

Communication from Public

Name: Jairo Avalos

Date Submitted: 01/16/2024 09:10 PM

Council File No: 15-0719-S28

Comments for Public Posting: The recent report from the Department of City Planning on the progress of the Mobility Plan 2035 from 2016-2022 requires a critical review to ensure accuracy and transparency in its reporting. The claim that 76% of the Mobility Plan has been initiated or completed is substantially misleading. A closer look reveals that only about 5% of the planned bus and bike lanes have actually been implemented, leaving the majority of the envisioned network unrealized. Moreover, the report's inclusion of bike lanes established prior to the adoption of Mobility Plan 2035 skews the progress metrics and does not accurately reflect the advancements made under the plan. It's imperative for the City to provide a factual and straightforward representation of the implementation status, which truly reflects the actual progress and the remaining efforts needed to fulfill the Mobility Plan's objectives.

Communication from Public

Name: Brian Girvan

Date Submitted: 01/16/2024 05:57 PM

Council File No: 15-0719-S28

Comments for Public Posting: I'm writing to make public comment regarding Item #12 (15-0719-S28): The City's data regarding the implementation of the Mobility Plan 2035 is misleading. The City's claim that 76% of the Mobility Plan has been completed or is in progress is factually wrong; in reality, approximately 5% of the Mobility Plan's bus and bike lanes have been implemented, and most of the City's planned bike and bus network remains unimplemented. This report includes bike lanes that were implemented before the Mobility Plan 2035 was even adopted - these should not count towards the City's project goals as it relates to the Mobility Plan. Thank you.

Communication from Public

Name: Brian Girvan

Date Submitted: 01/16/2024 06:00 PM

Council File No: 15-0719-S28

Comments for Public Posting: I'm writing to make public comment in regard to Item #13 (15-0719-S26): The City's version of Healthy Streets LA should not exclude slurry seal, which is routine maintenance where the street has to be restriped anyway. Additionally, the ordinance should apply to repair over ? of a mile, not 1/4, as that excludes many small but important connections. Moreover, the appeals process is cumbersome and hard to follow and complete for the average Angeleno. The ordinance is written too loosely to give Departments too many outs to not implement the Mobility Plan during repaving. Regarding coordination between LADOT and StreetsLA: Currently, LADOT doesn't have control over where and when corridors with Mobility Plan 2035 treatment are repaved. LADOT should be in control of where and when Mobility Plan corridors are implemented so they can ensure they have enough time to do the needed design and outreach to implement the Mobility Plan. BLAST should be formalized and expanded to give LADOT control over a portion of the repaving schedule, to ensure we don't miss opportunities to implement the Mobility Plan 2035 during repaving. Thank you.

Communication from Public

Name: Luis R Garcia Chavez

Date Submitted: 01/15/2024 10:49 PM

Council File No: 15-0719-S28

Comments for Public Posting: The City's data regarding the implementation of the Mobility Plan 2035 is misleading. The City's claim that 76% of the Mobility Plan has been completed or is in progress is factually wrong; in reality, approximately 5% of the Mobility Plan's bus and bike lanes have been implemented, and most of the City's planned bike and bus network remains unimplemented. This report includes bike lanes that were implemented before the Mobility Plan 2035 was even adopted - these should not count towards the City's project goals as it relates to the Mobility Plan.

Communication from Public

Name: Connor Webb

Date Submitted: 01/17/2024 01:48 PM

Council File No: 15-0719-S28

Comments for Public Posting: The City has been extremely misleading about implementation of the Mobility Plan 2035-- the claim that 76% of the Mobility Plan has been completed or is in progress is just plain inaccurate. The reality is that only approximately 5% of the Mobility Plan's bus and bike lanes have been implemented. Additionally, the report includes projects implemented prior to the adoption of the Mobility Plan 2035 and these should obviously not count towards the City's Mobility plan 2035 project goals.

Communication from Public

Name:

Date Submitted: 01/17/2024 07:49 AM

Council File No: 15-0719-S28

Comments for Public Posting: Please be honest with your residents. We all wish 76% of the mobility plan was completed or in progress, but we all know it's not, as shown by the terrifying number of traffic fatalities that occurred in 2023. Numbers on a document don't save lives, safe infrastructure does.

Communication from Public

Name:

Date Submitted: 01/15/2024 08:51 PM

Council File No: 15-0719-S28

Comments for Public Posting: The City's data on the progress of implementing the Mobility Plan 2035 is inaccurate and must be revised. The claim that 76% of the Mobility Plan is completed or in progress is wrong. In truth, only about 5% of the Mobility Plan's designated bus and bike lanes have been put in place, leaving a substantial portion of the City's proposed bike and bus network untouched. Additionally, this report incorporates bike lanes that were established before the Mobility Plan 2035 was adopted, thus these should not be considered as part of the City's project achievements under the Mobility Plan.