

Communication from Public

Name: CESAR GARCIA GONZALEZ

Date Submitted: 04/14/2023 05:18 PM

Council File No: 15-0719-S28

Comments for Public Posting: I object to the Los Angeles Department of City Planning claiming that the Mobility Plan 2035 is “67% Completed” under “Programs with a finite end”. There are people dying on our streets because they can’t walk bike or take the bus safely. I bike from my home to my job and it’s ridiculous that there aren’t connected bike lanes. I also wish there were more bike bus lanes like the ones in Culver City. Or bike lanes that make sense...the one on king Blvd from Avalon ave it ends so quickly. I wish it could extend all the way to Crenshaw. I digress... I urge City Council to reject this report from LA City Planning, and ask them to actually create a report that gives City Council and the public a clear, detailed understanding of the (lack of) progress on the City’s own Mobility Plan’s bus and bike lanes, and the Mobility Plan as a whole.

Communication from Public

Name: Grace Doyle

Date Submitted: 04/15/2023 02:41 PM

Council File No: 15-0719-S28

Comments for Public Posting: This report is obviously flawed - incorrect - falsified. The mobility plan is very obvious not complete to the degree the report claims. This is an insult to everyone who worked so hard to get the Council to take up the Healthy Streets agenda when the Council wouldn't take common sense measures to make streets safer and healthier on their own. Reject this report. Take concrete steps towards connecting bike lanes in the city, putting safety measures in place for pedestrians, etc. The work needs to start now.

Communication from Public

Name: Ann Dorsey

Date Submitted: 04/15/2023 03:51 PM

Council File No: 15-0719-S28

Comments for Public Posting: I urge City Council to reject the report from LA City Planning, and ask them to create one that provides a clear detailed understanding of how much progress has been made on the City's own Mobility Plan's bus and bike lanes, and the Mobility Plan as a whole. To say that the Mobility Plan 2035 is "67% Completed" under "Programs with a finite end" is not an accurate description of how much progress has actually been made. In reality, as of 2022, the City of Los Angeles has implemented approximately 3% of the Mobility Plan's bus and bike lanes. Projects should not be considered complete until they are complete. . Thank you

Communication from Public

Name: Kush M

Date Submitted: 04/15/2023 07:55 PM

Council File No: 15-0719-S28

Comments for Public Posting: I object to the Los Angeles Department of City Planning claiming that the Mobility Plan 2035 is “67% Completed” under “Programs with a finite end”. In reality, as of 2022, the City of Los Angeles has implemented approximately 3% of the Mobility Plan’s bus and bike lanes. This is a safety hazard for the citizens of LA, we need to build safe infrastructure for people and ensure transparency and honesty in this process. I urge City Council to reject this report from LA City Planning, and ask them to actually create a factually correct report about the status of the mobility plan.

Communication from Public

Name:

Date Submitted: 04/15/2023 08:40 PM

Council File No: 15-0719-S28

Comments for Public Posting: I object to the Los Angeles Department of City Planning claiming that the Mobility Plan 2035 is “67% Completed” under “Programs with a finite end”. In reality, as of 2022, the City of Los Angeles has implemented approximately 3% of the Mobility Plan’s bus and bike lanes. It is misleading both to City Council and the general public to lazily lump the Mobility Plan’s bus and bike lanes into the “67% completed” category simply because they have been started. The reality is that nearly all remain unimplemented. I urge City Council to reject this report from LA City Planning, and ask them to actually create a report that gives City Council and the public a clear, detailed understanding of the (lack of) progress on the City’s own Mobility Plan’s bus and bike lanes, and the Mobility Plan as a whole. Improvements to inter-neighborhood services like the D line extension, the new K line, the Sepulveda transit corridor, etc, will be for naught if the first/last mile transit, micro-mobility, and pedestrian infrastructure isn't available and desirable. These enabler projects must be prioritized if the collective improvements that the city has already invested in are to realize their full potential and cost savings. Reporting project starts and intentions creates a misleading sense of progress that not only denies Angelenos accountability, but also risks the city's reputation on the world stage. With the 2028 Olympics approaching, we have a choice of showing the world that we are 50+% modern and are purposely on the path towards 100%, or that we're 90% promises to do better and 10% accountable. International visitors will not read a report that falsely claims 67% completion. They will only see our failings to make good on what our citizens were promised in Mobility Plan 2035; a modern, safe, people focused city.