
Subj: Re: A Perfect Storm is brewing

Dear Mike,

If we can persuade you to request the removal of the bus lanes on Wilshire between Federal and Centinela from the bus lane project, we would be forever grateful. South Brentwood residents will suffer significantly from this project, and on their behalf I request that you reconsider inclusion of our portion.

Unlike the VA section, another lane cannot be added on the southbound side. Taking away one lane of traffic (1/3 of eastbound capacity in Wilshire) had a horrendous impact when bus lane trials were held during Bill Rosendahl's tenure. It will only be worse now that there is even more office space and the resulting additional traffic from Santa Monica.

The time savings for riders for the entire section from Centinela to Bonsall is estimated to be only 90 seconds, as Nancy pointed out. The huge impact on drivers traveling the section from Centinela to Federal far outweighs the insignificant benefit to bus riders.

I remember telling you about the City Council bus lane hearing when 9 of us from Brentwood requested omission of our tiny portion from the plan. We were called racists. One Councilmember shouted that we had Obama's cell phone number and that we didn't care how long it takes the people who clean our houses and take care of our children to get to our homes. I responded that we aren't racists, we are simply against gridlock.

Bill Rosendahl requested that this portion not be included in the project, but the councilmembers did not support his request to wait until all of the route can be done which would include Beverly Hills and Santa Monica.

Thankfully, we have a new council that may listen to an argument from you to at least postpone this part of the project.

I remember before you took office you said that you planned to get to know your colleagues and visit their districts and they yours. It appears to me that you have established a good rapport with them and possibly they would entertain revisiting the situation now if you requested it.

Your position on the Metro board offers you an excellent opportunity to argue for a pause if they have the final word.

You know I think you are doing a fantastic job and we do appreciate the time and attention you have paid to Brentwood.

Please help us avoid further gridlock and an unnecessary waste of money.

Thank you,

Marilyn Krell

President, South Brentwood Residents Association

In a message dated 6/14/2014 12:28:23 P.M. Pacific Daylight Time, gif165@gmail.com writes:

Dear Mike,

Below are two informative releases sent within this last week which is very disconcerting for the residents of the entire Westside.

In the case of the Wilshire bus lane, it is a needless project that if walked out by a human being, is 600 steps from Federal to Bonsall. I have actually done that and could not believe that millions of dollars of tax payer money would actually be spent for such silliness. The original project was to have taken bits of sidewalk from either side of Wilshire and make a bus lane. After Bonsall, the buses once again merge in to car traffic and with bus build up, will also cut off cars trying to go right on to the 405 on ramp. Looks good on paper, translates to ridiculous for the period of rush hour it is proposed to serve. I sympathize with the argument that bus riders are poor and tired and want to get home asap as they should. But, Marilyn and I tried that bus during rush hour and it made it through just fine because it is a ridiculously short segment.

As the plan became a reality, life is not perfect and it seems that the south sidewalk had an unknown federal law saying it cannot be used for some reason and all of the north sidewalk would have to be taken which involves extra costs to tear out planting on VA property, move the median 5' feet, etc. This is millions of dollars of money wasted to allow Zev his last hurrah as he leaves office. He pushed very hard through intimidation and power and now this silly money is also going to inconvenience our life another year by closing lanes, etc. This might save *90 seconds* of bus time. This is a self-serving attempt to say the bus lane goes from the ocean to downtown when it truly does not as there are several areas not participating that are of many more miles. This work has been announced to commence in **June/July 2014**.

The other announcement from a BHA announcement a few days ago, explains Sunset, hopelessly gridlocked for what seemed to be an almost finished DWP exercise, is now shown to be a huge project west to Bundy and **will also be ongoing during the Wilshire lane closures**.

Okay. DWP is necessary and if we can't move an inch on Sunset, at least there is Wilshire to go to. Oops...Wilshire is also going to be torn up at exactly the same time.

Mike, as I write this, I don't want to sound spoiled or entitled, but your residents and businesses are being put to a test that is truly calamitous. Having finally seen the light at the end of the tunnel on the 405 work but not yet realizing if it will even help traffic, these other projects show up and once again, the area is impossible to navigate. Yesterday San Vicente was backed up to Darlington with traffic trying to going east at **1:30 in the afternoon. Wilshire of course, was totally stopped. The blame game was going to the schools, but they have been out for a week.**

You are personally involved with Metro so I know you feel the bus lane is G-d like. But, interesting that when BCC tried years ago to show Metro that the Barrington to Federal section could **not** be done per their plans, they found out eventually that we **were correct** (after denying it) and now will stripe instead of take pedestrian sidewalks away.

