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May 10, 2016

Transportation Committee  
Los Angeles City Council  
200 N. Spring St.  
Los Angeles, CA 90012

RE: May 11, 2016 Agenda Item 12  
CPC-2013-910-GPA-SP-CA-MS-C-M2; ENV 2013-0911-EIR-ADD2

Dear Chairman Bonin and Councilmember Koretz, Huizar, Martinez, and Ryu,

I write on behalf of Fix the City, Inc., which is Petitioner in two lawsuits presently challenging the City Council's determinations to adopt Mobility Plan 2035 (MP2035). In addition to all of the concerns it has previously raised about MP2035 and the environmental analysis of the adoption of that plan, Fix the City is concerned about the continued inclusion of the Westwood Boulevard bike lanes in MP2035, a street that carries over 940 buses daily and will carry even more once Expo Line is operational in a few weeks. It is not uncommon to see buses in all lanes in both directions. A standard bus is 8.5 feet wide plus large mirrors on both sides. Given the finite dimensions of the street and its already narrow sidewalks that in many instances are substandard, especially at intersections, a dedicated bicycle lane would impede buses and remove parking.

The bike lane proposed for Westwood Boulevard is inconsistent with the Los Angeles Department of Transportation's current recommendations for the revised West Los Angeles Transportation Improvement Mitigation Plan (WLATIMP). The draft EIR for the WLATIMP (and related planning projects) explains that a purpose of the WLATIMP is to "provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, vehicle), within existing available right-of-way, as part of a transportation system that is consistent with the City of Los Angeles' General Plan Framework Element and General Plan Mobility Element . . . ." A goal of the project is to create consistency between MP2035 and the WLATIMP. However, the draft WLATIMP List of Transportation Projects from January 2016 states that "[i]mprovements along Westwood Boulevard between the future Expo LRT station, Westwood Village, and UCLA could include transit, bicycle and pedestrian enhancements (that do not require removal of vehicular travel lanes or on-street parking) or bicycle enhancements on parallel roadways." LADOT has concluded that bike lanes on Westwood Boulevard are only appropriate where the bike lanes will not require the removal of vehicular travel lanes or on-street parking. (See excerpts, attached.) The bike lanes proposed for Westwood Boulevard in MP2035 do not meet this goal and should be excluded from the revised MP2035.

Moreover, the currently effective version of the WLA TIMP (adopted in 1997 and updated in 2003) has a goal of reducing congestion. The City has conceded that the implementation of MP2035 will increase congestion in the City. The proposed Westwood Boulevard bike lanes are inconsistent with the current WLA TIMP as well as the LADOT's draft recommendations for the new WLATIMP. The Westwood Boulevard bike lanes should be removed from MP2035.

Cordially,

A handwritten signature in black ink, appearing to read "Beverly Grossman Palmer". The signature is fluid and cursive, with the first name "Beverly" being the most prominent.

Beverly Grossman Palmer

- Roadway projects such as arterial widening and intersection improvements
- Signal synchronization and ITS
- Bus and rail transit capital and transit stop enhancements
- Travel Demand Management (TDM) strategies (e.g. rideshare, transit subsidies, flex schedules)

### 3.3 Project Location

As shown in Figure 3-1 the study area is in the western portion of the City of Los Angeles (the “Westside”) and encompasses the CTCSP area and the WLA TIMP area. As shown on Figure 3-2, the CTCSP area includes all or parts of the Westchester-Playa Del Rey, Palms-Mar Vista-Del Rey, and Venice community plan areas and the LAXPlan area. The CTCSP area is generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, the San Diego Freeway (I-405) on the east, and the Pacific Ocean on the west. As shown in Figure 3-3, the WLA TIMP area includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey community plan areas, and is generally bounded by the City of Beverly Hills/ Beverwil Drive/ Castle Heights Avenue/ National Boulevard/ Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south.

### 3.4 Project Objectives

The Proposed Project includes updated TIA fees, as well as a new list of transportation improvements to be funded, in part, by the TIA fees from new development. The overall objective of the Proposed Project is to provide a mechanism, based on current land use trends and infrastructure requirements, for funding transportation improvements that would mitigate the cumulative impacts of new development by increasing mobility options within the Westside. However, the Proposed Project would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, the Proposed Project would result in a new list of transportation improvements for both the CTCSP and WLA TIMP areas. In recognition of this distinction, project objectives for the proposed transportation improvements included in the updated Specific Plan project lists are articulated separately from project objectives that relate to the proposed amendments to the Specific Plans.

