

# CITY OF LOS ANGELES

CALIFORNIA



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September 9, 2025

Ysabel Jurardo  
Councilmember,  
Council District 14

Laura Rubio-Cornejo  
General Manager,  
Los Angeles Department of Transportation

Alfred Mata  
Interim City Engineer,  
Los Angeles Bureau of Engineering

VIA EMAIL

## **RE: 3rd Street & CA-110 Freeway Pedestrian Tunnel Safety Improvements**

To Whom It May Concern:

At a regular public meeting on September 9, 2025, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

As one of the few pedestrian connections across the 110 Freeway between Downtown and the City West/Westlake community, the [3rd Street Pedestrian Tunnel](#) (State ID 531016Y), located at the northbound onramp of the 110 Freeway at 3rd Street, remains a persistent source of concern for residents and stakeholders. Constructed in 1952 as part of the original freeway infrastructure, the tunnel reflects a legacy of car-centric planning that prioritized vehicle access over safe and accessible pedestrian connections.

The 110 Freeway has long served as a dividing line in the heart of Los Angeles, physically separating neighborhoods and making east-west pedestrian access challenging. Repeated concerns from community members have highlighted issues related to visibility, inoperative lighting, vandalism, and an overall sense of insecurity when using the tunnel, further illustrating challenges faced by community members to navigate the neighborhood they call home.

The lack of ongoing maintenance, including lighting repairs, graffiti abatement, and other short-term interventions over the decades, further illustrates the fundamental design flaws of the tunnel itself. Reactive maintenance and abatement operations to keep the tunnel passable for pedestrians are inefficient, costly, and ultimately fail to provide a safe or sustainable long-term solution.

Therefore, DLANC urges the City of Los Angeles, in coordination with Caltrans, **to permanently close and gate the 3rd Street Pedestrian Tunnel**, and provide **an at-grade pedestrian crossing at 3rd Street in its place**. A street-level crossing would restore visibility, improve safety, and offer a cost-effective, sustainable solution that directly supports walkability and connectivity between Downtown and the Westlake community.

By investing in a modern, accessible crossing at street level, the City and Caltrans can take meaningful action to reconnect communities long divided by the 110 Freeway and reaffirm their commitment to pedestrian safety and neighborhood vitality.

Sincerely,



Jens Midthun  
President,  
DLANC



Heera Kapoor  
Chair,  
DLANC Livability Committee

Cc: Office of CA Assembly District 54 (via email)  
Council District 1 (via email)  
LADOT, Central District Office (via email)  
LADOT, Pedestrian Advisory Committee (via email)  
Downtown Center Business Improvement District (via email)