

Mobility Plan 2035 at LA Planning Commission - 5-28-15

DESCRIPTION: DIALOGUE WITH DAVID AMBROSE, CLAIRE BOWENS, MYLAH, TOM CORANZA, MICHELLE MALLORY, MARK VILLIANATOS, MICHELLE CLINEHOUSE, WAYNE HOWARD, ERIC BRUINS, MARIE KATZ, JAMES O'SULLIVAN, MALCOLM HARRIS, JOYCE DIRECTOR, FERNANDO CASAVEZ, JEAN AUMBRUSTER, TOMMY HAYES, DW, HAYORIN LEE, MEGAN FURY, CARINO DE LA QUESTA, DEBBIE NEWSBAUM, JONATHON WEISS, HILARY, SARAH MITCHELL, JOHN KAHLOOTSEE, KENT STRUMPLE, MIKE KING, VICTOR AQUINO, YVETTE LOPEZ LADEZMA, BRIN LINDVLAD, DARYL CLARK, DENNIS HYMEN, JEFF JACOBBERGER, NAOMI IWASAKI, GLENN BAILEY, JAY GREENSTEIN, TRISHA KEENE, RICHARD KATZ, KEN BERNSTEIN, MALE 1, MALE 2, KATHEY FEYLAND, RENE DAKE-WILSON, MARTA SEGURA, JAMES
FILE NAME: MOBILITY ELEMENT PLANNING COMMISSION MEETING
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DAVID: On that so I appreciate your patience, we're going to go right into that. So, give me one second to call the proper numbers as staff gets settled. We are now calling item number four, C-P-C-2-0-1-3-0-9-1-0-G-P-A-S-P-C-A-M-S-C and associated environmental. With that I'll invite staff to come up to present. Oh, you're already... Wow.

CLAIRE: Good morning, commissioners.

DAVID: It's like that? Super heroes amongst us. Real quick, can you tell me how long you'll need or want the presentation?

CLAIRE: Yes, we have a five minute presentation followed by our colleagues from the Department of Transportation who will speak for just a few minutes after that.

DAVID: Excellent. Good morning. Introduce yourselves and go right ahead. If you need more time, of course we'll accommodate.

CLAIRE: Great. Good morning and thank you commissioners. I'm Claire Bowens, city planning department, and actually [Mylah?] is going to do the presentation, but before she does I wanted to just take this moment to, again, thank the many, many people who helped develop this plan over the last four years. We had an amazing task force, we had a great consulting team, and we had amazing staff throughout

the city who participated in this, including the Department of Public Works and their many bureaus, Department of Transportation and then many staff within the city planning department including, in addition to planning staff, our systems group, our graphics, and then also the city attorney's office. So, with that, I'm going to turn it over to Mylah.

MYLAH: Good morning, commissioners. My name is Mylah with city planning, and I'm here to present Mobility Plan 2035. During our last commission presentations back in November, 2014 and March, 2015, we had a chance to walk through the overarching goals and components of the plan. I'm here to briefly summarize those points and the traditional work done since then. The mobility plan is a **policy document** and a part of the city's **general plan** that establishes larger goals and objectives as the starting basis to address transportation related issues within our city. This plan has been almost four years in the making, and we've used innovative methods to seek widespread reach with our online town hall and project website. In addition, our small but committed project staff has conducted hundreds of meetings with city departments and transit providers, and participated in over 100 public meetings with community groups and other stakeholders to ensure a representative cross section of the city was being heard. More detailed discussion on outreach can be found in the staff report.

MYLAH: This plan embodies a wide variety of different voices. What we've heard repeatedly is the need for safe streets for all modes and all ages, more united approaches to problem solving, and better solutions to assist people on both their local and regional trips. Consistent with our region sustainable community strategies, the mobility plan sets up a foundation to plan for multiple travel modes with new goals, policies, objectives and programs for the city of Los Angeles. The plan offers an expanded set of solutions to transportation challenges, because we can no longer afford to think of one solution to solve complex issues. We cannot whine our way out of congestion. We need to manage our roadways more efficiently and provide useful alternatives for the variety of trips taken in this city. All of the components of a transportation system need to work together to see any real effect, whether it is planning for rail, bus, vehicles, biking, walking, or rowing, to solve our transportation problems we need to see that it's the culmination of all these investments that

will help get the city to a seamless transportation system that is flexible and functional for all user needs.

MYLAH: Much of the concern expressed during the last public common period centered around the specific locations of corridors selected on some of the enhanced networks. The transit, bike, neighborhood and vehicle enhanced networks are a long-term vision of Connect the Streets for various modes, meant to provide a larger context so that the city can thoughtfully plan ahead for the future. In addition, the value of defining a network allows the city to be more competitive for transportation funding and expand the concept of rail-based mobility hubs into neighborhoods. The networks create opportunity to discuss a number of possible transportation solutions. They do not dictate design outcomes. The networks can give corridors with challenging constraints more options and start the conversation for a balanced approach to design solutions that complement each other.

MYLAH: Further studies, environment analysis and outreach would be needed to realize any of the segments proposed on the network maps, and flexibility in corridor selection may arise with the implementation process. The networks provide an important first step to address local access needs on a policy level. By investing infrastructure at targeted points that can grow over time, we start to see a long-term vision of local mobility hubs that connect neighborhoods to regional mobility hubs and the larger regional system. Doing so can address access issues for both local and regional movement. This plan stresses the importance of creating first- and last-[mile?] transportation options that integrate with the larger regional system. By addressing local access needs and investing in our transportation system equitably, the city also creates equal access to opportunity for its residents.

MYLAH: Aside from the networks, the plan's core function establishes goals for a world-class transportation system with measurable objectives, policies, and a list of programs that will assist us in implementation. The plan identifies a shared city-wide vision that will change the way the city has traditionally thought about transportation. It calls for a data-driven analysis, prioritization of resources, equity in investment, and sets targets for safety. To get to the future of a well-connected network, developing incremental design strategies

will be key. I want to close by re-iterating that this is a policy document, the first step of many needed in helping the city move to a transportation system that equips people with a variety of choices at their fingertips. The plan looks at the entire city from a 50,000 foot level and inscribes strategies for focus implementation, to consider equity, public health, and community needs. It provides a toolkit of ideas that can be used city-wide.

MYLAH: The road to get to a long-term vision of a great transportation system will require an increased amount of collaboration and building up partnerships to identify problems and come up with a set of solutions in order to really transform mobility in this city. Instead of thinking of silos, a holistic approach is proposed in this plan. The mobility sets the policy foundation to do so by identifying a process that is data-driven as well as community- and goal-oriented. Thank you.

DAVID: Thank you. We have additional city friends to speak with us this morning? I think you're gonna have to make room at the end. Do you guys wanna vacate, or are they gonna use the podium?

TOM: Use the podium.

DAVID: All right, great. Good morning. Are you both speaking?

TOM: Yes.

DAVID: Excellent. How long do you both need?

TOM: Me, probably less than a minute.

DAVID: And her? Oh my gosh, who are you people? City government. Gets a bad rap, but it's so efficient. Go ahead.

TOM: Morning, my name is Tom Coranza. I'm a senior engineer with the city's Department of Transportation. I work in the Bureau of Transportation Planning. LADOT fully supports the mobility plan and its accompanying documents, including the street design guide. LADOT partnered with the planning department throughout the last four years to help shape and develop the plan. We participated in public work shops, the stakeholder task for meetings, and the

technical advisor committees throughout these last several years. The plan presents a true multi-modal vision for the city, and it fully supports the LADOT's goals, policies, and vision. The plan is also consistent with city and state legislation relative to complete streets and greenhouse gas reduction bills. The plan's enhanced networks should level the playing field for all users of the transportation system by providing safe and convenient mobility choices for all. LADOT will continue to partner with stakeholders, including Metro, Cal Trans, and neighborhood groups to design and implement the plan in the years to come. Thank you.

DAVID: Thank you. True to his word. Good morning.

MICHELLE: Good morning, Michelle Mallory, senior coordinator with the active transportation division in LADOT. We've been a partner with city planning and working on the mobility plan for many, many years now, as Tommy already mentioned. Allowing all modes to travel safely is of utmost importance to a vital Los Angeles. Our Vision Zero efforts to provide safe transport for all modes is well-supported by the mobility element. We thank you for your careful consideration of the plan and its benefits to Los Angeles, and all Angelenos in the future. We thank you for aye vote.

DAVID: Wow. What do we do with that 20 seconds? Thank you both, I appreciate that clear articulation of support from the DOT. With that, if there's no applicant in this case, I'm gonna open the public hearing. [NON-INTERVIEW] So, with that I'm going to call up Tim McCormick, Mark Vellini... Mark Villianatos? Does that sound familiar to anyone? Mark, let's work on that penmanship. Daryl Clark, Wayne Howard, and Eric Bruins. Please come on up, you can begin as soon as you get to the podium. Don't have to wait for that order, just introduce. Let me put two minutes on the clock, and as soon as I'm able... Oh, Claire, yes?

CLAIRE: I'm just gonna let you know that both Tim McCormick and Daryl Clark had to leave. Previous engagements.

DAVID: Well, thank you for that. Those folks that are here, please line up behind the podium and... [NON-INTERVIEW] Go right ahead, introduce yourself.

MARK: Hi, I'm Mark Villianatos, Occidental College, here today representing Los Angeles Walks. LA Walks is a pedestrian advocacy group that tries to make walking safe, accessible and fun for all Angelenos. We strongly support adoption of the mobility plan. As you know, almost half of vehicle collision fatalities unfortunately happen to pedestrians and almost 20 percent of trips in LA are made on foot. We're excited that the mobility plan adopts the Vision Zero approach to reduce those tragedies, that it tries to balance modes, make complete streets and that it starts to create pedestrian-enhanced districts that will make some of the more important sights in the city better for walking. I'd also like to add, to me, it's symbolic today that we're right here near Van Nuys Boulevard. The past 50 years, the city has not designated our boulevards and avenues as boulevards and avenues but legally as highways. And collectors, showing a sort of emphasis only on people driving or in the city, today you have a chance to reclaim the city to make it safe and pleasant to move about the city on foot, by train, bus and car. We look forward to this plan changing the designation of our streets back to boulevards and avenues, suggesting that streets are places for people as well, so we're excited for that 21st century approach to transportation.