The objectives of the transportation improvements that would be funded by the proposed amendments to the Specific Plans are as follows:

#### Primary Objectives of the Transportation Improvements:

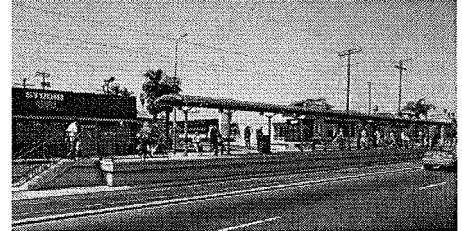
- Provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, vehicle), within existing available right-of-way, as part of a transportation system that is consistent with the City of Los Angeles’ General Plan Framework Element and General Plan Mobility Element; Community Plans for the Westwood, Brentwood-Pacific Palisades, West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa Del Rey communities; and the LAX Specific Plan.
- Produce fewer auto trips per capita and decrease vehicle miles traveled (VMT) per capita by increasing multimodal transportation options and promoting best practices in transportation demand management.

## APPENDIX A: LIST OF TRANSPORTATION PROJECTS

### Transit

#### Sepulveda BRT

Center Running BRT on Sepulveda Boulevard from Wilshire Boulevard to 96<sup>th</sup> Street Transit Station



Concept of Center Running BRT

#### Santa Monica BRT

Curb-running peak hour bus-only lanes on Santa Monica Boulevard within the West LA TAMP boundary with enhanced bus stop amenities

#### Olympic Rapid Bus Enhancements

Extend the Rapid bus service along Olympic Boulevard from its current terminus in Century City to the future Metro Exposition Line station at Westwood Boulevard

#### Venice Rapid Bus Enhancements

Rebrand existing Rapid bus service to serve Venice Beach area with increased service frequency on Venice Boulevard and stop improvements

#### Pico Rapid Bus Enhancements

Improve existing Rapid service through increased frequency, stop improvements, and construction of a new rapid stop in Century City

#### Circulator/ Shuttle Service

Circulator bus/ shuttle to connect activity centers to major transit stations, such as:

- Sawtelle service between Wilshire Blvd and the Expo Sepulveda Station
- Bundy service between Brentwood, the Expo Bundy Station, and National Blvd
- Palms Circulator to connect to Expo Station
- Century City Circulator to connect to Expo Station

#### Circulator

A circulator bus is a type of local bus that operates in small geographical areas. Like typical local buses, the circulators operate in mixed flow traffic with frequent stops.

### Bicycle and Pedestrian

#### Mobility Hubs

Install a full-service Mobility Hub at or adjacent to Major Transit Stations and Satellite Hubs surrounding the station. A hub may include secure bike parking and car/ bike sharing to bridge the first/ last mile of a transit user's commute.

#### Enhance Pedestrian Access to Major Transit Stations through Streetscape Improvements

Implement the following streetscape plans currently being developed through various planning efforts in West LA:

- Olympic Boulevard from Centinela Avenue to Barrington Avenue (Expo Transit Neighborhood Plans)
- Bundy Drive from Missouri Avenue to Pico Boulevard (Expo Transit Neighborhood Plans)
- Sepulveda from Olympic Boulevard to National Boulevard (Expo Transit Neighborhood Plans)
- National Boulevard from Castle Heights Avenue to Mentone Avenue (Expo Transit Neighborhood Plans)
- Palms Boulevard from Motor Avenue to National Boulevard (Expo Transit Neighborhood Plans)
- Pico Boulevard from I-405 to Patricia Avenue (Westside Mobility Plan)
- Pico Boulevard from Centinela Avenue to I-405 (Westside Mobility Plan)
- Motor Avenue from I-10 to Venice Boulevard (Westside Mobility Plan)



Car Share is a component of the Mobility Hub concept.



