

Jonathan Weiss
10576 Troon Avenue
Los Angeles, California 90064-4436
Telephone: (310) 558-0484 Email: jw@lojw.com

July 29, 2015

Transportation Committee
Planning & Land Use Management Committee
200 North Spring Street
Los Angeles, California 90021
Via email: Adam.Lid@lacity.org

Re: Council File #: 15-0719

Dear Councilmembers:

I have represented Council District 5 at the City of Los Angeles Bicycle Advisory Committee (BAC) since 2009. In that position, I have tried to educate myself concerning bicycling and planning issues. Nevertheless, I am not an expert. So *I rely on experts* – including those in the Departments of Transportation and Planning who prepared the 2010 Bicycle Plan and the 2035 Mobility Plan. I believe your committees should rely on those experts as well and support their proposals for Westwood Boulevard. By filling gaps in existing bike lanes, the planned lanes would provide safer access for the hundreds who daily use Westwood Boulevard as a direct route to Westwood and UCLA; as importantly, they would provide access for hundreds or thousands more who don't feel safe riding without lanes. Councilmember Koretz was one of those who unanimously voted for the 2010 Bicycle Plan that included Westwood Boulevard bike lanes. And he acknowledged LADOT's outreach: "Your staff has spent extensive time meeting with my constituents – residents, businesses, motorists and cyclists – and I appreciate that community outreach and process." (Mar. 4, 2013 Koretz letter, attached.)

In March 2013, Councilmember Koretz was hearing from homeowners concerned about implementing Westwood Boulevard bike lanes. So he asked the LADOT experts for a study: "a one-year delay in implementation on Westwood Boulevard so that additional study and outreach can occur." (Mar. 4, 2013 Koretz letter.) Along those lines, on the afternoon of June 13, 2013, the Councilmember and I met with representatives from Los Angeles County Bicycle Coalition (LACBC). They wanted to help with the outreach; he agreed.

Weiss

July 29, 2015

Page 2

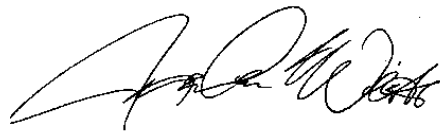
Sadly, without community outreach or the experts' study, the Councilmember's mind was made up by November 2013, when he sent an email (from his private account) saying he wanted no bike lanes on Westwood and he wanted them out of the Mobility Plan, too. A California Public Record Act request uncovered a November 11, 2013 email (attached, with my emphasis added below) to homeowners' association representatives:

I usually like to have as much information as I can before making a decision, but since I can't see any way that I wind up supporting the bike lane on Westwood anyway, ***I am going to just kill it now, rather than waiting for a study.*** And ***especially since it apparently might be included in the mobility bike plan even if we just study it,*** I don't want to give it a chance to take on a life of its own.

Others may tell you that Councilmember Koretz' effort to remove bike lanes from the Mobility Plan is inconsistent with his expressed desire to reduce greenhouse gases *or* that bike lanes bring business and make room for, rather than block, car traffic *or* that the anticipated increase in bus commuters from the Expo line would mean fewer car commuters on Westwood Boulevard (see attached picture).

I simply want to tell you that the Councilmember's effort to remove Westwood bike lanes from the Mobility Plan is *unnecessary*. If the Councilmember wishes to stop the Westwood Village bike lanes from being built, he can do so by fiat – as he has previously done between Pico and Santa Monica. And he can continue to do so during his time in office. However, he should not take the lanes away from future generations. Please support the Mobility Plan as it stands.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jonathan Weiss', with a date '7/29/15' written at the end of the signature.

