

Contact Information

Neighborhood Council: Historic Highland Park Neighborhood Council

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Impact Information

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Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 15-0719

Agenda Date: 08/20/2015

Item Number: 16

Brief Summary: At a regularly scheduled Brown Act-compliant meeting of the Historic Highland Park Neighborhood Council, the board passed a motion to file a Community Impact Statement in support of "Mobility Plan 2035" as proposed.

Additional Information:

# CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF NEIGHBORHOOD EMPOWERMENT

200 N. Spring St. Ste.2005  
Los Angeles, CA 90012  
Telephone: (213) 978-1551

## HISTORIC HIGHLAND PARK NEIGHBORHOOD COUNCIL

Post Office Box 50791  
Los Angeles, CA 90050  
<http://www.highlandparknc.com>  
Certified as NC #33 May 28, 2002

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August 18, 2015

Members of the Los Angeles City Council Transportation and Planning Committee  
Members of the Los Angeles City Council Planning and Land Use Management Committees  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: Mobility Plan 2035 (Council File 15-0719)**

**Community Impact Statement: *The Historic Highland Park Neighborhood Council supports Mobility Plan 2035 as proposed, and opposes council district-level amendments that would disconnect or alter any portion of the plan in a way that would hinder any Los Angeles residents' access to the plan as a whole and complete regional transportation solution.***

The Historic Highland Park Neighborhood Council represents over 60,000 Los Angeles stakeholders who reside, own property, or conduct business in our neighborhood.

On behalf of our stakeholders, we congratulate and thank City Council for putting safety and sustainability first, by passing Mobility Plan 2035. And we ask that you give serious consideration to the importance of preserving the plan as a regional solution that will only serve all of Los Angeles if all areas of the plan are left intact.

Los Angeles transportation planning has historically suffered from piecemeal, checkerboard-style approaches that often end up missing gigantic opportunities to serve the greater Los Angeles commuters wholly, from start to destination. Since the dismantling of the city's rail system in the middle of the last century, motor vehicle transportation has been the only sure way to guarantee one can get from one end of the city to another, in a reasonable amount of time, and safely.

Even with the great strides of our Metro system of today, commuters are still often left with services that fall short of fulfilling their basic transportation needs. And as a result, most commuters are compelled to hang on to their motor vehicles, rather than giving the rail and bus system a try. A few perfect examples of this are a Red Line that doesn't stop at the Hollywood Bowl, a Green Line that doesn't go all the way to LAX, and an LA River Bikeway that is supposed to connect Long Beach to the San Fernando Valley, with Downtown as the hub, but is actually missing a multiple-mile stretch that would otherwise service Downtown, *the most important part!*

Anyone who has grown up in or spent many years living in Los Angeles shares the frustration of watching our City fall short of basic, practical non-motor vehicle transportation alternatives, time after time.

With Mobility Plan 2035 we have an opportunity to turn the corner. But only if we consider every taxpaying commuter from every corner of the City, and what their individual daily commuting needs and challenges might be. By allowing council districts to modify the plan in their jurisdictions, we risk committing transportation injustice on certain residents who would then be excluded from benefiting from the plan regionally; as the plan would fall short of servicing their local, safe, alternative transportation needs. A couple examples of this would be UCLA students and staff using the new Expo Line to the Westwood Blvd. Station, only to find that a piece of Westwood Blvd. is missing from the bicycle part of the plan, therefore falling short of servicing their commute from the rail to the university.

Another example would be our neighborhood of Highland Park, not to mention nearby neighborhoods like Pico Union, where there is a higher density of low-income residents, and people who are in ways disadvantaged from owning a motor vehicle. Many of these residents commute from our side of the City to other more affluent neighborhoods for employment. To leave pieces of Mobility Plan 2035 out of our neighborhood would end up being a huge injustice to these people and many others who would seriously consider cutting the motor vehicle out of their daily commute, if they knew they could do it safely and in a practical way.

We urge you to be on the right side of transportation planning history this time, by preserving the original vision, spirit, integrity, and cohesiveness of Mobility Plan 2035. We urge you, in this matter, to place the future needs of the commuters of Los Angeles: **a collective, regional community**, as the first priority.

Sincerely,

Monica Alcaraz, President  
Historic Highland Park Neighborhood Council