Illustration of Streetscape Improvements

#### Westwood Boulevard

Improvements along Westwood Boulevard between the future Expo LRT station, Westwood Village, and UCLA could include transit, bicycle and pedestrian enhancements (that do not require removal of vehicular travel lanes or on-street parking) or bicycle enhancements on parallel roadways

Prosser/ Westholme Avenue NEN Street

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, such as Westwood Boulevard, connecting Expo Bike Path to UCLA

Veteran Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, such as Westwood Boulevard

Gayley Avenue/ Montana Avenue (east of I-405) NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Montana Avenue (west of I-405) NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Barrington Avenue/ McLaughlin Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors

Ohio Avenue NEN

Implement neighborhood enhanced design features as described in Mobility Plan 2035 as alternate route to major corridors, including gap closure at Santa Monica Boulevard

Motor Avenue Cycle Track

Motor Avenue between I-10 and Venice Boulevard

Santa Monica Boulevard Cycle Track

Santa Monica Boulevard in the "parkway" section east of Sepulveda Boulevard

Venice Boulevard Cycle Track

Venice Boulevard within the WLA TIMP boundary

Gateway Boulevard to Ocean Park Bike Lane

Gateway Boulevard to Ocean Park Boulevard gap closure

Bicycle Transit Centers

Bike transit centers that offer bicycle parking, bike rentals, bike repair shops, lockers, showers and transit information and amenities

Bikesharing

Provide public bicycle rental in "pods" located throughout the Westside

Sidewalk Network & Pedestrian Enhancements

Complete gaps in the sidewalk network and provide pedestrian enhancements

Exposition Light Railway Greenway Improvement Project

The project proposes to transform existing city-owned vacant parcels into a neighborhood greenway that includes construction of a multi-use path with drought tolerant landscaping, simulated stream to treat urban runoff, educational amenities and interpretive signs. Project is located along Exposition Boulevard between Westwood and Overland along future Expo LRT Westwood Station.

**Roadway & ITS**

Olympic Boulevard Operations

Implement operational improvements along Olympic Boulevard adjacent to I-405

Bundy Drive/ I-10 Ramp Improvements

Operational improvements at the I-10 ramp connections to Bundy Drive.

Sunset Boulevard Operations

Implement operational improvements along Sunset Boulevard. Improvements could include the following: ITS corridor improvements; signal upgrades as part of the next evolution of ATSAC; intersection improvements, such as turn-lane or safety improvements.

Neighborhood Protection Program

The objective of this Program is to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program will establish measures to make the primary arterial routes more attractive and local routes less attractive for through traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.

Major Intersection Improvements

Funding for spot intersection improvements, such as turn-lane or safety improvements

ITS Corridor & Signal Upgrades

Install ITS improvements along major corridors. Install signal upgrades as part of the next evolution of ATSAC, including right-turn detector loops for traffic volume data and monitoring

Congestion Monitoring

Install a CCTV camera and necessary infrastructure to improve DOT's ability to monitor and respond to real-time traffic conditions

Cycle Track

A cycle track is an on-street dedicated bicycle facility that provides a physical separation for the bicycle lane from vehicular travel lanes and sidewalks via raised curbs/ medians, bollards and striping, on-street parking, or some combination of these features.

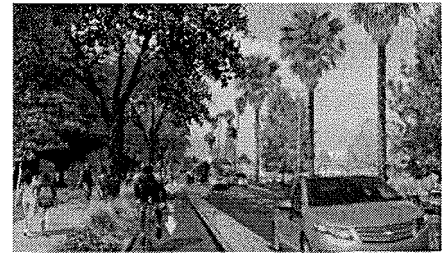


Illustration of Cycle Track

## Trip Reduction Programs

### ExpressPark

Implement an on-street intelligent parking program that includes vehicle sensors, dynamic demand-based pricing and a real-time parking guidance system to reduce VMT, congestion and to improve flow for cars/ buses

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### Strategic Parking Program

Implement a Westside parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations.

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### Rideshare Toolkit

Develop an online TDM Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. Include incentive programs for employers, schools, and residents. Toolkit would be specific to City businesses, employees, and visitors and would integrate traveler information and also include carpooling/ vanpooling and alternative work schedules.

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### Parking Utilization Improvements & Reduced Congestion

Develop an on-line system for real-time parking information, including GIS database and mapping. Improve parking, wayfinding and guidance throughout commercial areas.

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### Transportation Demand Management Program

The program would provide start-up costs for Transportation Management Organizations/ Associations (TMOs/ TMAs) as well as provide guidance and implementation of a TDM program.

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DRAFT