DAVID: Thank you. [NON-INTERVIEW] Good morning.

MICHELLE: Yes, S. Michelle Clinehouse. I am a mobility chair and center east renter board member of Panorama City neighborhood council. However, I'm here on my own as a person who uses public transit, a person who walks, a person who cycles. I want to make you aware of some statistics from a survey of 25,000 Americans, ages three and up about cycling. 54 percent of women are concerned about being hit by vehicles when riding. 48 percent of women would ride more with protected bike lanes, and 51 percent of women have no working adult bicycle in their neighborhoods. Now, that's a problem. It is easier for somebody with better physical fitness to get around with bicycles. Unfortunately, you know, not everyone can ride vehicularly. And as a 51-year-old woman on a bicycle, safety is a huge concern. Safety is a huge concern when I'm walking, too. And I really appreciate the fact that LA is looking at more active means of transit and transportation, and I support this. Thank you.

DAVID: Thank you so much. Go ahead, good morning, sir.

WAYNE: Morning. My name is Wayne Howard and I'm a resident of the Palms area who frequently travels Westwood Boulevard by bike. I'm also a driver who frequently drives on Westwood Boulevard to get around as well. I feel that bicyclists are potentially being endangered, mainly by council member Caretza's opposition to save streets, aka. bike lanes on Westwood Boulevard. Between National Boulevard and Laconte Avenue, it's kind of a primary focus of that area, basically because it travels and a lot of cyclists come through there from Culver City and other areas to get to UCLA. And not just UCLA, just in general, traveling through that area. With the Expo train and Expo line, bike paths set to open in 2016, I think Westwood Boulevard will, without a doubt, become the de facto travel choice for bicyclists exiting the Expo line at Westwood Boulevard. So, they'll come out at Westwood Boulevard, get off the train or the bike path, turn on to Westwood, and potentially travel that thoroughfare going up to UCLA and other areas as well. The mobility plan of 2035 has a potential to address the dangers that bicyclists currently have to, and will have to, endure with no bike lane when traveling that small 2.7 mile stretch between National Boulevard and Laconte Avenue. I'm hoping that you guys will take that into account when voting for the mobility plan 2035. Thank you.

DAVID: Thank you. And before you begin, let me call up the next speakers so we can continue to be efficient with time. Malcolm Harris, James O'Sullivan, I think it says Evelyn Shane? Pardon me if it doesn't. Go ahead, introduce yourself and you'll have two minutes as soon as you begin.

ERIC: Good morning commissioners, my name is Eric Bruins, I'm the policy director for the Los Angeles county bicycle coalition, and we share Los Angeles Walks' enthusiasm for this plan and we encourage your support today. About five years ago this commission considered the 2010 bicycle plan and played a strong role in strengthening that plan and sending it back to the drawing board, and we came back with a fantastic result that everybody is supportive of. This plan builds on that foundation and makes it integrate with all of the other modes in figuring out how the bike modes fit with the cars and the trains and the pedestrians, and it does it in a very elegant way through these balance networks. And the stakeholder input that Claire and Mylah

talked about was really critical in arriving at some difficult conversation, but where we are is a very great place that allows for us to enhance the bike lanes and protect the bike lanes on key corridors, and also really kind of expand the definition of who we're trying to serve with bicycles from that eight- to 80-year-old.

ERIC: The other thing it does that's fantastic is it does adopt LADOT's Vision Zero goal for zero fatalities within 10 years on our roads. Putting that safety first throughout the plan is absolutely critical. So, we do encourage you to pass it. We encourage you to not tinker with the networks and just pass them as they are. And I think you'll probably hear some valid concerns around implementation, so we would encourage you to ask staff to report back around six months after city council adoption with what steps have been taken and what's next in the plan. Thank you.

DAVID: Thank you. Good morning.

MARIE: Hi, good morning. Thank you, commissioners, for looking at this item. I want to echo the comments of those who came before me that this is really a critical plan for Los Angeles and for the future of what our city can be. So, I definitely, strongly, am in support of the plan. I'm speaking today on behalf of UCLA and also as a representative for the mayor's great streets network for Westwood. I want to second the comments about making sure that the plan passes with the networks intact. There has been some political issues around the Westwood bike lane, and there are very strong voices in support of the need of that lane, and I encourage you to leave it in the mobility plan. Our students, both the undergraduate and graduate students, have passed resolutions in support of the need of the bike lane. It's the second-highest crash rate per mile in the city, and students deserve safe routes to school even when they're in college, not only as children. So, it's really critical for safety and also for the future of what our streets can be in Los Angeles. We need safer pedestrian and cycling access and building cities that, as he said, are for eight to 80. All ages. And I really think Westwood has the potential to be a truly great street, so I encourage you to pass this plan with all the networks in it. Thank you very much.

DAVID: Thank you, would you tell us your name? I don't think you did at the beginning.

MARIE: Oh, yeah, sorry. I'm Marie Katz, I'm the chief sustainability officer and the executive officer for facilities management for UCLA. Thank you.

DAVID: Wonderful, thank you. Eight to 80. What is the problem with zero to eight and 80 to infinity? Let's not discriminate, people. Go ahead, sir, good morning.

JAMES: Good morning, my name is James O'Sullivan. I'm here representing the Miracle [Ma?] Residential association, and Fix the City. I'm also representing friends of Westwood village, 'cause they couldn't be here. If you pass that Westwood Boulevard, you will draw lawsuits so fast. I mean, there are a lot of legal challenges out there. But I just want to say, we need protective bike lanes in this city. I'm a little too old and my lungs are out, so I can't ride my bike anymore, but I used to. The problem is, I don't see anything in the mobility element that measures the impacts of bike lanes on the bus lanes and on the car lanes. I don't see any analysis whatsoever of how these streets are going to impact each other and how they're going to impact the various community plans. So, I believe that there are issues out there. I don't understand how you're gonna do a statement of overriding considerations as it was explained, because I think you'll violate the framework element. Because there are mitigations in there that will not allow you to do the statement of overriding considerations that I've heard discussed.

JAMES: However, we do need some changes. We do need to move forward, but there's a lot of concern out there. I know there were a lot of meetings held around the city. Most of us didn't hear about it until it was a year or two down the road, but we're catching up fast. I know I'm probably outnumbered here, but I did want to come here because I've heard comments from this commission that when people don't show up, it's because they don't support. And I'll tell you, the academy project is one of them. There was a lot of people who did not support that project who could not make that commission meeting. I was one of them, due to a health issue. So, I wanted to come down here and say, please do not pass this. Thank you very much.

DAVID: Thank you, sir. Before you begin, sir, I'll call up the next couple speakers. I'll have Joyce, I believe it's Director? **Jean Aumbruster, Fernando [Casaves?] and Zachary Renue.** Please come on up, introduce yourself, and you'll have two minutes to address us on this item.

MALCOLM: Morning, my name is **Malcolm Harris**, I'm the organizing director with **Trust South Los Angeles**. I'd like to thank the commissioners and, more importantly, the staff and the planning department and Claire Bowen for creating this motion and for the mobility plan. And, for us in particular, in South Los Angeles, this is something that is absolutely important. Our community, you know, close to a quarter of our community in South LA has traditionally relied on public transportation. So, creating this complete streets plan and creating this opportunity for more of a coordinated network for us, I think in South LA, is what we've been interested in and looking forward to, and it creates an opportunity to connect us to the rest of the city, and to hopefully create not only the opportunity for safer ways to be able to get back and forth from work and to school, but also creates financial equity in our communities as far as the amount of resources that are brought to our community that are absolutely necessary and needed. And I ask that the commission support the plan the way that it stands and we appreciate your being here today, Claire. Thanks.

DAVID: Claire. Person of the day. Good morning.

JOYCE: Good morning, thank you so much. My name is **Joyce Director**, and as a real director, born director, and I want to thank everybody for this whole plan, it's massive. And that's my problem with it. It's too big. I just wanna concentrate on **Hollywood**. I moved into Hollywood in 1985, and since then I've been very involved in the community. I'm on the **Hollywood Heights board**, I'm on the Hollywood Bowl advisory committee. I'm on the community police advisory board, and I'm on the **Hollywood Hills west neighborhood council**. I'm speaking for myself, although a lot of people I've discussed this with, nobody's here today because people do work. But, **you talk about bicycle only left turn lanes in here**. You haven't even done left turn lanes for cars. **The traffic in Hollywood is at a standstill.** The Hollywood Bowl, the closures on Hollywood Boulevard... **To put bike lanes there will just make it worse, not better.** I want the traffic to be better. It

needs to get solved and cars need to be solved first. You can't move on streets. There's no right turn lanes, there's no left turn lanes. People are crossing. I really think that needs to be looked at in addition to this.

JOYCE: And as I said, I want to speak to it. They talked about vehicle enhanced network corridors. Highland from the 101 to Sunset. That's a stand-still. Universal has plans for that. They want to have an overpass from Highland, over the freeway, to get to Universal and not go on [Coanga?]. They wanna close certain things... This is in the works, but it's not discussed in this plan. This plan is making assumptions without knowing everything that's going on. **They do not know our neighborhood.** I'm not a planner, I didn't go to engineering school, it's very difficult to read this. But when I go on the street, I know the plan. I sit in the traffic. I know what can be fixed, but... [SOUND] Nobody's doing anything about that. But, thank you very much. **Please don't pass this until you've looked at other areas.**

DAVID: Thank you for your comments, I appreciate it. Come on up, tell us who you are and you'll have two minutes to address us. Good morning.

