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Central Hollywood Neighborhood Council  
P.O. Box 93907, Hollywood, CA 90093  
[www.chnc.org](http://www.chnc.org)

**To:** Seleta Reynolds, General Manager, LADOT  
Adel Hagekhalil, General Manager, StreetsLA  
Eric Garcetti, Mayor  
David Ryu, Councilmember, 4th District  
Mitch O’Farrell, Councilmember, 13th District

**Re:** StreetsLA’s “ADAPT” Program and the 2035 Mobility Plan

**Date:** June 23, 2020

*A Resolution*

*Whereas* emissions from cars are the largest contributor to poor air quality and climate change in Los Angeles;

*Whereas* Los Angeles has one of the highest rates of childhood asthma in the country and gridlock costs our economy \$19 billion per year;

*Whereas* the average Angeleno spends 168 hours per year stuck in traffic;

*Whereas* the Los Angeles City Council adopted a “2035 Mobility Plan” in 2015;

*Whereas* the City’s normal modus operandi is to implement street reconfigurations (such as adding bike or bus lanes) while repaving a street;

*Whereas* COVID-19 has resulted in a dramatic reduction of vehicle traffic in Los Angeles;

*Whereas* the Bureau of Street Services (StreetsLA) has chosen to take advantage of the drop in vehicle traffic to accelerate the repaving of major streets in the City through the “ADAPT” program;

*Whereas* the Los Angeles Department of Transportation (LADOT) has responsibility to stripe streets and therefore choose how the space is used;

*Whereas* LADOT is responsible for community outreach and generating the necessary political will to make changes to our streets (such as implementing bus or bike lanes);

*Whereas* LADOT cannot keep up with the pace ADAPT is moving, resulting in streets on the Mobility Plan being repaved without the plan being implemented;

*Whereas* it is expensive and unrealistic during austerity that the City will go back and add bus or bike lanes to streets that were recently striped before they have to be repaved again (potentially in decades);

*Whereas* Mayor Eric Garcetti issued an Executive Directive on February 10, 2020, instructing city departments to “deliver more and better bus transit,” “activate streets” with more active transportation options, and “prioritize the Right-of-Way” fulfilling commitments under L.A.’s Green New Deal;

*Whereas* bus lanes could help provide for more frequent and efficient buses, helping to reduce crowding post COVID-19;

*Whereas* a comprehensive bus lane and bike lane network could dramatically reduce single occupancy vehicle use and traffic congestion;

*Whereas* post COVID-19 transit riders that can afford to may opt to buy cars for fear of getting sick, with no good alternative available to them, increasing gridlock;

*Whereas* Los Angeles’ streets cannot support the normal vehicle traffic volume even at today’s car ownership rates;

*Therefore be it resolved* that the Central Hollywood Neighborhood Council requests that the City implement the 2035 Mobility Plan (including any bus or bike lanes as specified in the plan) when repaving streets under the ADAPT program (and after the ADAPT program), or delay such repaving until such a time that the 2035 Mobility Plan can be implemented.

Approved

22 June 2020

Yea 8, Nay 0, Abstain 0, Recuse 0, Absent 1