

**Alexander Totz letter copied to Area 3, Transportation chairs.**

You might recall we met in June at the first public meeting about the draft HCP. I'm advocating for improved bicycling conditions here in Hollywood where I've lived for the past 7 years. As you had requested, I'm grateful to comment on the current draft.

Overall, I appreciate how, in its aims, this draft not only has meaningfully visionary goals but also references related local policy documents (Mobility 2035 etc.) However, this draft seems to lack specific, actionable, and explicit points that follow through on many of the thematic statements and objectives articulated within it.

There are numerous mentions of "smart" growth; diverse transit options and infrastructure; and potential health- and socio-economic-related threats, along with quality of life impediments, barring positive changes. And yet the Bicycling (6-14) section mostly includes either planned routes in either discrete or predominantly residential areas, or existing bicycle routes. There's no direct mention of either street or parking "equity," in the Regional Center or elsewhere. And it completely omits the City's 2010 Bicycle Plan designation of both Hollywood and Sunset Blvds as "Backbone Bikeways," physically protected and/or fully marked.

Moreover, while there's an acknowledgement of the choked access to the overabundant, existing parking resources here in the Regional Center (6-16), the specific points dedicated to resolving it (M6.1, 2, 7) seem contradictory. I understand that our Plan area encompasses a diversity of environments and challenges. But the mentions of VPADs (M6.12 & 15) and "maximizing" on-street commercial parking (M6.11), without referring to specific geographic areas, create an inference that those options might be used here in central Hollywood. When in fact the Regional Center's core problem has been shown to be policy- and ordinance-related issues which effectively block our overly ample, existing, parking infrastructure. And reinforces a "rich v. poor" dynamic that excessively inflates parking pricing with no relationship to actual supply, forcing those in the middle into an optionless quandary.

Absenting clearer civic leadership and concrete action, I strongly believe that Los Angeles is heading toward a uniquely Californian and American Beijing- or Mumbai-type transportation disaster. And our Regional Center is a banner example of this, which other neighborhoods and parts of our City reflect to varying degrees. Parking, and consequently car traffic patterns at almost any time of day or night, are in a crisis condition. Travel times out of the Regional Center by car can exceed 15-20 minutes over mere blocks, just to the edge of it—approximately .5 mile in any direction. And except for the Vision Zero Hollywood/Highland crosswalk, there are virtually no restrictions on automotive traffic, and haphazard and scattershot management of parking throughout central Hollywood. This severely deteriorates and diminishes quality-of-life for all residents here, in both single- and multi-family dwellings.

Consequently, Section 6-16 would greatly benefit from a direct, explicit blueprint of what sensible, smart parking in the Regional Center could be, with clear replication of solutions used in downtown Santa Monica and/or Beverly Hills. In other words, drivers—both local consumers and tourists—are literally put in their proper place with simple, visible signage, and validation/pricing incentives that would be value-adds for local and chain businesses. In addition, the persistent dilemma of multi-family residents who are faced with unaffordable private or dicey street options should be directly addressed. There are allusions in this draft to public/private partnering, which could provide real market (i.e., accounting for actual supply), affordably priced options where again, local residents would literally be able to put their automobiles in their proper place.

Which leads to the pink elephant in this current draft, to which direct but sporadic mention is made: weaning Angelenos out of their cars. Obviously, this is not just an environmental and infrastructural

challenge, but veritable seismic mental shift. Through attending neighborhood council meetings this year and getting to know both officials and neighbors eager to improve things for all here in the Hollywood Regional Center, I've seen first-hand just how daunting this problem is. And sadly, the "rich v. poor" dynamic mentioned above plays out in the most self-defeating ways for all concerned, in a quasi-subtextual tug of war over cars.

For single-family dwellers, who support smart growth but fail to grasp the simple consequence that resulting growth in immediately adjacent multi-family dwellings means they must adjust either their car dependence or transportation habits and options. And for multi-family dwellers, who are increasingly, and understandably, outraged by encroaching hotel and market-priced rental/condo developments that have briskly outpaced affordable housing ones, but refuse to fully absorb the fact that urban planning in a densely populated area requires constant trade-offs, often involving transportation usage as well. In much the same way as I've discussed parking and bicycling, the current HCP draft could be much more direct, explicit, and substantiative about supporting, encouraging, and securing existing and future affordable housing units in the Hollywood Regional Center. However, having moved here from New York City, I'm well aware that affordable housing isn't simply an urban problem locally or even nationally, but internationally. Similarly though, the transportation conundrum Los Angeles generally and Hollywood specifically are facing has been met and surmounted many times over, including in New York and Washington, DC (where I'm from originally). Cities long notorious for excessive single-occupant automobiles and excessive VMTs, which today have robust, functioning protected, striped, and signaled bicycle lane networks throughout their major thoroughfares.

I well understand that consensus from all stakeholders is critical to make this shift here in Los Angeles. But I believe it's not only essential but entirely possible for us to make this shift, most especially, and critically, here in Hollywood. Thanks very much for the expertise and service you and your colleagues are devoting to this effort both here in Hollywood but through the City. And please let me know how I might be of further service on this issue here in Hollywood—I'd be very interested in participating in the proposed Transportation Management Association.