Jonathan Weiss

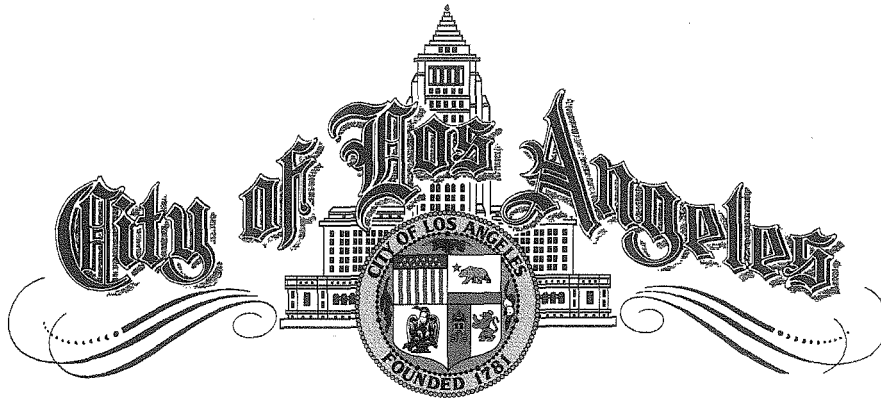
Committees:

Chair
Personnel & Animal Welfare

Vice Chair
Transportation
Ad Hoc on Social Equity

Member
Budget & Finance
Energy & Environment
Ad Hoc on Waste Reduction &
Recycling

Website: <http://cd5.lacity.org>
Email: Paul.Koretz@lacity.org



PAUL KORETZ
Councilmember, Fifth District

City Hall Office:
200 N. Spring Street
Room 440
Los Angeles, CA 90012
(213) 473-7005
(213) 978-2250 Fax

Valley Office:
15760 Ventura Blvd.
Suite 1020
Encino, CA 91436
(818) 971-3088
(818) 788-9210 Fax

West L.A. Office:
822 S. Robertson Blvd.
Suite 102
Los Angeles, CA 90035
(310) 289-0353
(310) 289-0365 Fax

March 4, 2013

Mr. Jaime de la Vega
General Manager
Department of Transportation
City of Los Angeles
200 North Main Street, 2nd Floor
Los Angeles, CA 90012

Re: First Year Implementation of Citywide Bicycle Master Plan

Dear Jaime,

I first want to thank you for the diligent work your staff has done on bicycle projects throughout the City. As you know I was a supporter of the Bicycle Master Plan, am an occasional bicyclist myself and am excited about the mobility improvements happening to Los Angeles every day. Your staff has spent extensive time meeting with my constituents -- residents, businesses, motorists and cyclists -- and I appreciate that community outreach and process. As a result of that outreach I am asking that you proceed forward with proposed bicycle lanes on Sepulveda Boulevard and delay implementation on Avenue of the Stars and Westwood Boulevard for one year to accomplish specific additional study objectives.

The proposed addition of bike lanes along Sepulveda Boulevard is not only consistent with the master plan but will provide tangible and immediate improvements to cyclists without inhibiting the flow of vehicular traffic. The new bike lanes will connect existing lanes along Sepulveda to the South up to the future Expo-Line stop at Exposition as well as existing bike lanes along Santa Monica Boulevard and major centers of employment and housing. Although the project will result in marginal changes in intersection delay and parking availability, it will result in significant improvements to both motorist and bicyclist safety. I urge DOT staff to undertake careful monitoring of Sepulveda Boulevard before and after installation of the bike lane. Adjustments can be made based on real on-the-ground conditions as needed; ultimately the bike lane may be adjusted or removed if negative unanticipated impacts occur.

Installation of the Sepulveda bike lanes should be coordinated with the ongoing 405 construction, and it is critical that no closures take place for re-striping while additional closures

are underway for ramp or other freeway construction. After a long construction period the 405 work is nearing completion and I am confident that installation of the Sepulveda bicycle lane can be coordinated to avoid any additional inconvenience for Westside motorists.

I fully support and appreciate the need to connect cycling opportunities between the Westwood Expo-Line Stop, Westside Pavilion, existing bike lanes south of Santa Monica Boulevard and UCLA. Making this connection has posed extremely difficult, however, and while staff, cyclists and neighborhood stakeholders have worked diligently in search of a compromise solution, we have not yet found one. The delays and parking loss proposed along Westwood Boulevard is unacceptable. The small businesses operating along Westwood occupy historic structures with little or no parking. Unlike other areas where businesses have off-street parking, any loss of parking along this neighborhood shopping corridor could have devastating economic impacts.