There is no forethought by doing this VAWilshire location when you consider that the subway will be in this area some day and people will have to walk to it. If there is not sufficient parking, people will be approaching from all sides of Wilshire and need **more** sidewalks, not less. Cities around the globe praise wider and beautiful sidewalks. I don't have to get in to LA's, but when Metro makes a plan where ADA is not possible so to provide it, millions have to be spent wastefully, you know it is only to use pockets of money, not convenience for people.

If the bus lane can be reviewed and either done when the subway gets rolling or not at all, it would be a religious experience for travel on the Westside not to have it begin. We have now been given some relief with bicycle lanes, Expo (no parking to speak of so needing other way to get to stations) and the future subway. Why not reconsider this 600 human steps of Wilshire costing millions of dollars and gridlock for yet another year and sideline it. Or, if it is too sacred to Zev, at least try to postpone it so that the Westside can collectively catch our breath.

I hope you will accept my diatribe with good intentions in mind. It is my way of offering insight to a perfect storm in the near future. I would hope that there would **be no storm** and you will very seriously point out

to your colleagues what a bad decision this is to follow through as planned and help the Westside come up for air.

As always,
Nancy

BHA Announcement

The work that is being done on Sunset Blvd between Barrington Ave and Westgate Ave is for a new feeder circuit to increase system capacity specifically in the area, as well as providing more flexibility to reduce outage frequency and duration.

Our West LA conduit crew is currently working on the project to install 1000' of conduit and 1 vault. To date we have installed approx. 450' of conduit and the Vault (installed on June 7, 2014).

Due to the congestion and traffic concerns some of the related work inside the intersection at Barrington and Sunset needs to be completed during the weekends.

We have approx. 550 linear feet of conduit to install, however, all trenching and conduit work should be completed by July 15th.

Once the conduit is completed, the cable crews will begin removing obsolete cable and will be installing approximately 6,600 feet of 4.8kV high voltage feeder cable from the Distributing Station (DS) 135, located at Church & Sunset, down Sunset to Bundy Ave. This part of the infrastructure upgrade is estimated to be completed by the first week of October 2014."

Metro Announcement



Dear Friend :

The County of Los Angeles Department of Public Works would like to inform you

of the construction of a segment of the Wilshire Boulevard Bus Rapid Transit (Wilshire BRT) project in your neighborhood.

The Wilshire BRT is a 12.5 mile long project along Wilshire Boulevard from Valencia Street on the east to the Santa Monica City boundary on the west, which is intended to further improve bus passenger travel times and encourage a shift from automobile use to public transit. The County of Los Angeles, in partnership with the Los Angeles County Metropolitan Transportation Authority will be widening Wilshire Boulevard between Federal Avenue/San Vicente Boulevard to Bonsall Avenue to implement this segment of the Wilshire BRT project. **When completed, there will be a peak hour bus lane in the eastbound direction and an extended westbound right turn lane from Wilshire Boulevard to San Vicente Boulevard.** In addition, Wilshire Boulevard will be resurfaced, new street lights will be installed, and 43 new trees will be planted on the north side of Wilshire Boulevard from San Vicente Boulevard to Bonsall Avenue. This segment of the project is located within the County unincorporated area of West Los Angeles. Please see map on back of flyer for the construction limits. The cost for this segment of the project will be financed with County and Metro Grant funds.

During the various phases of construction work, **traffic lanes may be reduced to a minimum of two lanes in each direction during daytime hours and one lane in each direction during nighttime hours when nighttime work is required.** Traffic on Bonsall Avenue on- and off-ramps will be detoured while the two ramps are under construction.

Construction will start in June/July and will take approximately 7 months to complete. If you have any questions during construction, please contact Ginny Brideau, Construction Community Relations Manager at (213) 922-2500 or at info@wilshirebrt.com. For more information visit www.wilshirebrt.com.

Persons who are deaf or hard of hearing may make contact by first dialing the California Relay Service at 7-1-1.

PREPARED BY THE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

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ISSUED DATE: JUNE 2014

County of Los Angeles - Wilshire BRT
<http://www.wilshirebrt.com/>

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