FERNANDO: Morning commissioners, my name is **Fernando Casaves**, I'm the LA regional coordinator for NRDC. Thank you for the chance to demonstrate **strong support** for this planning framework. There is no doubt that our city, region, and state are an important intersection. Governor Brown's call for us to reduce our petrol [INAUDIBLE] by 50 percent by 2030, and Mayor Garcetti's sustainability goal that 35 percent of all trips be done through active transportation and public transit by 2025 requires to update our land use and transportation planning framework. Angelenos need and deserve an updated mobility plan. Data shows the transportation sector is the largest source of greenhouse gas emissions in LA, in the state. Greenhouse gas emissions intensify the effects of climate change like the drought that we're living in for the last four years. Our city has the worse traffic in the nation, with Angelenos wasting an extra 95 hours a day during rush hour. The effects of these extra 95 hours is not just borne by the drivers but by the rest of us.

FERNANDO: **As cars sit idle in traffic, the smoke that they emit goes into the air and produces ground-level ozone** when

it reacts with oxygen and sunlight. Ozone triggers asthma attacks and makes asthma worse. According to the LA county asthma coalition, 10 percent of our children and eight percent of our adults suffer from asthma. The mobility before you sets the correct vision and gets us moving in the right direction. Our region is undergoing the most aggressive public works campaign in the nation, with hundreds of rail and bus rapid lines already in operation, and more to come. We need a planning framework that will make it easier and safer for Angelenos to shift to public transit, biking, walking, or sharing a ride, rather than driving alone. We are particularly excited about the mobility hubs element of the mobility plan. Also, transportation technology is making it easier, and adding more resources for Angelenos to get to where they need to go. [SOUND] Thank you for your time.

DAVID: Thank you. And, NRDC is the National Resources Defense Council, correct? Great. I Googled it, turns out there's a couple with that acronym. You may want to Google that. Real quick, I'll call up a few people before you begin. Carino de la Questa, Tommy Hayes, Hayorin [PH] Lee, Danielle Ward, and Megan Fury. Please come up and line up, and you'll each have two minutes once you introduce yourselves. Good morning, go right ahead.

JEAN: Good morning commissioners, my name I Jean Aumbruster and I'm the director of the place program at the Los Angeles County Department of Public Health. I'm pleased to be here today to represent our department, to express our support for the mobility plan 2035. We'd also like to commend city staff, as everyone else is doing, for their excellent work that went into the plan and for the extensive outreach that was done to ensure meaningful community input. Our department worked closely with your staff throughout the planning process as it was concurrent with the development of the recently adopted plan for a healthy Los Angeles, a sister element to the general plan. As you know, transportation and health are inextricably linked. The public health benefits of physical activity are very well documented, and the active transportation policies and programs in the mobility element, as well as the public transportation policies and programs, will make it easier for Angelenos to walk and bike as part of their every day lives. This is especially critical in low-income communities with significant health disparities.

JEAN: The mobility plan underscores the importance of a transportation system that serves multiple needs, including key public health priorities such as cleaner air, reduced injury and death due to collisions, greater physical activity, and increased social cohesion. We believe that, through the implementation of the plan, Los Angeles will move towards safer and more health-promoting environments, which is an urgent priority given human and economic toll of injury, violence, and chronic disease in today's society. Through cross-sector collaboration, dedicated community leadership, and engagement of community stakeholders, we can address the structural barriers that make it challenging for people to become and stay healthy. The department of public health is committed to working with the City of Los Angeles to make this a reality. Thank you.

DAVID: Thank you. Morning, sir.

TOMMY: Good morning commissioners, my name is **Tommy Hayes** and I'm the transportation policy manager for the ride share company, **Lift**. We're really excited to be here today. Many, many elements of this mobility vision we share, and many aspects of it feel like a recipe for Lift and our car-pooling service, Lift Line, here in LA where so much exciting stuff is going on. I'm down from San Francisco today and hopefully I'll be coming back much more. The elements of the plan that I wanted to, kind of, call out especially is things we'd love to see focused on definitely involved the multi-modal transportation encouragement piece, and helping to reduce frictions between modes of transit. I think Lift sees itself, and I hope others will soon see us this way, too, as very complementary and in partnership with the suite of alternatives out there to single, you know, vehicle occupancy, even car ownership. And we see our technology as a very enabling piece to help people get to car-light or car-free lifestyles.

TOMMY: And the other element that I would like to say excites me is the possibility of **TDM strategies** that include **ride-sharing** as a very explicit portion. I will say that as we've come to Los Angeles, there seems to be a lot of exciting leadership on the issues of transportation, and anywhere that you can see room for partnership and integration between the private and public in some of these areas I think could be very transformative and we're

excited to see LA, kind of, lead the country in some of the issues that we're excited about, so thank you very much.
[NON-INTERVIEW]

DAVID: Good morning, come on up and introduce yourself.

DW: Good morning. My name is DW and I am a graduate student and researcher at UCLA, in the urban planning department. Thank you, by the way, also, for having us. The half-mile strip between Wellworth, which is just past Wilshire, along Westwood, up to Laconte, where campus and it's new, green, beautiful bike lane begin, this half mile has a collision rate that is more than eight times greater than would be expected of a road, given city-wide data. Bear in mind that this is a population surrounding a campus where students are young, they're new cyclists who are inexperienced and pretty uninformed when it comes to collisions, and they often don't report collisions. As the fifth largest employer in the county, UCLA is a great [chip?] generator, one of the highest in the metropolitan area. Given UCLA's sustainability goals, the healthy campus initiative, the great streets initiative, the Vision Zero adoption by LADOT to eliminate traffic fatalities in LA by 2025.

DW: Given all of these, UCLA has done a lot to incentivize the shift towards more sustainable commutes, and it's been well-evident and effective by many counts. Many within the past decade have shifted to biking. I'm sincerely, personally, concerned for students as bike share programs are rolled out across the west side, including campus, that these individuals may be scared to ride along Westwood and will take the sidewalk and pose a threat for pedestrians in that area. And if they ride on the street, it's obviously a very dangerous street for young students. I think that says about all, I'd just like to support the mobility plan as it stands. I think it is a great motion toward a coordinated system, a multi-modal system, and particularly retaining that direct continuity from the Expo bike-way to campus. [SOUND] Thank you.

DAVID: It's like you planned it, perfect timing. Good morning.

HAYORIN: Good morning. Hello, and thanks for having us. Hi, my name is Hayorin Lee, I'm the policy and outreach coordinator for the LA county bicycle coalition. Before I

joined the organization I actually went to UCLA as a grad student and was a part of the UCLA bicycle coalition, which I worked on the campaigns for Westwood bike lanes for many, many years. Westwood Boulevard is the single most important corridor connecting the LA community to and from UCLA and many destinations in Westwood village. In 2013, we conducted all day bike counts for 16 hours on Westwood Boulevard and observed almost 800 bicyclists traveling on the Boulevard all day throughout, especially in the morning and the afternoon peak hours for students. That is without any bicycle infrastructure in place. And that shows that there's an eminent demand and support for the bike lanes of Westwood from UCLA community and also business communities and a number of residents who signed our petitions.

HAYORIN: I strongly support the current mobility plan, which will improve accessibility, connectivity and safety for all users, especially with the proposed bike lanes on Westwood Boulevard. I highly recommend that the plan remains intact. Thank you so much.

DAVID: Thank you. Hi, good morning.

MEGAN: Good morning. My name is Megan Fury, I'm with the Westwood Village business improvement district. I'm here to represent the bid in Westwood Village and to echo some of the concerns that have been already expressed. Our board actually approved a motion in March to do this study of Westwood bike lanes, and we are really in support, we really wanna work and get this done. That's about it.

DAVID: Thank you. Before you begin, sir, let me call up a few folks so you're not quite so lonely. I have Joe Phillips, Debbie Nasbaum, Hilary Norton, and Jonathon Weiss. Please line up and begin by introducing yourself and you'll have two minutes once you begin. Good morning, sir.

CARINO: Good morning. My name is Carino de la Questa, I'm from the Van Nuys neighborhood council. I'm co-chair of the plum committee, and I do support the mobility plan. A couple months ago we had a planning summit, in which I invited Ken Bernstein, Mylah, and Eric Bruins, about rematching Van Nuys and I think that, looking at Van Nuys, the opportunity to have a multi-modal transportation hub is a pretty possibility, and it's open to anything innovative, especially along the dedicated bicycle lane along the

orange line where you can create some type of business along the bike path that'd be separated from the street. So, I hope that planning and everybody know the essential part of having an alternative using different modes of transportation, whether it's a Segway or an eBike or, basically, any technology we have in our disposal that we can use to our advantage, and especially for the future.

DAVID: Thank you. Maybe even Lift. Come on up, good morning.

DEBBIE: Hi, I'm **Debbie Newsbaum** and I'm concerned with everyone's safety. Westwood Boulevard, between Laconte and Wilshire should be removed from the [bend?] pending further study. There are too many unknown factors. There's a precedent in these other streets like **Cahuenga and Hollywood have been removed from the enhanced bike network**, and also Westwood Boulevard between Santa Monica Boulevard and Pico has been removed. And side streets, **residential streets, have been added as an alternative** because it's much safer. Safety at intersections is important. Westwood Boulevard is unique in the city for the 10 busiest intersections in the entire city are located in Westwood Village along **Wilshire Boulevard**. Each intersection has **over 100,000 vehicles a day**. There are **double right turns**, double left turn lanes, moving all the current vehicles. Nobody has a magic wand that is gonna eliminate any significant percent of these vehicles from this area. Complete streets design guide 6.27 refers to adding **additional signal phasing exclusively for bike movement** and turns at intersections. Adding additional signal phasing to Westwood Boulevard at Wilshire would be disastrous and make things even worse than they currently are. Wilshire is a regional vehicle enhanced network. It will still carry a very high volume, between 70,000 and 90,000 vehicles a day.

DEBBIE: There is **no analysis of the [ATSAC?]** control signal that is part of mitigating measures adopted for prior projects. Pedestrian and bus ridership and their safety and protected bike lane between the sidewalk curb and a row of parallel parked cars... [SOUND] Presents a problem. Also, there's a safety problem...

DAVID: Ma'am, I appreciate your...