Likewise the delays anticipated with adding bicycle lanes along Westwood Boulevard may ironically discourage the use of transit. Westwood Boulevard is a major bus traffic corridor and may experience additional bus traffic upon the opening of the nearby Expo-Line station. Buses, just like private automobiles, will suffer major delays under the plan studied in the EIR.

Planning and DOT staff have discussed alternate ideas for Westwood Boulevard including a floating bus/bike lane. While these ideas may have merit they require further study and outreach. I am proposing a one-year delay in implementation on Westwood Boulevard so that additional study and outreach can occur. That additional study should also include traffic calming for adjacent streets. This traffic calming would not only make parallel streets such as Veteran, Kelton, Midvale, Glendon, Malcom and Selby more attractive as bicycle friendly streets, it would prevent cut-through and spillover traffic from any future changes to Westwood Boulevard.

While the delays associated with the Avenue of the Stars lane addition appear minimal, a number of issues remain outstanding on this street. Century City hotels already experience problems with loading and unloading, parking of shared-ride and tour-buses and queuing at their entrances and exits. I am asking DOT staff to meet directly with hotel owners and operators, explore alternative arrangements that include a bicycle and curb lane for loading and unloading, and bring Council an alternative which amends the master plan to use Century Park East as an alternate alignment. A year of additional study is necessary to address all of these concerns.

In summary I am excited about the great progress Los Angeles is making in mobility and I look forward to continuing our partnership to address these critical transportation issues. Thank you for your careful consideration of this matter.

Sincerely,


PAUL KORETZ



Jay Greenstein <jay.greenstein@lacity.org>

Fw: Fwd: Let's get together

Paul Koretz <paulkoretz42@yahoo.com>

Mon, Nov 11, 2013 at 6:08 PM

Reply-To: Paul Koretz <paulkoretz42@yahoo.com>

To: Paul Koretz <paulkoretz42@yahoo.com>, "jreichmann@sbcglobal.net" <jreichmann@sbcglobal.net>, "sandy10778@yahoo.com" <sandy10778@yahoo.com>, "meveloff@gmail.com" <meveloff@gmail.com>, "meveloff@pacbell.net" <meveloff@pacbell.net>, "bbroide@hotmail.com" <bbroide@hotmail.com>
Cc: "david.hersch@lacity.org" <david.hersch@lacity.org>, "joan.pelico@lacity.org" <joan.pelico@lacity.org>, "jay.greenstein@lacity.org" <jay.greenstein@lacity.org>, "elaine.deleon@lacity.org" <elaine.deleon@lacity.org>

Dear Jan, Sandy, Mike, and Barbara-
Jan/Sandy/Mike

Having given the bike lane issue considerable further thought, I have decided that I am fully on your side, and will be asking to just remove Westwood from consideration. I don't need to waste anyone's time meeting. As you know, I usually like to have as much information as I can before making a decision, but since I can't see any way that I wind up supporting the bike lane on Westwood anyway, I am going to just kill it now, rather than waiting for a study. And especially since it apparently might be included in the mobility bike plan even if we just study it, I don't want to give it a chance to take on a life of its own.

I don't know where some of the crazy things I have heard came from. Since when have I ever refused to meet with Westside leaders? Or that someone else has my ear? Personally I am a big fan of bike lanes, but only where they make sense. I think that Sepulveda, Westwood side streets, or even Century City make more sense than Westwood Blvd. So that's that.

If people contact you, can you please just let them know that the issue is over and no one needs to waste their time organizing? We will send out a formal email in the next day or so to neighborhood leaders.

Thanks.

Paul

On Monday, November 11, 2013 5:12 PM,

SPACE

taken by 60 people

