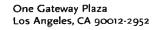
Appendix A

NOP and Comment Letters





213.922.2000 Tel metro.net

LOS ANGELES, COUNTY CLERK

NOTICE OF PREPARATION OF ORIGINAL FILED AN ENVIRONMENTAL IMPACT REPORT SEP 2 3 2009

DATE:September 23, 2009TO:Agencies, Organizations, and Interested PartiesSUBJECT:Notice of Preparation of an Environmental Impact ReportPROJECT TITLE:Wilshire Bus Rapid Transit (BRT) Project

Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The City of Los Angeles and County of Los Angeles are the responsible agencies as they have discretionary approval power over the project. The EIR's purpose is to evaluate the social, economic, and environmental issues associated with the proposed improvements included in the Wilshire BRT Project within the Wilshire Boulevard Corridor. In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) will be prepared as a joint document with the EIR. The Federal Transit Administration (FTA) is the lead agency for the EA.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that Metro plans to prepare a Draft EIR (DEIR) and to request input on the environmental analysis to be performed. From public agencies, we are requesting comments on the scope and content of the environmental information, which is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

PROJECT HISTORY: In November 2008, four community meetings were conducted by Metro and the Los Angeles Department of Transportation (LADOT) to present the proposed project to the community. During those meetings, the community was informed of the preparation of a joint document, consisting of an Initial Study/Environmental Assessment (IS/EA) to meet State and Federal environmental requirements. Since that time, Metro and LADOT have been preparing technical studies to assess the feasibility of implementing the proposed project. Upon further evaluation, it has been determined that the proposed project could potentially have some significant impacts that were not originally anticipated. Consequently, an EIR is now the appropriate document for the proposed project.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The project is along a corridor of Wilshire Boulevard between Valencia Street to the east (west of the I-110 Freeway) and Centinela Avenue to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. A majority of the project falls within the mid-western area of the City of Los Angeles and includes 9.6 miles of peak period curbside bus lanes. A small portion of the project, between Sepulveda Boulevard and Federal Avenue (approximately 0.6 mile), near the Veterans Administration facilities, is within Los Angeles County jurisdiction. The Wilshire corridor is a densely populated, highly developed inner urban region with extensive commercial and nearby residential uses. Regional access to the Wilshire corridor is provided by a large number of intersecting streets, including Alvarado Street, Hoover Street, Vermont Avenue, Western Avenue, Crenshaw Boulevard, Highland Avenue, La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, La Cienega Boulevard, Robertson Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, Westwood Boulevard, Sepulveda Boulevard, the San Diego Freeway (Interstate 405), Barrington Avenue, Bundy Avenue, and Centinela Avenue.

PURPOSE AND NEED FOR THE PROJECT: Wilshire Boulevard is the most heavily used bus corridor in the County of Los Angeles, with approximately 93,000 transit boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

PROJECT DESCRIPTION: A number of general improvements are required as part of the proposed project. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to peak period bus lanes in each direction; upgrade of the existing transit signal priority system; street widening and/or street reconstruction in select areas; and installation of traffic/transit signage and pavement markings, as necessary. Most of the existing curb lanes in the City of Los Angeles would be "converted" to bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. Upgrades to the transit signal priority system would also be implemented, including the following: (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in the maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. The Los Angeles County project components include the extension of the eastbound left turn pocket at Sepulveda Boulevard and street widening and restriping between Federal Avenue and Bonsall Avenue to add an eastbound peak period bus lane.

PROBABLE ENVIRONMENTAL EFFECTS: The following topics will be included for evaluation in the EIR/EA: Air Quality, Cultural Resources, Land Use, Noise, Transportation/Circulation, and Growth-Inducing Impacts.

ALTERNATIVES: In addition to the proposed project, four alternatives, including the No Project Alternative and three build alternatives, will be identified in the EIR. One of the three build alternatives will be studied at the same level of detail as the proposed project. This build alternative would be similar to the proposed project with the following exceptions: (1) the alignment would extend from S. Park View Street on the east to Centinela Avenue on the west (excluding the City of Beverly Hills) and include only 8.87 miles of peak period curbside bus lanes; (2) the existing "jut-outs" on the north and south sides of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue would be retained, and the existing curbside traffic lane would be converted to a bus lane in each direction; and (3) the portion of Wilshire Boulevard between Sepulveda Boulevard and just west of Gayley Avenue would be excluded from the project to avoid potential conflicts with the I-405 on-/off-ramp traffic. Wilshire BRT Project NOP Page 3

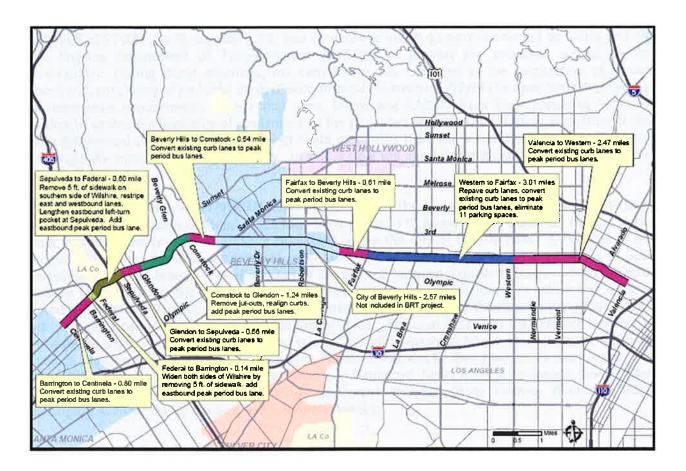
SCOPING MEETINGS: Four public scoping meetings will be held for the project. Information regarding the Wilshire BRT project presented at these meetings will be identical.