DEBBIE: **For ambulances.**

DAVID: Your comments. Thank you very much. I have to keep everyone at two minutes, I know it goes by quickly. I think we definitely get your point. Good morning.

JONATHON: Good morning, **Jonathon Weiss**. I wanted to note a couple of things. I'm in support of the plan as a whole. It's a policy plan, and it's a 2035 policy plan. It's looking forward and setting goals and aspirations. I want to address, in particular, it's been the area people have discussed most, Westwood and UCLA access. I use it with my son, we ride to UCLA to use the hospital, to use the orthodontist. There's a lot there that people need to get to, and I live south of it. There are a lot of people who are afraid to use that route, I'm more of an experience cyclist. But, I think more people would use it when some of the space that's already there, particularly in Westwood Village, is segregated for bike lanes. **The plan, as it is right now, does not have to be implemented.** If the council office wants to stop it from being implemented, like other parts of the current bike plan, that can be done. But to remove it for future generations is to cheat the future students, families, and other people who by 2035 will be using this city in a lot different way.

JONATHON: I think the prior generation, maybe, has been called the **Me Generation**. I think this generation should be the Sustainability Generation. When I see what's being done at UCLA, when I see what Claire's done with this city, this is the aspiration we have and I think when some of the older generations move aside, this is a great city we'll have and I think you for making it happen. Thanks.

DAVID: Thank you. Hilary, before you get started, let me call up a few friends so you're not quite so alone. **Sarah Mitchell. John Lane? Maybe Lowey? Could be Louie. Kent Strumple. And Michale Keene.** Please line up, and each of you will have two minutes to present or discuss. [NON-INTERVIEW] Good morning.

HILARY: Good morning, and thank you Chairman Ambrose and members. I thank you also for giving us two minutes, because there is a lot to talk about and we want to be comprehensive. I want to thank Claire and her team as a member of the task force. I'm the executive director of **FAST, Fixing Angelenos Stuck in Traffic**, and we are committed to reducing traffic by creating a resilient city

with nimble, innovative mobility choices, safe for all modes of travel. And for that reason, we support these integrated vehicle networks, whether it's a VEN, BEN, TEN, PEN, because we as pedestrians, we are also travelers. I think it's important to note that making roads safe for vehicles is also making it safe for people. 75 percent of us are traveling in vehicles right now. We all want to travel better. Travel time is important because we need to create a resilient economy that will fund the very things that we need to do to build out what it's going to take to create this vision of a city that we just heard about from Mr. Weiss.

HILARY: We've got to support a work plan, not just a vision plan, because Cap and Trade, Measure R2, and other opportunities to invest require us to have plans with teeth in them so that we can start applying for the funds to help us do this not only on tax payer dollars. We've been an initiator for the mobility hubs, and we feel like that is one of our strongest opportunities to move people to different modes but do so safely. Places where people live, where they work, where they recreate, so that we can travel together. Mayor Garcetti has said wisely that, if we can go from 1.1 passengers to 1.6, we will address much of our congestion. We need to focus on travel time, moving people better, having a resilient economy that then reinvests in a city we all want to live in. Thank you very much.

DAVID: Thank you. We'll turn that balance of time over. Good morning.

SARAH: Good morning. I'm Sarah Mitchell, I'm with the Valley Industry and Commerce Association. We're the business advocacy group that serves the San Fernando Valley, we represent more than 400 businesses in the Valley and the surrounding area. I know some of my colleagues in other business groups couldn't make it this morning, but they sent their written testimony and we're all, kind of, in sync in terms of what we think about the mobility plan. We are in full support of a focus on vehicle enhanced networks and other supplementary transportation modes, and we appreciate this continuing conversation about how we can fit these solutions into the mobility plan the best way. I have three things that I want to make sure we are all considering as we move forward.

SARAH: First, we need to focus our resources on projects and solutions that truly decrease commute time. In a city of 4 million people, our business should be accessible to so many more people as customers and potential employees. This is not the case so long as Angelenos are limited by long commute times regarding their work and shop activities. Second, we are in the midst of discussions on a county level, Measure R2, and these sorts of things mean that the mobility plan needs to reflect that by focusing on the corridors that are gonna create access to current and future transit. This is particularly important in the Valley where we're fighting for new and converted rail lines that are going to need good corridors that will take people to these transit areas. And third, finally, we want to see this, as she said prior, as an action plan, not a vision plan. The Valley particularly feels that in our neighborhoods and these projects, we're not really getting to see what's in the pipeline for us and seeing tangible time lines and action plans. So, it's important that, once approved, we see concrete time lines so that the Valley in particular can see what is in the pipeline to improve the mobility in this constantly developing and growing part of the city. Thank you.

DAVID: Thank you. Hi, good morning.

JOHN: Good morning, my name is John Kahlootsee [PH], I'm a resident from Westwood and I'd like to give my thoughts on the matter. I know I'm in a pretty good situation with Westwood, right by the coast. We have a nice breeze, but we also have a lot of planted trees. We have stable sidewalks. We have some bike lanes in my area of Westwood. One of the big examples is San Vicente Boulevard, which has a 20 foot grass divider, planted with trees as well, that separates the two lanes of traffic. We have bike lanes on both sides. People walk and they go through multiple commercial areas of the neighborhood, so it supports all methods of transportation. And whenever I want to go somewhere, I have a choice, and the environment that I'm living in supports those choices. I know that, unfortunately, not every area in Los Angeles has San Vicente Boulevard, and I know that in Westwood itself there are problems like the Westwood and Wilshire intersection, which pose a significant problem.

JOHN: When people make these choices to go to these areas, they have to lose some choice and they have to take some

risk. People don't want to take the risks of taking a bike towards these heavily congested areas. People don't want to walk on certain streets that are not inviting or do not seem safe to them. People don't want to bike in arteries that are too clogged. So, I know that improvement is a critical goal of this commission and, I hope, everyone in this city, so I'm here to support the passage of this mobility plan, help us understand and address these congestion issues, and I hope that we can all, together, improve the fluidity, cohesion, and more importantly, safety of our city streets. Thank you and have a good day.

DAVID: Thank you very much. Good morning.

KENT: Good morning. Hello, I'm Kent Strumple, I'm a member of the city of Los Angeles' bicycle committee, and serving council district 11, and speaking on my own behalf today. I want to urge you to support the mobility plan 2035. It's a plan with a real vision to transform our streets to become more complete streets, that'd be able to serve the needs of all road users. And, of course, I have special interest in cycling. I believe it has a huge, underdeveloped potential to serve the mobility needs of our city, and it's critical that we get this right. We really need to preserve the bike-way networks that have been proposed. They're essential for having a pervasive network that can really help us get around with a complete set of roads that works. Especially the ones with the highest demand, like between a major university and a rail station, Westwood Boulevard. It should really remain in the plan.

KENT: Safety is really a crucial part of that, and it really lies at the heart of this whole plan, especially with its commitment to Vision Zero. Vision Zero, if we're gonna take it seriously, really demands that we question the assumptions about our roadway usage in the past, prioritizing cars everywhere. We've basically picked the low-hanging fruit with a lot of our bike-way implementation. You're going to be hearing opposition as we move forward with more projects that are needed, but it's important to have this still on the table so we can work towards finding solutions and not just to remove them because of some opposition. So, I urge you to preserve the bike-way networks in the plan and to approve it. Thank you very much. [SOUND]

DAVID: Thank you very much. Before you begin, I'm going to call up to line up, John Kaluzi, Victor Aquino, Brian Lindvlad, Yvette Lopez [Ladezma?]. Come on up. Introduce yourself and you'll have two minutes to address the commission. Good morning.

MIKE: Good morning. Good morning President Ambrose, and honorable commissioners. My name is Mike King, I'm speaking on behalf of the UCLA Department of Transportation. The University supports the mobility plan in its current form, and recommends that the planning commission pass the plan with the networks intact. The University is continually building its bike network on campus. We recently added bike lanes on Westwood Plaza, which is the main entrance to campus. However, the lack of safe bike-ways leading into and around campus continues to prohibit more people from cycling to campus. People perceive that the roads around campus are not safe. Well, unfortunately, they're correct. If you look at the crash data, Westwood Boulevard, running through the Westwood Village south of campus, has statistically nine times the crash rate for cyclists than any other roadway in LA.

MIKE: Now, we shouldn't have to accept this for the members of our community. LA city can and should take a leadership role in urban transportation design. The LA mobility plan is a step in the right direction. And, the University would like to applaud the city's effort with the mobility plan. If safety is paramount to the plan, then we would like to recommend prioritizing improvements near UCLA, especially bike improvements near Westwood Boulevard. Thank you.

DAVID: Thank you. Good morning.

VICTOR: Good morning President Ambrose, Vice President Wilson, honorable commissioners. My name is Victor Aquino, I'm a resident of the South Central South LA area. And I'm just here to support the mobility plan. Some things I would like to say, point out, are that after taking a confident city second class through, I think it was through LACBC, I'm not exactly too sure, I found myself riding on the streets a lot more confidently, and I feel like once other residents participate in this class, it's gonna just completely make this whole mobility element come together in a more productive way. And, I'd also just ultimately like to congratulate you guys for, you know, for continuing

this plan. Including... Yeah, and also for supporting all the existing local efforts, being organized by the communities. Thank you.

DAVID: Thank you very much. Hi, good morning. Good morning? Are we still morning?

YVETTE: Yeah, it's still morning.

DAVID: All right.

YVETTE: Couple minutes left. My voice is a little rusty, so excuse me. But, good morning commissioners, my name is Yvette Lopez Ladezma, I'm the deputy director for [INAUDIBLE] Beautiful and environmental justice organization here in the San Fernando Valley. First of all, like a lot of people have done, I want to thank Claire and My for really taking our community into consideration as part of their... Taking their feedback into consideration as part of the outreach process for this. My and Claire did a great job of including us and hearing out our community members when it came time to collecting feedback for this plan. So, I just ask the commission to support the mobility plan 2035. This plan, if successfully implemented, will help enhance existing infrastructure, reduce VMT's, facilitate travel via public transit, and ensure that pedestrian-rich communities on the edge of the city, such as [Coima?] increase their connectivity to the rest of the city.

