

Communication from Public

Name: Barbara Broide

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Comments for Public Posting: The Nexus Study Analysis submitted by Fehr & Peers and entered into the file by the Planning Dept. sadly fails to address one of the major causes for ridership decline in the metro LA area. While it is true that auto ownership has a strong impact on transit ridership, the authors fail to acknowledge the impact of luxury housing construction that is taking place adjacent to transit -- much of that development the result of generous incentives provided to those who build near transit. Luxury housing build adjacent to transit is having a negative impact on ridership. There is a major disconnect between planning theory being preached and reality. When predominantly luxury housing is constructed near transit, current transit riders are displaced and pushed further and further away from transit. They then either abandon transit or are forced to use another form of transit -- often a personal vehicle. Those moving into luxury/market rate housing may or may not use transit regularly. (The city does not have data to prove this one way or another and fails to attach reporting mechanisms to new projects that might provide the city with useful analytical data.) However, many of these residents will own/have vehicles and will need a place to keep them. For those who use ridesharing and will choose not to have a vehicle, the city must acknowledge that ridesharing in many cases may increase VMT depending on the travel patterns. For example, a person who takes an Uber or Lyft to the Greek Theater from West LA will generate more than a single round trip when using a shared vehicle; that Lyft or Uber will come and go four times to the theater. (Whether or not that is offset by other uses of that vehicle during performance time is unknown.) The failure to acknowledge the impact of ridership displacement illustrates that the City seeks to adopt policy while wearing blinders that give a desired point of view to support a desired policy. I do not write to undermine the TIMP but rather to say that it is dangerous and bad policy to view reality through rose colored (or otherwise tinted/tainted) glasses. The City would do well to listen to voices that raise concerns and unaddressed issues and who live in the real world as opposed to the "aspirational" one that too many in government seem to inhabit today. It is wise to plan for the future and to have aspirational goals. However, a strong bridge must be built between reality and the future --that bridge must have a strong

foundation -- not one that is footed in the clouds.