

South Brentwood Residents Association

149 South Barrington Ave. #194 Los Angeles, California 90049
www.southbrentwood.org

February 26, 2013

David Somers
Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

Via email: David.somers@lacity.org

Re: City of Los Angeles 2010 Bicycle Plan;
Case CPC-2009-871-GPA;
Council Files 10-2385-S1 and 10-2385-S2;
and ENV 2012-1470-EIR (SCH No. 2012061092)

Dear Mr. Somers:

I am writing on behalf of the South Brentwood Residents Association (SBRA). SBRA represents approximately 7,500 home-owners and renters who reside in the area south of San Vicente Blvd. & Montana Ave., north of Wilshire Blvd., east of Centinela Ave. and west of Federal Ave. Additionally, SBRA represents the interests of residents of multi-unit dwellings throughout all of Brentwood.

Our organization is supportive of improving bicycle safety in and around South Brentwood through a combination of bike buffers and dedicated bike lanes *where space permits*. But we have not had a proper opportunity to give input to City agencies regarding the current proposal to install bike lanes in our area. **We therefore oppose any approval of bike lanes in or near South Brentwood at this time.**

Because of the extremely high traffic congestion in our area, the limited number of routes to the 405 and 10 freeways, and the severe lack of parking, **we oppose any plans that would eliminate motor vehicle travel lanes or parking spaces in or near South Brentwood.**

We understand that City staff believes that drivers would simply find alternative routes if lanes are taken out of Bundy. This is not possible. There are very few traffic lanes that go to, or pass over or under, the 405 and 10 freeways. Virtually all of the intersections on the streets with those lanes, including Sunset Boulevard, Santa Monica Boulevard, Olympic Boulevard, and Barrington Avenue, already operate at LOS "F". Therefore, there would be no alternatives for drivers to take.

Many San Fernando Valley commuters drive through Brentwood to get to and from the 405. Virtually none of these people can bike this route, and they have no good public transportation alternatives. The installation of bike lanes cannot reduce that traffic.

The DEIR shows that adding a bike lane to Bundy would significantly impact Bundy at Wilshire, at Santa Monica Blvd., and at Olympic Blvd., and would create Level of Service (LOS) "F" at each of these intersections. These impacts would be unacceptable to the Brentwood community, and therefore **the bike lanes proposed for Bundy should not be approved or installed, and the citywide bike plan should be amended to remove them.**

We also object to the installation of bike lanes because the DEIR proposes eliminating parking on Bundy. George T. Hayum, who lives in a So. Bundy condo development which has no guest parking, wrote: "When construction was authorized, guest parking was not required. Our guest parking is on Bundy as it is for most of the homes and condos on So. Bundy. With bike lanes threatened, new stop signs, lack of synchronized traffic lights on Wilshire, and road construction, this once prime area is rapidly becoming unlivable." We agree.

The DEIR does not include a complete traffic study because it does not address any of the other streets in Brentwood, and does not extend as far as necessary to show the full geographic extent of significant impacts.

Installation of bike lanes in South Brentwood would also significantly impact traffic, safety, and noise and air pollution in the City of Santa Monica, and that city's planning department should have a formal role in any process related to a plan that includes bike lanes. The impacts in Santa Monica are not, but should be, quantified in the EIR.

Because of the lack of adequate notice, the incomplete document and its circulation cannot count as the proper circulation of a DEIR. The proper circulation of a DEIR would require:

- preparation of a new traffic analysis that can be used as a basis for decision-making;
- preparation of a complete safety analysis that quantifies all relevant risks, including traffic accidents in or near streets impacted by displaced driving and parking;
- a 120-day circulation and public comment period that begins with notice to SBRA ;
- notice to a complete set of stakeholders in the full area where traffic or other environmental impacts would be significant;
- posting (and maintaining) notices in the areas where any disruption of traffic or parking could occur.

Thank you for the support we anticipate for complete analysis, full stakeholder involvement, and adequate opportunity (at least 45 days) for consideration of finalized analyses before any decision-making regarding implementation of any roadway or parking changes in or near our area.

Sincerely,

Marilyn Krell

Marilyn Krell,
President, SBRA

cc:
Councilmember Bill Rosendahl
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