YVETTE: It's time for forward-thinking transportation mobility policies to be in place and enforced across departments and agencies. It's time for a blueprint such as this one that promotes the development of the mobility networks of this great city to be supportive of existing uses and to be innovative so that we don't just see active forms of transportation as an option, but we make them a priority. Keep in mind that approving a mobility plan as visionary as this one without enforcing its implementation will be like upgrading a bridge and not installing sidewalks. Thank you.

DAVID: Thank you for the colorful analogy. Good morning. Before you begin, let me call up the next couple of folks. Daryl Clark, Dennis Hindman, Jeff Jacobberger, Naomi Wahsahkai [PH].

BRIN: Good morning, my name is Brin Lindvlad here with Climate Resolve. We're LA's climate change organization and we're working to advance actions that mitigate and adapt to climate change. So, on the mitigation side of things, we're talking about reducing greenhouse gases, lessening our carbon pollution. We all know Governor Brown has set some pretty ambitious targets, the 50 percent reduction by 2030. We think that's great. And then, it's crucial that transportation be part of that equation. Currently, 40 percent of our greenhouse gas emissions are coming from our transportation sector. There's a lot of potential there to reduce our emissions. To do that, we need to make cars and fuels cleaner. There's work being done in that regard. We also need to reduce vehicle miles traveled. We can do that by encouraging modal shift, getting people out of cars and into public transit, walking, and biking.

BRIN: We can do this through smart transit-oriented development planning, improving public transit and active transportation networks, so that people feel safe and get from point A to B in a reasonable amount of time. The mobility plan lays the ground work for building an integrated multi-modal transportation network. I'd like to really commend you on the comprehensive work that went into this plan. Especially, we're happy about the complete street design guide that includes dedicated bicycle lanes and peak-hour transit lanes. That's a great improvement over what we've got now. But, let's look at... The environmental impact report says that we are only going to see a two percent reduction in vehicle miles traveled per capita as compared to the future without these improvements, and the greenhouse gas reductions are going to be less significant.

BRIN: Now, this is better than an increase, but we think we could do better, and the mobility plan is a step in the right direction but we'd like to keep going in that direction, even larger steps. In terms of adaptation, we're talking about preparing ourselves to cope with climate change. We're going to see practically three to five degrees warming by mid century. We've got a pretty dramatic urban heat island effect here in Los Angeles. The people who were hit the hardest are those in our disadvantaged communities who can't afford air conditioning, who don't have cars. [SOUND] Two suggestions we'd like to see, the bus stops...

DAVID: That was a thank you, and good bye. Appreciate your comments. Those two minutes do go by pretty fast. Morning.

DARYL: Hey, I'm Mr. One Minute. Hi, I'm Daryl Clark, I'm here as Sierra Club Angeles chapter conservation co-chair and also national campaign lead for Healthy Communities and Transportation. And, I'm a graduate of Van Nuys high school just a few blocks from here. Most people can't say that. A few years ago. I want to compliment such a comprehensive vision put forth in this mobility plan. I have looked through all the pages, and the huge amount of work by staff and consultants, I mean, they are to be so commended and what a contrast to the stereotype of Los Angeles where everyone drives everywhere and it's just about asphalt. To have such compelling, you know, really articulating the pedestrian amenities that make it worth walking, to have a network and focus on network of safe bicycle routes, focusing on safety with protected bike lanes. Talk about storm water capture, if we get some.

DARYL: Good transit, better provision for buses and grand boulevards moving forward. Cars, of course, not gonna get rid of them. And the reference to freight. I guess it's beyond your jurisdiction, if we could get more freight off of streets and on to rail from the ports headed out of the city, that would be great, but excellent job, hope it moves forward. Thank you.

DAVID: Thank you. Hi, good morning.

DENNIS: Hi, my name is Dennis Hymen. There's a few things I want to tell you about. The census bureau has annual household surveys, and for the city of Los Angeles, the driving mode share went from 79.5 percent in 2005 to 77 percent in 2013. Walking, transit, bicycling, and also working at home almost all equally took a portion of that out. But, the average commute time by this census bureau says it's 10 minutes for walking, 20 minutes for bicycling, and 30 minutes for driving. Well, 20 minutes bicycling, you can go three times as far as you can in 10 minutes walking. Interesting enough, just below UCLA from Santa Monica Boulevard to Wilshire Boulevard, that zip code, 30 percent mode share for walking. Now, the west side complains about the traffic, but what is not known also, on the household surveys they filled out, they have some of

the lowest commute times in the entire city. That's everywhere from west of Santa Monica... West of Beverly Hills all the way to the beach. So, there's a plus and minus to the congestion. It's closer to get to where you need to go.

DENNIS: Also, the mode share for bicycling at USC is eight percent and driving is only about 50 percent in that zip code area. So, UCLA has a lot of potential. There's about 8000 bicycles on campus at USC every day. Also, when they say, taking away a lane from driving will delay the driving, well traffic signals delay driving. **The only reason for traffic signals is motor vehicles.** Also, freeway on ramps have traffic signals to delay the motorists from getting on. Also, walk signals delay the motorists, so taking away a lane from motorists isn't in itself bad. Re-allocating the space to other modes that are gaining mode share would make more sense than keeping it as-is. [SOUND]

DAVID: Thank you. Morning, Jeff.

JEFF: Good morning, my name is **Jeff Jacobberger**. I'm the **chair of the city's bicycle advisory committee**, but speaking on my own behalf this morning. I'd urge you to support the plan that's been presented to you today. You know, as a bicycle advocate I would like the plan to be much stronger about bicycling. I also serve on the metro's west side central service council, and as a transit advocate, I'd like the transit elements to be much stronger. But, I also recognize that this is a compromise and that not everyone gets what they want and that this plan that's been put before you represents a good compromise that you should support. Just a couple words about **UCLA and Westwood Boulevard**, if you ever look at statistics about bicycling, every community that has very high levels of bicycling are places like UC **Davis, Boulder**, Colorado, Bloomington, Indiana. I mean, university towns. There is a huge untapped market for bicycling to UCLA, as there is for every major college campus, and we should be promoting and facilitating that, not saying no.

JEFF: One last point, I'm an **Army veteran**. I served during our first war for oil, Operation Desert Storm. I have two nephews who are serving on active duty in the Air Force today... Sorry. And our dependence on oil has huge, enormous societal costs, costs that are not borne in this

country broadly, but tend to be borne by lower-income people of color, not upper class and upper-middle class white people, and we should be building a transportation system that serves the least advantaged of our society, not the most.

DAVID: Thank you, Jeff. Before you begin, can we have Glenn Bailey and Michael... I don't know what this says. Michael D-A-U... That's as far as I can go, from Long Beach. And those are my last two speaker cards before I call up the two council offices, so if you have not addressed us and you wish to, please fill out a speaker card before we hear from council. With that, please go ahead and introduce yourself.

NAOMI: Good morning President Ambrose, Vice President Dick Wilson, and fellow city planning commissioners. Commissioner [Seguro?], we're glad you got her safe this morning. Um, my name is Naomi Iwasaki and I am a policy analyst at community health councils. As a policy organization that strives to improve community health and environmental resources for under-resourced communities like South Los Angeles, CHC strongly supports the mobility element for recognizing the impact transportation has on our personal and public health. Providing a multitude of safe, accessible, and high quality transportation options is a win for health, safety, and environmental sustainability. Active and public transportation provide opportunities for daily physical activity, which is significantly important for communities with high rates of obesity and diabetes like South LA.

✓ NAOMI: Complete streets designs reduce high vehicle speeds to improve the safety of all road users and Los Angeles needs to adopt a complete streets plan as is required by state law. Lastly, incentivizing [PH] a reduction in vehicle miles traveled also reduced greenhouse gas emissions, which not only improves air quality and negative respiratory conditions, but is also required by state law. I wanna echo my partners today to thank Claire and My [PH] for being so responsive and open during this process to recommendations that may have made the mobility element representative of the diverse range of Los Angeles communities. We strongly urge, along with a number of supporters here today, the adoption of mobility plan 2035 to create a healthier, safer, and better Los Angeles. Thank you.

DAVID: Thank you very much.

GLENN: Good morning commissioners, my name is Glenn Bailey. I am one of Mayor Garcetti's appointees to the city bicycle advisory committee and currently serving as its vice chair. Before I go into my bicycle related comments, I wanted to comment on a particular designation on one of the maps in the Encino area, for the record. And working in that community and the Encino neighborhood council, the section of Oxnard Street east of Linley to Louise, and from Louise between Oxnard and Burbank, should be reclassified as a collector's street. The first portion is two lanes, the other has been proposed for a road diet, and we really wanna get it out of the larger classification. All right, moving to bicycle comments. So you've heard, regarding two of the major universities in Los Angeles, so I want to mention the third, over 40,000 population. That's Cal State University Northridge. There seems to be a common theme here, and that is to not accommodate the great demand and opportunities that could be provided for the university transportation needs, both students, faculty, and staff.

GLENN: Specifically, Cal State University Northridge, the largest employer in the San Fernando Valley. While there are bicycle lanes adjoining the university and just recently the Reseda Boulevard lanes for one mile were converted to protected bike lanes. I do have a specific recommendation that the existing bicycle lanes on Zelzah Avenue that go north of Lassen be extended on the map to go south down to Nordhoff. That's a one mile extension, it's directly adjacent to the eastern border of the university. And there's the same width of the street as there is the existing bike lanes north of Lassen. This has been presented to the Cal State Northridge transportation working group and the local neighborhood council, Northridge east neighborhood council. Lastly, implementation is key. You can have... This is a great first... [SOUND] step, but I think in order to complete the journey, we need to have better implementation. Thanks.

DAVID: Thank you. Appreciate your comments. Good morning, sir. Before you begin, I just want to note that this is the last speaker I have, aside from council offices. Is there anyone else who hasn't had a chance to

address this item that would like to? I'm seeing no one, sir, why don't you round out the comments. Good morning.

