



Adam Lid <adam.lid@lacity.org>

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## OPPOSITION to Mobility Plan 2035, Council File #15-0719 - Joint Special Meeting Tues, August 4, 2015

1 message

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**Terry Tegnazian** <terteg@earthlink.net>

Sat, Aug 1, 2015 at 2:11 PM

To: Adam.Lid@lacity.org

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August 1, 2015

TO: The Honorable Members of the Los Angeles City Council **Planning and Land Use Management Committee** AND the **Transportation Committee**

RE: OPPOSE Mobility Plan 2035 in current form

Dear Hon. Councilmembers:

I am writing on behalf of the Westwood Hills Property Owners Association, which represents more than 600 single-family homes immediately west of UCLA and Westwood Village, to urge you to **oppose the Mobility Plan 2035 in its current form** ("MP2035").

The Final EIR for MP2035 concludes that, "despite the adoption of feasible mitigation measures, the MP 2035 would result in the following **unavoidable significant adverse impacts** that are not able to be mitigated to a less-than-significant level:

- **transportation** (circulation, neighborhood intrusion, congestion management plan and emergency access);
- **noise and vibration** (excessive noise from buses and permanent noise increase from buses); and
- **biological resources** (sensitive species/habitats, Wetlands)."

**By its own admission MP2035 increases congestion, degrades neighborhoods, and obstructs emergency access, endangering lives. It harms our shared natural and built environment** by increasing noise and vibration, damaging our biological resources, and undermining the Los Angeles General Plan Framework Element and related Community and Specific Plans that govern growth, development and land use in our city.

MP2035 is not a “mobility plan”; it is an *immobility* plan! The so-called “benefits” listed in the proposed Statement of Overriding Considerations are speculative at best, based on unsupported wishful thinking, and/or (e.g., #5, “improve local mobility”) flat-out denied by the Final EIR itself. On the other hand, the expected negative impacts are so serious and pervasive as to endanger life and paralyze the city. The best solution is to send this plan back to the drawing board.

Further, we request that the **Westwood Boulevard Bike Lane be eliminated from MP2035 and any future versions** because Westwood Boulevard already barely accommodates 900 buses and more than 25,000 cars daily. The street is so narrow it cannot meet the MTA safety standard of at least 16.5 feet for a shared bus-bike lane. An **alternative route** that would connect Expo to UCLA has been proposed and should be adopted: Prosser/Westholme, from Expo to UCLA.

With respect to the bike lane issue, I would like to draw your attention to this *LA Times* article from last year, reporting that Councilman Gil Cedillo halted the implementation of a bike lane on Figueroa:

“Cedillo said he feared the loss of a single southbound car lane would **slow emergency response times** of police officers and firefighters on Figueroa, which runs roughly parallel to the 110 Freeway. **He dismissed cyclists as a tiny but vocal segment of the population.** And in a letter to activists, he said he would rather focus efforts on improving crosswalks and traffic signals.

<http://www.latimes.com/local/cityhall/la-me-bike-lane-backlash-20140716-story.html#page=1>

The exact same issues exist with the proposed bike lane on Westwood Blvd. The biker lobby represents a miniscule, limited demographic within the city. Their proposals are not only unsafe for bikers, cars and buses, but also unrealistic and burdensome for the vast majority of Angelenos.

The entire Mobility Plan 2035 is characterized by a similar lack of realistic assessments and a cavalier disregard for important planning and infrastructure issues, which is why we are urging you to send this ill-conceived and poorly thought-out plan back to the drawing board.

Thank you for your consideration.

Very truly yours,

Terry A. Tegnazian  
President

Westwood Hills Property Owners Association  
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