



Adam Lid <adam.lid@lacity.org>

Mobility Plan

1 message

Liz Amsden <LizAmsden@hotmail.com>
To: adam.lid@lacity.org

Tue, Aug 4, 2015 at 12:22 PM

Hi Adam

While I applaud the intent of the Mobility Plan, I have serious reservations on its implementation. Already there are major issues which are largely ignored or unacknowledged by those behind this effort.

The Mobility Plan 2035 is supposed to provide 'the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "Complete Streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.'

The Plan's priorities put safety first and include collaboration and communication as well as informed choices, world-class infrastructure, access and clean environments.

Los Angeles is not one city but many. It is built in the hills so there are limited route choices in many neighborhoods. It is fine to lose a lane of a few streets downtown where there are many parallel streets which can absorb overflow traffic. It is NOT fine to halve the traffic flow where there ARE no other through-streets.

Greenhouse gases are not reduced if virtually the same amount of traffic has to force its way through a corridor. In fact it increases when one lane in either direction is removed and people have to sit, unmoving, running their engines to run their AC.

And what happens when people are stuck in traffic – behind lumbering buses and behemoth garbage trucks? Where turn lanes are used for delivery truck parking and bicyclists are not held to basic traffic laws?

York Boulevard channels traffic between the South Pasadena/Monterey Hills through to Hollywood and beyond and back. Apparently at the inception, input was sought from those living close to York and, as so often happens, the fact that York is the funnel for commuters from the ridge above the Eagle Rock border to far into Mount Washington was not taken into consideration. I live 4 blocks north of York and neither I nor any of my neighbors remember being approached. I did hear people 2 blocks below me did receive fliers but did not realize that adding bike lanes meant subtracting a car lane.

York Boulevard has been a disaster since the adding of bicycle lanes and forcing vehicular traffic – cars, trucks and motorcycles into one lane in each direction. Delivery trucks park in the turning lane, people do not understand its use creating back-ups on streets entering on it, cars pass unsafely on it, bicyclists use it, especially in areas where the bike lanes are unsafe to use and it is virtually impossible to maintain the 3' separation required under state

law.

Bicyclists make up under 1% of the commuters on York, why are they given preference. Cars and trucks are routinely ticketed for running stop signs and lights, travelling opposed to traffic, dangerous driving but bicyclists seem to be above the law. Riding on sidewalks, dragging pets, claiming they do not have to stop at 4-way stops. Why is this?

York is the main transit through Highland Park, north you have to go over the hills (limited commuter access other than Fig and Ave 51 and Eagle Rock) or take Fig or the 110 south to access San Fernando or the 5 & 2 freeways.

Due to the hills north and south of York, there are limited options for diversion and, instead of calming commuter pressure is enhancing road rage.

This is repeating itself elsewhere in the city and while the efforts to become a greener city are laudable you don't go from crawling to winning races overnight. First you need to create the infrastructure, proper public transportation, work scheduled conducive to a wider time frame for commuting, and a culture that does not think every 16 year old is owed a car for their birthday.

We are not Berkeley or Portland or Amsterdam or NYC. Our electric trolley and rail systems were bought out three-quarters of a century ago which, with the rise of private vehicle ownership actively encouraged by auto manufacturers and the petroleum industry, meant buses were designed mostly for the poor and there is still a dearth of rapid easy transit for most Angelenos.

Where it is safe and feasible, let's push forward with the Mobility Plan.

But in neighborhoods where it's not, let's put the bicyclists on the side streets where they are safer, protect our pedestrians and out pets, and allow commuters to commute until we grow our services and our mentality into this modality.

Liz Amsden
5158 Almaden Drive
Los Angeles, CA 90042