MICHAEL: Thank you very much, chairman Ambrose. My name is Michael Palls and, in defense of you reading my name, some people actually accuse me of encrypting my own handwriting. I'd like... To begin, I'd like to thank Claire Bowen and Mylah for their ability and assistance in letting us understand the plan. Again, my name is Michael Palls and I am in support of the mobility plan 2035 as a whole. I would like to speak to a topic that has not really been addressed this morning, which I think is very important. And that topic is the proposed street standards, and the economic benefit which will be realized by reducing the width of the right-of-ways. I represent several property owners throughout the city of Los Angeles who are not able to develop, or were not able to develop, their properties, their commercial zoned properties, because of current dedication requirements which are required by the current mobility element.

MICHAEL: As a result of the reduced street standards, these properties will be developed. Planning has already begun in anticipation. And I'd like to state, for the record, that new investment in communities creates jobs, enhances previously undevelop-able properties, and reduces blighting influences in communities throughout the city of Los Angeles. I'd like to thank you for your time.

DAVID: Thank you very much for you comments. One last call, any public speakers that didn't get a chance to address this item that wanted to? Seeing none, I'm gonna go ahead and... [NON-INTERVIEW] I'm going to invite city council up. I'm first going to invite CD5, I think Jay is here. Good morning Jay, and then we'll hear from CD11. And Jay, I would just note, because it's a formal letter you guys submitted, that the date is wrong. So, you may wanna...

JAY: That letter is from a letter that our office submitted about a year ago.

DAVID: So it is correct?

JAY: It is. I just wanted to call attention to, in particular, page three of that letter that was submitted for the draft document. And, I'm really here... Again,

my name is Jay Greenstein with council member Courettes' office. I'm his district transportation deputy. The only request, I know there were a number of items mentioned in that letter, but as I said, it's the final paragraphs of that letter that I wanted to call attention to. In particular, Westwood Boulevard, between Wellworth and Lindbrook, councilman Courettes has asked me to come here today to request that, that segment for bike lanes be removed from the document. We appreciate the conversations we've had during this process with planning staff and with the community, but that is the request that he's making of this body. Thank you.

DAVID: Thank you very much, Jay. I appreciate you being here. [NON-INTERVIEW] Good morning Trisha, CD11.

TRISHA: Good morning, Trisha Keene, director of land use and planning for council member Mike Bonnan. I wanna echo all of the praise and complements that have been given the planning staff today. Claire, My, and everyone who's worked on this plan has truly done an excellent job. I'd also like to thank the commission for your attention to this very important project. There's no question that the mobility element is an important step forward for the city. We think the mobility plan moves us in the right direction to activate pedestrians, cyclists, and other modes of transportation. And, I'll keep my comments short and sweet today, I think we're looking forward to seeing this at council, so thank you very much.

DAVID: Thank you very much. Appreciate those comments. Jay?

JAY: It was just pointed out to me that I misspoke. The segment of Westwood Boulevard that council member Courettes was requesting to be removed it between Laconte and Wellworth, so it's in the Westwood Village segment of the bike-way. So, I apologize for misspeaking. Thank you.

DAVID: Thank you. I appreciate that, and thank you for your time. I know this has been a long morning for many folks. So, with that, staff, did you want to respond to anything?

CLAIRE: I think we just have a few remarks that we would make.

DAVID: Excellent, go for it, Claire.

CLAIRE: First of all, I just wanna thank everyone who commented today. There's been a lot of diverse perspectives we heard this af-this morning, and I think they represent the range of perspectives we heard throughout the four years, and we really look forward to the continued collaboration going forward. I think there was some remarks about implementation, and we think that really is going to be the key. We even have a goal about coordination and collaboration, and we firmly expect that throughout that future collaboration that we're gonna continue to work, again, with the very, very diverse perspectives, the folks who not only are in support of the plan but also those who have concerns about it. And we hope they will continue to stay engaged with us so that we can ensure the implementation components that we do bring forward really represent all the different voices and allow us to have the opportunity to really craft the design solutions that really will speak to the needs of many, many different community members.

CLAIRE: I really like the idea of reporting back to you in about six months. We have been very fortunate, through the budget process that we just completed with the city, that our mobility staff here in the city-wide group is actually gonna grow from two to five, which we think is a really great acknowledgement of the importance of transportation mobility in terms of helping change the city of Los Angeles. We won't have those staff on board for a number of months, so again, six months from now we'll be kind of at the beginning of that, but it will be a great opportunity for us to come back and tell you some of the things that we think we're going to really want to move forward with, you know, to implement this plan, and we certainly formally expect that the development of that, kind of, strategy will be informed by a lot of community conversation and council office conversations we'll have over the next few months.

CLAIRE: You certainly heard a lot about Westwood Boulevard today. You didn't have the opportunity to hear from Tim McCormick from Big Blue Bus, who was also here this morning. Obviously Westwood is a very, very important transit connection. Big Blue Bus is planning on running buses about five minute headways on that corridor starting this August, to align with the future Expo phase two. So,

it really is going to be a corridor that's gonna require a really intense amount of perspectives and collaboration, and we really look forward to having that conversation when the time is right. I think Glenn Bailey recommended some additional changes to both the street designations and the networks. I don't think we have any objection to those, but I would recommend that I work with Glenn over the next week or so when we have a chance to talk to the different council offices and we actually, formally bring those recommendations forth at the transportation committee after this. I'd like a chance to look at the details, and especially the street dimensions. I'm gonna make sure we're getting the extents absolutely correct.

CLAIRE: And, I just wanted to clarify one of the things that Michael Palls just mentioned in terms of the streets, that the new designations won't actually physically bring the streets narrower, but the intent is really to **reduce future widening**, so the intent is to, for by and large, to retain our arterial dimensions, by and large, the way they are. If we do have any future dedications, they're minor and they would simply be to get those wider sidewalks, as opposed to wider roadways.

DAVID: Claire, in the interest of turning this not into a referendum on Westwood Boulevard, before we go into commission deliberations, did you wanna make any comments about the suggestion that, that be removed? Anything prophylactic that can help us go through the dialog going forward?

CLAIRE: You know, I think that there were a number of comments today that really spoke to the value of having something on paper, on a plan, that is really a 20-year vision. And I would really urge you to leave it on. Obviously, given the controversy, it may be something that we don't do immediately, but I think it really is an important connector to be able to allow that segment. In particular, we're hoping to ultimately improve that segment to actually be a protected bicycle lane, and we think that can actually work in conjunction with transit, and again, those will be creative solutions we'll have to look at in the future going forward

DAVID: Helpful guidance, thank you. At this time I'm going to close the public hearing and open up the discussion to commissioner deliberations. I'm going to

start on my left, and I would just ask commissioners to, in the interest of time, say your piece, but just in the interest of time try to limit our love for Claire, 'cause we do love you. Of course. But see if we can move to points of clarification or actual questions, that would be terrific. Now, I'll start on my left with Marta. Good morning, commissioner [Seguro?].

MARTA: Good morning. [NON-INTERVIEW] So, I just want to say that I support the plan as-is, with the vision as-is, because I do think that if the council member objects to that, he can certainly avoid implementing that during his tenure or during his terms. So, I support as-is.

> DAVID: Thank you. Commissioner Katz?

RICHARD: Thank you, Mr. Chairman. I've got some questions for staff, but also some comments, and I'll just stipulate to all the great things that were said about Claire and team so we don't take more time, but ditto on the hard work. Can you address, there was a comment letter put in by the MTA that was concerned about substandard lanes for buses and bikes. Has that been addressed?

CLAIRE: We've had conversations with Metro to clarify their concerns. The complete street design guide actually speaks to the wide variety of dimensions that you might have for a dedicated bus-only lane that actually could allow for bicycles that includes up to a 16 foot dimension. Again, we look forward to working with Metro in the actual implementation. They are fairly committed to this plan, although they couldn't be here today to speak on that directly, but really looking forward to working with them to actually help implement and figure out, again, what are the specific design configurations that will work best with their buses.

RICHARD: So, the short answer, in interest of time, would be no? It has not been resolved. They still have their concerns, you're working on it, but it has not been resolved.

CLAIRE: I think we actually have resolved it.

RICHARD: How?

CLAIRE: We have, again, the complete street design guide, we actually met with the staff person particularly who made that comment just last week and helped clarify for him that the concern he had, he thought... He didn't realize that we actually had gone up to the full 16 feet in our complete street design guide, he thought we had a much narrower dimension.

RICHARD: And, have you addressed the concerns there is by first responders and other organizations on their behalf about increased congest or fewer lanes and how that affects emergency response times?

CLAIRE: I think we've addressed that very fully in the final EIR and the master responses.

RICHARD: How?

CLAIRE: We've talked about the opportunity that your first responders have to be able to move into other lanes, opposing lanes, even. And if you have bicycle lanes, they can take over those areas.

RICHARD: I'm sorry, I'm... You're eliminating lanes of traffic, and you're saying, so the first responders... Have you ever watched first responders try to get down Wilshire Boulevard today or Olympic Boulevard today, or Ventura Boulevard today? I would like it, I would appreciate it, we would all benefit if drivers were smarter about big things with lights and sirens and why you're supposed to move over, but it doesn't happen.

CLAIRE: Well, I think education should be a big part of helping facilitate that, then, as well.

RICHARD: But, in terms of addressing it from a policy standpoint, and EIR standpoint, you have a time response issue. I'm concerned that under this plan, response times, which are slow in many areas of Los Angeles today, get slower. And if response times get slower, lives get put at risk.

RENE: Claire, have you heard... This is Rene Dake-Wilson, have you heard anything regarding this from the fire department or the police department, supporting or opposing the mobility element?

CLAIRE: No.

DAVID: Are they aware of it?

CLAIRE: Aware of the plan, yes.

RICHARD: But they haven't commented one way or the other.

CLAIRE: No.

