

**HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION  
914 WESTWOOD BOULEVARD P.M.B. 573  
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(310) 470-1785**

October 6, 2008

Adam Lid  
City Clerk  
200 N. Spring Street, Room 395  
LA, CA 90012  
Attention: Transportation Committee Clerk  
Via e-mail: [adam.lid@lacity.org](mailto:adam.lid@lacity.org)

Councilmember Wendy Greuel  
Chairperson, Transportation Committee  
Members of the Transportation Committee

**Wilshire Boulevard Bus Lanes  
Council File 03-2337-S1**

Chairperson Wendy Greuel and members of the Transportation Committee:

I am writing to you on behalf of the Holmby-Westwood Property Owners Association that represents 1100 single-family homes north of Wilshire Blvd.

I appreciate your promise of a continuance of this hearing due to the inability of those who wanted to attend but couldn't because of the Jewish holiday. A 2 PM hearing only hours before the onset, at sundown, of Yom Kippur is difficult to attend. A family dinner is held early in order to get to temple on time. So, thank you.

Proponents of the bus lanes including the Bus Riders Union will share their position as it relates to "the project." The following comments are restricted ONLY to the Westwood segment.

The city is NOT going to turn down a requested grant of \$23.32 million even in the best of times. However, it is important to point out that the bus lane project for the Westwood segment (Comstock to Selby) is an enormous and unnecessary expenditure, providing no benefit to anyone. It totally disregards the residents along the corridor and those adjacent to Wilshire on the north and south.

The traffic flow on the Wilshire segment between Comstock and Selby Avenues continues to be the best from downtown Los Angeles to Santa Monica. In 2002, environmental

clearance EXCLUDED that portion of Wilshire Blvd. from Comstock to Selby because of lack of congestion, neighborhood opposition, and government acknowledgement of same.

**The final EIR in 2002 recommended mixed-flow traffic for Wilshire:**

“-*Westwood* Residents in this community between Comstock and Selby Avenues requested that no parking be removed in this area and that dedicated transit lanes not be considered. This segment of Wilshire Boulevard is the only segment of Wilshire Boulevard in which transit buses do not experience delay due to traffic congestion and therefore no significant benefit was felt to exist from the dedicated bus lanes. Following review of transit speeds, MTA staff concurs with the residents’ position and is therefore not recommending any further consideration of dedicated transit lanes in this segment of the boulevard. Buses in this area are recommended to run in mixed-flow traffic.”

One question that must be responded to prior to executing an MOU with Metro is whether or not the segment of Wilshire between Comstock and Selby can be removed from the study area based upon the 2002 EIR. Can you answer that question? If it must be included, then an EIR/EIS must be required. Traffic patterns have changed over the years as has the addition of articulated buses and bus stops. As high rises are developed, needs change though traffic flow may remain free.

It is interesting to note that in 2000, three LA City Councilmembers stated for the record, “...establishing a dedicated rapid bus lane on Wilshire Blvd. will cause greater traffic problems and further diminish our transportation system in general.”

In a motion by Councilmember Rosendahl, seconded by Councilmember Greuel on Oct. 11, 2005, it was stated that, “Bus lanes on major transit corridors such as Wilshire Boulevard have the potential to keep transit passengers moving during rush hour periods where they would otherwise grind to a halt.” This is absolutely NOT the case on Wilshire between Comstock and Selby where traffic moves freely during peak periods and does NOT grind to a halt. It remains uncongested.

The initiation of a dedicated bus lane on a trial basis on Wilshire between Federal and Centinela Avenues several years ago was discontinued because, as Councilman Rosendahl stated, “The residents and merchants in the current one-mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project.” There is no indication that other jurisdictions are now involved in the project.

The bus only lane in Westwood is opposed for the following reasons:

- This project (in Westwood) provides absolutely NO benefit to Westwood residents, providing only one stop at Beverly Glen Blvd.
- Many parking spaces would be eliminated along Wilshire during peak hours.

- Cut-through traffic will be prevalent in the residential areas north and south of Wilshire.
- Santa Monica and Beverly Hills are not participating cities.
- Wilshire Blvd. in front of the Los Angeles Country Club will be excluded from the rapid lane.
- Services to thousands of residents on Wilshire Blvd. that include moving vans, UPS, postal service, home repairs, cable and elevator services, and garbage trucks, which cannot be accommodated on site will be significantly adversely impacted.
- A traffic lane that resulted from the Sinai Temple construction and was part of the mitigation for the community would become a bus-only lane.
- Bottlenecks will be created that are not present now and those that exist today (east of Comstock and west of Selby) will remain unchanged should bus-only lanes be established. Bottlenecks which currently exist at the 405 Fwy. and at the Santa Monica/Wilshire Blvd. intersection will be significantly adversely impacted by implementation of a bus-only lane during the busiest hours of the day.

Bus riders do not constitute the entire body of people utilizing this route and, in fact, probably constitute a relatively small portion of it.

In closing, a new EIR/EIS is required when there is a significant impact that could result from a change in the scope of the project, a burden on residents and merchants, a change in traffic patterns, increased development, addition of articulated buses, change in bus stops, and substantial community controversy. The project cannot be cleared with a Negative Declaration under CEQA or a FONSI under NEPA. An EIR/EIS is justified.

Please send all hearing notices, staff reports, and all correspondence to:

Sandy Brown  
10350 Wilshire Blvd., Apt. 1003  
LA, CA 90024

Sincerely,

**SANDY BROWN**  
President, Holmby-Westwood Property Owners Association