



South Brentwood Residents Association

149 South Barrington Ave. #194

Los Angeles, California 90049

www.southbrentwood.org

March 8, 2024

Councilmember Traci Park

Council District 11 Field Deputy Michael Amster

Via email: Traci.park@lacity.org, michael.amster@lacity.org

RE: Motion Requesting Additional Information and Analysis of HLA Impacts

Dear Traci and Michael,

I am writing on behalf of the Board and members of the South Brentwood Residents Association (“SBRA”), which represents approximately 18,000 homeowners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela Ave. and west of Federal Ave., including all residents living in multi-family dwellings throughout the entire Brentwood community.

The South Brentwood Residents Association strongly supports your motion to ask that the impacts of measure HLA be quantified before any projects are installed.

We also expect that the same sort of community outreach that was anticipated when initial Mobility Plan was approved will still apply and that projects that do not fully take into account the balance of walkability, businesses, and local residents not be installed. Please note that the attached page from the Mobility Plan 2035 makes it clear that all projects were “aspirational” and not expected to be implemented.

In particular, we call out the harm to the San Vicente Business District if a traffic lane is removed to install a protected bike lane instead of the painted bike lane that already exists. San Vicente already attracts a lot of pedestrians and bicycle riders under the current configuration, and is frequently gridlocked in peak hours with two lanes of traffic in each direction. We are very concerned about the disruption that would be caused by implementing a “road diet” on San Vicente as the Mobility Plan 2035 includes as “aspirational” and we were assured by CD 11 and

Letter re: Support for Sepulveda Transit Corridor Alternatives 4 and 5

March 8, 2024

Page 2

LADOT staff at the time that no changes would be made without full community input to ascertain whether the project made sense.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Lauren Cole". The signature is fluid and cursive, with the first name "Lauren" being more prominent than the last name "Cole".

Lauren Cole

President, South Brentwood Residents Association

Cc: Carolyn Jordan, Chair, Brentwood Community Council

TRANSPORTATION

PUBLIC WORKS

MOTION

As we enter the 2024 - 2025 budget cycle, the City is already facing a nearly half billion deficit due to the undercollection of revenue, well-deserved investments in employee compensation and benefits, and the end of pandemic-era funding from state and federal sources, all of which will prevent the City from investing in and expanding existing services. The City's financial picture is so dire that the City is entering a managed hiring plan, which would impact a significant number of City departments.

Meanwhile, vital infrastructure like parks, sidewalks, sewers, and technology are outdated and crumbling. Excessive trash is choking storm drains, polluting the ocean, and killing wildlife. The threat of wildfires and other emergencies threaten wide swaths of Los Angeles. Many City buildings, including our police and fire stations, suffer from decades of deferred maintenance, and many departments report that they do not have the staffing or resources to meet current demands. And across the entire City, residents are demanding urgent solutions to homelessness, affordability, and public safety.

As City leaders grapple with competing priorities in a contracted budget year, it is essential to understand the budget impacts of external matters that could impact the City's overall finances.

Currently pending on the March 5, 2024 ballot is the Healthy Streets LA ballot measure ("Measure HLA"). If approved, Measure HLA would mandate the City to install modifications outlined in the City's Mobility Plan 2035 (Mobility Plan) whenever the City undertakes a street or sidewalk improvement greater than an 1/8 of a mile (660 feet), inclusive of street resurfacing and slurry sealing, tied to an existing schedule.

While the City has carried out many elements of the Mobility Plan, including more than 300 miles of bicycle lanes, there are more than 600 miles of protected bicycle lanes and bicycle lanes that have yet to be implemented. Falling along major thoroughfares, these additions would, in certain instances, necessitate the removal of vehicle travel lanes and parking spaces.

In a separate report (CF 24-1100-S1), the CAO also estimated that, if approved, Measure HLA could cost the City more than \$2.5 billion over 10 years or \$250 million annually, the amount allocated toward Inside Safe in FY 23 - 24. The report also shared that Measure HLA could result in delays to street repaving, reduce the amount of annual repaving, require the diversion of funds from other City services and increase liability costs. Measure HLA also includes an attorney's fee provision for successful litigants against the City.

While Los Angeles voters will decide the fate of Measure HLA, the City shouldn't wait to understand its impacts and take steps to prepare for its implementation.

I THEREFORE MOVE that the Council instruct the Department of Transportation, in coordination with the Chief Legislative Analyst and Department of City Planning, to report with a list of corridors that would necessitate the removal of parking spaces and vehicle travel lanes to

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install Tier I protected bicycle lanes in the Bicycle Enhanced Network; Tier II bicycle lanes in the Bicycle Lane Network; as well as mobility elements of the Transit Lane Enhanced Network and Neighborhood Enhanced Network.

I FURTHER MOVE that the Council instruct the Department of Transportation to report with a community outreach and engagement plan along surrounding corridors that could be impacted by Measure HLA.