RICHARD: So, my question is still my question. I'd like somebody to tell me that this is not going to put somebody's life in jeopardy, because... I mean, this goes back to a fundamental disagreement we have, we've discussed it before. I don't believe that you reduce lanes to force behavior changes. And I don't believe that we as big brother or sister should be doing that to people, and I think we should be giving them options. And, as many options across the board as we can. It's why I helped develop Measure R. To give people options so they can make intelligent choices. I don't like the notion of taking options away or making some options harder than others, because some people believe that's the way people should commute. In Los Angeles, the average commute is 20 miles. If it's 20 miles, not a lot of people are going to be biking to work, with all due respect to my friends in the bike coalition. I mean, they may be biking to a bus stop or a train stop, but they're not biking to work, and certainly not in the summer time. So, I still think, you know, I still think you measure the success of programs by utilization, not by lane miles, bicycles included. And, I'm a supporter of expanding the bike network, but I also believe that streets in Los Angeles, to a large extent, are about throughput.

RICHARD: You know, most people in the San Fernando Valley, which, Rene, is part of the city of LA [NON-INTERVIEW] but, you know, most people in the city of LA get in their car in the morning, and once you start going to work, you don't stop for a latte. You don't stop 'til you get where you're going. If we had subway stops every block or two blocks, like we'd all love to have, whole different picture, but we're not there. And comparisons and analogies about what's done in Davis or Boulder or cities like that, have no business in LA because, guess what? We're not Boulder, we're not Davis, we never were and we never will be. And if we all moved to Boulder, they'd be really pissed. So...

CLAIRE: So, I guess I would say a couple things. I think one thing we agree on is that this plan should... We should offer people more choices. I think that's actually one of the things the plan very specifically does speak to, and by providing future bicycle lanes and transit lanes that actually have the capacity to carry a lot more people, you can put more people on a bus and more people can actually move through on a bicycle. So in some ways, that utilization of the roadways actually increases its efficiency, because the number of people that you can actually then move through, and you provide people with choices. The other thing I would just argue...

RICHARD: But on that point, though. If your commute's still 23 miles, I don't care how many bike lane miles you have or how wide that bike lane is, you're not... Okay, what's the utilization of our bike network? One percent for work?

CLAIRE: So, the other point I was going to make was that work trips only account for only 20 percent of all of our daily trips, and that... So, the other 80 percent, actually, the typical... The 80 percent are between three and five miles. So, a lot of your other trips are actually much shorter in distance, and actually, those are very, very well-suited to bicycle trips. There also a number of people, even though the average might be 20, there are people who do have much shorter commute trips and they actually would welcome the bicycle. The bicycle might not actually be the full length of your trip. The bicycle might... I actually bike a mile and a half from my house every morning to the train, so again, the bicycle provides a wonderful part of the first-mile, last-mile. People might bike three miles, again, to the train.

CLAIRE: So, I think it really is about creating this complete connected system that provides people with many, many different choices, different options throughout their day and their year.

RICHARD: I understand options, that's why we put the 15 percent local return money into Measure R so cities could provide options, expand the bike market, etcetera. There is a point for it. But, there are five times as many jobs on the west side as there is housing. And that's not a commute that's going to be solved by bicycles. The vast

majority of folks who are going to be taking... I mean, Expo is filled when it opens the end of this year. The Red Line, when it's complete to the VA, will be filled. Going both directions. And that will happen within the next 10 to 15 years, with one segment under construction already. The second segment is about to get another full funding grant agreement from the feds. That's going to happen.

KEN: Commissioner Katz, if I may just step in response. Ken Bernstein, principal city planner with the department. Did just want to respond to a couple of points. I think, you raise some very legitimate concerns and of course we have great respect for your statewide and regional leadership you've provided over so many years on transportation issues. I think it's important to point out, with respect to bicycles, that we have on the books as part of our **existing general plan**, the 2010 bicycle plan, that has this very significant bicycle network. What this plan, the mobility plan 2035 provides is really integrating that bicycle network, as was said by some of the speakers this morning, with all of our other modes. A complete streets approach.

KEN: And again, not trying to accommodate bicycles or any one mode on any given street, but taking this network-based approach to our mobility system in the city. Recognizing that on some streets, the single-occupancy vehicle may still be the priority, and we've kept in this plan the vehicle-enhanced network that some, I think, did call for us to remove from this plan, and this is trying to take a balanced approach, recognizing there are some streets that are important in terms of access to employment centers or the freeway system where we are going to prioritize improvements to the vehicular network. At the same, there are other streets where transit, or the pedestrian and bicycles, where those types of enhancements may take place. And those networks give us a road map over a 20 year period for how we're going to prioritize some of those improvements.

KEN: You know, I think it's important to point out that this document does involve... You know, any policy document involves trade-offs and does involve policy choices, and we have made a conscious shift as a city as we have shifted towards our transit investment through Measure R, through the other investments that we've made. And this is a shift from our previous transportation element in the

1990's toward this complete streets approach, and that is mandated now in state law that as we update a transportation element it has to embody complete streets principals. We now, through SB743, a new state law, have another requirement, essentially, that if, you know, if there's an attempt to add capacity in already congested environment, that's considered a significant impact under seekwa [PH] so it really constrains our ability to build our way out of these problems.

KEN: So, you know, I just wanted to pull out, there were a few statistics from the EIR that I think speak to some of your points that I wanted to note, which is, if we do nothing, our no project alternative versus this plan, this plan is reducing 219,000 trips a day on our network. So, it is freeing up additional throughput or additional capacity.

RICHARD: Can I assume that, that is true? That if this plan is funded and implemented... **Is it funded?** I don't believe so.

KEN: This is a 20 year policy plan and it is meant to give us a road map for seeking those funding opportunities. So, right, it's assuming...

RICHARD: Right. **So those are illusionary trip reductions at this point.**

KEN: It's assuming the implementation of these networks, which **we acknowledge are visionary**, they are conceptual, but they need to be implemented.

RICHARD: Is the city on record supporting Measure R2 as a way to get those funds?

KEN: I think, certainly, that...

DAVID: Not the department of planning, yet.

KEN: Not yet, but certainly I think, uh, you know, Measure R2, we've been working very closely with Move LA and those groups who are also very interested in this plan to implement it.

DAVID: Commissioner Katz, I think this is very helpful, but I want to kind of keep it to, like, questions. I think

the... What is lacking clarity for the commissioner, or... Richard, I'm not going to cut you off at all, but what can we add more information to? I think the EIR speaks for itself, it's very thorough. It's a 20 year vision document, yes. Vision documents are not funded, the point is to guide future funders and policy for implementation. But, Claire or... No, I was gonna say Tom. Anything else, but specifically to the concerns he's raised, I just don't want us to sit here and read through the EIR unless it's helpful. I don't know that that's actually addressing his overall concern, in my opinion, and as the shepherd of this conversation. So, Richard, is it? And if so, Tom, please continue. I'm sorry, why do I keep saying Tom? Sorry Ken.

RICHARD: [INAUDIBLE]

DAVID: Yeah, I just wanna know if it's helpful, because we're 20 minutes into the EIR and I'm not sure... I think what's gonna happen is he's gonna finish and you're gonna repeat a concern that he just addressed, which is fine...

RICHARD: Let me just say, then... I appreciate it. You know, back in the beginning, the first time I met with the staff on this, we had a discussion about one-way streets, for instance, as a potential solution to the problem here, in some areas where it may be appropriate. And I was told by the staff that they didn't include one-way streets in this document at all. I said, okay fine, what was the metric that you used to decide that one-way streets... And I said, I'm not for or against them, just what was the metric you used to decide they shouldn't be part of the plan? And I was told, no metrics. We just didn't think one-way streets were a good idea. So, I question a plan that is based on value judgments that are made by folks that lead options out based on what they think is a good idea or not. Which is not to say they don't have good ideas. But, I'd much rather see a plan that has a full range of options and let policy-makers decide what options are in there or not.

RICHARD: So, I don't know what was left out besides one-way streets here, [INAUDIBLE]. So, I have fundamental problems with the plan, and I'm not getting them answered, which is not going get me where you want me to be.

DAVID: Yeah. Do you want to address one-way streets before we move through? Or do you wanna take a moment?
[NON-INTERVIEW]

KEN: I'm happy to take one-way streets. We have heard that concern and, you know, the one-way streets option, many of the alternatives were guided early on by our public participation program and we did significant outreach, and we actually heard very early from some of the communities that had been affected by the, or might have been affected by the proposed **Pico and Olympic** one-way couplet, that those communities really did not want to see us consider one-way couplets of that type as an option in this plan. So, part of that was not necessarily staff value judgment, but a reflection of the public engagement program. As well as...

RICHARD: If you were to look at the hearing today, you would think all this plan was about was the west side and Westwood Boulevard, based on the public participation today. That's a failed argument, that's a flawed argument. You know that. This plan is about the city of LA, yet if you were to go just on the number of speakers or the amount of comments today, you'd think this whole thing was about Westwood Boulevard.

KEN: Oh, absolutely. And I did want to point out, and I think it's reflected in the staff report, we did public engagement throughout the city, workshops in every community in the city. You've heard from communities from Pequoima, from South LA, from the harbor. We did reach out and had extensive engagements throughout the city. So, some of the alternatives and the strategies that were developed reflect public engagement, and some did reflect policy judgments. Reflecting both, some of the mandates from state law as reflected in the complete streets legislations, SB743, and other mandates, that we looked at a different approach. That we are not going to be able to build or way or increase capacity such that we are going to be able to solve this problem.

DAVID: Not Tom, Ken. [NON-INTERVIEW] On one-ways specifically, you gave an example where they were considered and rejected. So, in some sense, they were on the table. And for public policy outreach reasons it was rejected. I'm not saying that's overall the entire city that you looked at one-way couplets.

RICHARD: Four people, six people? You know, I mean, come on, [INAUDIBLE]

DAVID: You know, I'm right there with you. I'm just clarifying where we are. [INAUDIBLE] So, let's continue the conversation. I'm gonna ask Rene Dake-Wilson to hold for a moment. Mr. On, did you have anything you wanted to add or questions or clarifications?

