for 7th Street in downtown Los Angeles as called for in the 2010 City of LA Bike Plan. We support the removal of travel lanes to implement this plan, from Figueroa east through the Historic Core, Skid Row, to the River and into Boyle Heights.

We understand that connectivity to the existing terminus of the 7th Street lanes at Figueroa through downtown is extremely important, as 7th Street is really the only street that can accommodate bikes without conflict with vehicular freeway access, and is the critical east/west backbone for our DLANC-supported Downtown Bike Network.

We understand that because of the 6th Street bridge reconstruction, installation of bike lanes from Figueroa to Main can occur as soon as this year, of which we are supportive. Of specific interest to us is the portion east of Main St. which we

hope can be installed, at least partially, as soon as possible. We feel it is important to have a safe and dedicated thoroughfare specifically thorough this industrial portion of downtown. Currently, there are so few amenities that exist in this area, and these lanes are only as good as they connect, without any gaps, to the rest of the lanes downtown.

We feel these bike lanes will have a huge beneficial impact to the over 10 thousand people who reside in the Skid Row District. Most people who live in the area live in Single Room Occupancy hotel rooms, the vast majority of which do not own cars. There is however, a thriving bike culture that exists in the neighborhood as evidenced by the always overcrowded bike racks.

There are also, according to the CCEA, 7,224 employees and 863 businesses in their 44-block territory of the Industrial District. The 7th St bike lanes will benefit these workers too in terms of added safety and improved commuting accessibility from neighboring communities.

We feel the quality of life upgrade these bike lanes will bring to the Industrial District/Skid Row area of downtown to be invaluable.

We respectfully suggest:

Your Office supports installing the 7th Street bike lanes all the way to the LA River as far as possible without hindering the rerouting of traffic due to the 6th Street Bridge reconstruction as soon as possible.

Sincerely,

Patti Berman DLANC President
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