I FURTHER MOVE that the Council instruct the Bureau of Street Services, in coordination with the Department of City Planning, to report on the following:

- Mobility Plan corridors scheduled for street resurfacing that would be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index
- Mobility Plan corridors scheduled for slurry sealing that would be impacted by Measure HLA, in addition to each street segment's Pavement Condition Index

I FURTHER MOVE that the Council instruct the CAO to report on the following:

- Funding sources to meet Measure HLA's mandate
- Impacts to the delivery of existing services that could occur as a result of Measure HLA's passage
- Impacts to the City's plan to prioritize critical hiring (CF 23-0600-S115)
- Litigation costs that could result from Measure HLA's private right of action clause

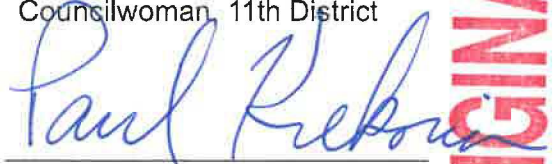
I FURTHER MOVE that the Council instruct the Bureau of Street Services, Department of Transportation and Bureau of Engineering, in consultation with the CAO, City Attorney, Fire Department and Police Department, to report on an implementation plan that would comply with Measure HLA and all applicable city, county and state fire and vehicle codes.

PRESENTED BY:



TRACI PARK
Councilwoman, 11th District

SECONDED BY:





ORIGINAL

Network Concept Maps

The following maps depict the modal priorities established by the Mobility Plan today. The Plan also recognizes that cities are dynamic and transportation systems may need to be modified over time. Therefore the networks described herein are identified as aspirational network concepts that do not require a plan amendment in order to be modified. While the network concepts are not part of a street's official designation any future changes would still need to comply with State planning law consistency requirements and therefore, meet the goals, objectives and policies of the Mobility Plan. Future projects to improve City right of ways for the enhanced networks, including selecting alternative streets, would be required to be reviewed under CEQA, including under CEQA Guidelines 15162 to determine if a subsequent or supplemental EIR would be required, or whether a completely new CEQA review and clearance would be required.

The Plan also recognizes that flexibility is needed in implementing all or portions of a street segment that may be on one or more of the networks. Given the many street types found throughout the City and the process by which cities evolve it is anticipated that future street improvements may not always fully realize the full design changes that have been conceived and/or articulated here.

For example, a street on the Transit Enhanced Network that was identified as being "comprehensive" - meaning that it might ultimately receive a full-time bus lane - might initially receive only a bus lane in the peak period. Or, a street identified as a Tier 1 Protected Bicycle Lane on the Bicycle Lane Network might ultimately be comprised of successive segments that could include a bicycle lane, a protected bicycle lane and even perhaps a short segment that includes a sharrow. The Plan is not intended as

a recipe book that must be followed to the letter but simply a preliminary roadmap to guide the City in making future multi-modal improvements that improve the overall safety of the City's streets while increasing Angelenos' access to multiple modal choices.

The street segments indicated on the Networks represent potential opportunities to connect major destinations, but they are not intended to represent the full range of street options that may be considered during the implementation phase. For example, while Westwood Boulevard is identified on the BEN as a plausible north-south means of connecting UCLA with designations to the south, parallel north-south corridors may be substituted to implement Westwood bicycle enhancements and provide an alternative connection to the citywide network, based upon more detailed operational studies and community engagement.

Map B – Transit Enhanced Network: The following map depicts a network of streets prioritized for transit. The Transit Enhanced Network is described in Policy 2.5 of this Plan and sample treatments are presented in the Complete Streets Design Guide. The Transit Enhanced Network covers approximately 300 miles throughout the City of Los Angeles.

Map C1-C5 – Neighborhood Enhanced Network: The following maps depict a network of approximately 800 miles of collector, local, and some arterial streets identified to provide a calm and safe environment for walking, biking, and circulation of slower moving modes. The Neighborhood Enhanced Network is described in Policy 2.4 of this Plan. Examples of treatments for Neighborhood Enhanced Network components are presented in the Complete Streets Design Guide.

Map D1 – D2 – Bicycle Enhanced Network and Bicycle Lane Network: The following maps depict a network of arterial streets and other rights-of-way prioritized for bicycle movement.

The Bicycle Enhanced Network is described in Policy 2.6 of this Plan. Segments of the Neighborhood Enhanced Network have been identified to provide gap closures to the protected bicycle lane system within the Bicycle Enhanced Network. Sample treatments are presented in the Complete Streets Design Guide. The Bicycle Enhanced Network consists of:

Bicycle Paths - Bicycle facilities outside of the roadway, such as the LA River bicycle path. Bicycle Paths cover approximately 150 miles.

Tier 1/ Protected Bicycle Lanes - Bicycle facilities on arterial roadways with physical separation. Protected Bicycle Lanes cover approximately 300 miles.

Neighborhood Enhanced Network - Bicycle facilities on neighborhood serving streets that provide connections within the protected bicycle lane system. Covers approximately 50 miles.

The Bicycle Lane Network consists of: Tier 2 and Tier 3 Bicycle Lanes - Bicycle facilities on arterial roadways with striped separation Tier 2 bicycle lanes consist of approximately 400 miles. Tier 3 bicycle lanes consist of approximately 200 miles of bikeways. Tier 2 bicycle lanes are more likely than Tier 3 bicycle lanes to be built by 2035.

Map E – Vehicle Enhanced Network: The following map depicts a network of streets prioritized for vehicular movement. The Vehicle Network is described in Policy 2.7 of this Plan. The