MALE1: Yeah, I'd like some clarification regarding some of the metrics and, you know, again, the key's going to be the implementation. But after the implementation, with the opportunities to make evaluations, look at the data collection. Can you speak a little bit more about that as well?

CLAIRE: Absolutely. I mean, the plan has put in place a number of objectives. I think those are really important for the city to be able to go back a number of years from now and look at how we did with the implementation programs in terms of achieving those objectives. And to that end, we actually have policies and programs that speak directly to the importance of taking data measurements after we implement things to see how beneficial they were. So, data's gonna be a big part of, again, evaluating how effective things are, but we're also gonna use data in terms of making decisions about where we make improvements, so that we're using data to decide, you know, where we should be investing our dollars. Looking at places where you have high numbers of collision. Places where you have communities that have been disadvantages. Places where you have people who aren't driving.

CLAIRE: So, we wanna use data to make decisions, be thoughtful, but then also use data to evaluate and ensure that the kinds of improvements we're doing are helping us achieve the very specific, measurable objectives we have in place.

MALE1: What is the data collection process looking like?

CLAIRE: Well, right now it's just defined as a program, although we have one project already that we're actually working on, on Figueroa corridor. David, do you want to come up and speak to some of the data methodology we're

using [INAUDIBLE] Just as an example, we got some money recently to look at one project.

DAVID: Yeah, so the question's on metrics and evaluations? Right? So, we have gotten a grant from the Southern California Association of Governments to look at several metrics along corridors where we've implemented road diets along with bicycle lanes. They include Colorado Boulevard and 7th Street, and I've also include South Figueroa, and that package in anticipating of the My Figueroa street scape project. So, and this was really kind of a preview of an effort that's being led through the great streets initiative. So, great streets are actually picking up on this trajectory of metrics evaluation along most of their corridors as well. And, you know, I anticipate it's the people I'm talking were really creating a template by which the city can, kind of, deliver this sort of an evaluation. You know, as a regular aspect of our project delivery and project review.

MALE 1: Then based on the collection of data and the ensuing analysis, what's the process or the mechanisms for then implementing any modifications based on what we're seeing on the ground.

CLAIRE: Implementing modifications to the networks? The...

RENE: If the data suggests it.

KEN: Right.

CLAIRE: So, the networks, you know, are a concept plan so that as we go forward and should metrics or data help indicate that we should be looking at a different corridor or different solutions or perhaps envisioning a plan, we have an opportunity to do that. We try to build a lot of flexibility into the plan.

DAVID: Commissioner Perlman?

MALE 2: Thank you. I just asked the city attorney to check on something, so she'll address that in a moment. I have a couple comments I want to make. First of all, I think it's really important to note throughout the EIR and the action plan, and to make very clear that this is a vision plan... Sorry. This is a vision plan which has

concept elements in it. In fact, each of the network maps is defined as a concept map. They are not part of the official designation, I'm reading that right from [A.45?]. And they're all subject to future determination, analysis, and approval. So, I don't think we have to sit here and drill down and look at each street individually. I appreciate all the community members from Westwood coming out and speaking out. I agree with Richard, it's unfortunate that we're focusing on one street as if that's the only byway and thoroughfare in the city of Los Angeles that concerns us.

MALE 2: I happen to be a UCLA grad, I live on the west side near it, I travel there. I'm one of the few people who still goes into Westwood regularly, and I say that, not in a negative way, but it's a shame because Westwood used to be much more thriving of a community, and I think that there's not a more important area of our city than around USC to have bicycle lanes and to encourage bicycle traffic, because there's limited parking on campus for students. In fact, there's always a competition to get parking permits. There's limited buses going through. And this takes time. Once you start teaching people, making biking available and safe, there will be students by the thousands who will be using Westwood Boulevard to go from the metro, as one of the speakers said, to go into UCLA and they're gonna be taking cars off the road so that the rest of the drivers are gonna have less traffic to compete with.

MALE 2: I appreciate what Richard said. I look at cities like Copenhagen who, thousands of years ago... Maybe hundreds of years ago, sorry... And have evolved to make biking a priority, and you go into Copenhagen and you see, at train stations, you see thousands of bikes there. 'Cause people take their bikes, as Claire said, they take them to the train, they get on the train, then they go into town. Or they get off the train, they leave their bike there at the train station. And you drive along those thoroughfares, which are not big, wide, expansive boulevards, and there are hundreds of bicyclists going along on bike lanes next to the automobiles. It's encouraged, it's safe, and that is the sort of thing that's going to take time, but we need to see in the city of LA and I hope we do at some point.

MALE 2: I wanted to ask there was a comment made by one of the speakers about the statement of overriding

considerations versus the framework element, and I'm hoping the city attorney can address that.

KATHY: Good morning president, commission. Kathy Feyland, city attorney's office. I have been working closely with the planning department and the consultants and reviewing and preparing the final EIR. We have seen these comments made by Fix the City and a number of letters. The city, we prepared a formal response to those comments in the final EIR. Those comments, we believe, are based in an argument that this is a growth-inducing plan, which relates to the framework element, and those are comments that they have made similarly on their community plans. The conclusion in this plan is that this is not a growth-inducing plan, so those really are not well-made comments. We don't think they're relevant, and we don't think there's a legal basis to find we can't adopt a statement of overriding considerations. So, that would be our conclusion on that, do you want me to...

DAVID: I think that was helpful.

MALE 2: Thank you. I agree, I do not see this as a growth-inducing plan, and I appreciate all the effort and time the people of Fix the City have put into this, into so many of their comments that they bring to the projects we have. Unfortunate, I think, too often they're very narrow and they're not looking at really fixing the city. And we have to look, on this planning commission, we're charged with looking at the future, and to me, that is what this document does. It looks to the future. I couldn't be more proud to have something like this come before us. I thank you all for your work, and I support it whole-heartedly.

DAVID: Commissioner Dake-Wilson?

RENE: Hi, I'm Rene Dake-Wilson, and I'm also extremely supportive of this plan, and as such, first of all, I'm in support of it because it puts safety first, by adopting Vision Zero. That it enables all users of streets, including transit riders, bicycles, pedestrians, autos, the disabled, young, old, and everyone in between who's not in one of those categories, to travel safer, better, smarter, faster, and more environmentally friendly. I'm supportive of it for the positive health impacts of having complete streets and valuing all of those users. I'm supportive of it because of the large amount of public outreach

representative of the diversity of our city, and with [presentations?] to relevant formal city design groups... Or, formal city groups such as ourselves. We've hit all of those diverse members of our community, received their inputs.

RENE: I'm supportive of it for the financial equity that this plan provides, providing better, safer options for mobility for an economic cross section of the entire city, while also improving business and economic growth within the city. And interesting study of that has been on York Boulevard. So, with that... Okay, David Ambrose can...

DAVID: Let me, before a motion is proposed, potentially, I want to say just real quickly and briefly, you know, when Richard Katz talks about mobility and transportation I always tend to listen. I think we have a wealth of knowledge there in your experience, so I take it very seriously when you raise issues or concerns. I will say, I have sat with this for a long time. Since I've been on the commission, we've seen drafts, we've seen various elements of it. I think it's a phenomenal plan. I think it's a great vision. I think it's a city I want to live in. I often, and when Richard raised the fire, life, and safety issue, in my mind, I was thinking, I used to live in Westwood. And I lived south of Wilshire and north of Santa Monica, and I would bike up Westwood Boulevard with my law books in a basket at my own peril. And often felt quite endangered and took to the sidewalks, so it was ironic to me that, that became an issue in a city-wide 20 year vision statement. It became, kind of, a focus of the discussion, but from personal experience, I think I support keeping it as-is and letting the future leaders in that area, including councilman Courettes and others, work on an implementation in a way that addresses everyone's concerns.

DAVID: With that, Rene, you sounded poised to make a motion and I'd love to hear it.

RENE: Okay, I'd like... This is Rene Dake-Wilson, I'd like to make a motion to approve the mobility plan 2035, with staff's recommended actions, and taking into account the plan amendments that we received today. Including, also returning to CPC in six months to address implementation, that's a great idea.

MARTA: I will second that motion.

DAVID: Marta, you're so quick on that draw. We have a first and a second, and I can hear some discussion, so Mr. Katz? No? [INAUDIBLE] That was just a technical question, that goes from us to council, and the answer to that is, yes.

RENE: No.

DAVID: No?

RENE: This goes from you to the Mayor's office. First thing [OVERLAP]

DAVID: But for implementation purposes is what I was addressing. So, when they start to roll out...

KEN: And then on to city council.

RENE: And then on to city council. Yeah, that's certainly...

MARTA: Yes.

DAVID: Right. Okay, great.

RICHARD: The council has to adopt it.

MARTA: Correct.

DAVID: Yes. With that, I hear a first and a second. We have a first from Rene Dake-Wilson and a second from Mark Desegura. James, will you please call for the vote?

RICHARD: [INAUDIBLE] question?

DAVID: I know we're about to go to roll call, I appreciate it, Richard [INAUDIBLE]. I agree with setting goals and having a vision. I worry greatly about the implementation of this. I'm going to support it moving forward, to have that debate, and hopefully the council will pay some attention to some of the things that were raised here today and make changes to this plan, because I don't know that it can be implemented the way it is.

DAVID: Thank you. Appreciate that. James, will you call for the vote please?

JAMES: Certainly. Commissioner Dake-Wilson?

RENE: Yes.

JAMES: Commissioner Segura?

MARTA: Yes.

JAMES: Commissioner On?

MALE 2: Yes.

JAMES: Commissioner Katz?

RICHARD: Yes.

JAMES: Commissioner Perlman?

KEN: Yes.

JAMES: Commissioner Ambrose?

DAVID: Heck yes.

JAMES: The motion carries.

DAVID: Thank you, everyone who came out today. I appreciate it.

[END OF FILE: MOBILITY ELEMENT PLANNING COMMISSION MEETING]