

Dear PlanchekNC executive board members and stakeholders,

My name is Tushar Patel, and I'm speaking today in individual capacity as a community member from Canoga Park. Thank you for the opportunity.

I'm sharing HP-01 — a community draft for a safer, more accessible mobility corridor that prioritizes safety, dignity, health, long-term cost savings, and sustainable infrastructure for the City.

HP-01 is a One-Way Safety Corridor concept designed to improve safety, dignity, and mobility for all users while reducing long-term City maintenance costs. This is a community proposal — not a Neighbourhood Council action — and it is formatted for departmental review by LADOT.

HP-01 proposes a 7-lane one-way safety corridor framework designed to reduce conflict points and create predictable movement.

The layout includes:

- a parking lane,
- a dedicated LAFD buffer zone,
- a full emergency-vehicle lane,
- two general traffic lanes,
- a bus-only lane, and
- a fully protected bicycle and micro mobility lane.

This structure supports safer travel for people who walk, bike, ride transit, or drive — while ensuring unobstructed emergency access.

One of Los Angeles' largest hidden costs is sidewalk damage caused by tree-root uplift. This leads to ADA non-compliance, trip-and-fall claims, emergency grinding, panel replacement, and long-term liability exposure.

HP-01 directly addresses this by relocating trees into structured green zones with root-directed soil, preventing sidewalk uplift and reducing future repair costs. This is a significant long-term savings opportunity for the City.

HP-01 aligns with FHWA Safe Streets and Roads for All (SS4A) principles, including multimodal safety, conflict-point reduction, predictable lane separation, protected micromobility, and emergency-access reliability.

Because of this alignment, HP-01 can be positioned for the next SS4A funding cycle, which supports planning and implementation of safety improvements.

LADOT has acknowledged receipt of the community draft and stated two things clearly:

1. "Our Project Development team will review your proposal."
2. "Considerable outreach is needed."

This means the draft is in their workflow — and they are waiting for documented outreach, which I am actively preparing.

No claims of approval or endorsement are being made.

This proposal does not request action, does not request endorsement, does not represent the Neighbourhood Council, does not claim LADOT approval, and does not include numerical claims requiring certified data.

It is simply an informational community draft aligned with safety and cost-saving principles.

If anyone would like to connect or ask questions, please feel free to reach me at my personal email.

All outreach is documented for transparency and will be included in the community outreach log for LADOT.

Email: [tp.stboss@gmail.com](mailto:tp.stboss@gmail.com)

Thank you for your time and for your continued service to the City.

I appreciate your consideration of safety and long-term cost-efficiency as Los Angeles prepares for future SS4A opportunities.

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PLEASE SEE THE DRAFT IMAGE NEXT PAGE.

# ONE-WAY CORRIDOR SAFETY STREET PILOT

HUMANITARIAN PROJECT HP-01 - Saticoy Street & Roscoe Boulevard (Topanga Canyon Blvd to Balboa Blvd), Canoga Park | Safe Streets for All (SS44) Grant Prop