Monday, October 5, 2009 6:00 p.m. Felicia Mahood Center 11338 Santa Monica Boulevard Los Angeles, CA 90025

Wednesday, October 7, 2009, 6:00 p.m. Wilshire United Methodist Church 4350 Wilshire Boulevard Los Angeles, CA 90010 Thursday, October 8, 2009, 6:00 p.m. Westwood Presbyterian Church 10822 Wilshire Boulevard Los Angeles, CA 90024

Tuesday, October 13, 2009, 6:00 p.m. Good Samaritan Hospital Moseley-Salvatori Conference Room 637 Lucas Avenue Los Angeles, CA 90017

AGENCY RESPONSE TO THIS NOP: Written responses and comments will be accepted until October 23, 2009. Please send written comments to Martha Butler, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012. Your comments may also be sent by email to <u>wilshirebrt@metro.net</u> (Please include the name of the project in the subject heading.). Or you may call the Wilshire BRT Project hotline number at (213) 922-2500 and leave a message.



Los Angeles County Registrar / Recorder 12400 Imperial Highway, Norwalk, CA (800)201-8999

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Business Filings

NORWALK

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Comment Letters

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Neighborhood/Co Sandy Brown	r r		1	1	1	1	V	V		V	V	V	V	v	v		V	V	V	V			~		V			V				V	V			,	-			Discuss impacts on Wilshire from removal
(Holmby- Westwood Property Owners Association)	x	Х	X	X	X	X	X	X		x	X	X	Х	X	X		Х	X	х	X	ĸ	XX			~			x				X	X						of lii 20 ha	of the I-405 off ramp at Montana. Would ke all impacts discussed starting 2012, not 020. Explain how bus lane improvements have been integrated with future mprovements to the 405.
Jerome Brown (The Diplomat Condominium Association)	х	Х	Х	X	Х	X						X		Х			Х		X	x						Х		x			X	X	X		Х				La re	ack of north/south transit modes will estrict car users from switching to busses. Believes restriping could be completed first.
Jan Reichmann (Comstock Hills Homeowners Association)			х	X						Х										X X	K X											Х								
Raymond Yashoufar (The Grand HOA)				Х						×	(Х		Х			Х	Х									Х			X	X							
Ten Five Sixty Wilshire Condominium Association				X						Х				Х						X												X								
Mike Eveloff (Tract No. 7260 Association)	х	Х	Х	X	X			Х		X X	x	X	Х			Х	Х	X		X X	x x				Х			Х		×	x		X						R	eview interaction with the ATCS system. Requests full compliance with NEPA if ederal funds are used.
Raymond Klein (Brentwood Community Council)	x	Х	X		X		X	X				X		X	X													X	>	x x	x								th ea th du	Analyze the benefits and adverse impacts if the dedicated bus lane were to end at the sast end of Beverly Hills. Study alternative that implements a bus lane westbound luring morning rush hour and eastbound luring the evening rush hour only.
Robert Leich (Crown Towers HOA)				Х								Х					Х			Х				x								х								

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John Gresham (Wilshire Homeowner's Alliance)																																									X	Park Mile Specific Plan Area is an appropriate 1.4 mile stretch to test dedicated bus lanes. Would not like a station at Wilshire and Bronson-Lorraine (Crenshaw).
Individuals/Reside	nts/Bı	isiness	s Own	ers											· · ·						·																					
Harold Katz			Х	Х			Х			х х	X			Х		Х													Х						Х							
Miguel Ojeda									Х				Х																													Would like to see extension of subway and purple line to the ocean.
Zach Herries														_				+																		Х					Х	
Sunyoung Yang																																				Х						
Barbara Broide																																										Asks for better coordination between the various transit projects' meetings.
Ronni Cobern-				Х								Х								Х															Х							
Basis Nathan Lothrop																						+														X						Would like to know when the EIA is
Allison Mannos	Х											X		-	+			+			\vdash			+					$\left \right $					-+		+	$\left \right $				Y	complete. Prefers full-time bus only lane.
Helene Smookler																					\vdash			+					+							X			-			Would like to be notified about availability
																																										of project EA.
Alex Shams														_																						-				Х	Х	Prefers full-time bus only lane.
John Olchak														_	+			+																		_			_			Blank email.
Ryan Snyder											_			_				+					_																	X	X	
John H. Welborne													Х																												X	Supports implementation of the project in the Park Mile portion of Wilshire.
Carlos Lopez																									Х																	Asks for more time on microphone.
Jean Bushnell				Х			Х			х	Х			Х						Х														Х	Х							
Linda Kaufman			Х	Х							Х																							Х								
Robert Scott			Х							х										Х														Х								
Sally Suchil											Х	Х				Х				Х														Х								
Sonia Solbes- Golstein									X	Х																								Х								Would like to see additional bus lanes from downtown to Santa Monica.

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Anonymous																																									Would like to know where these people live.
Caroline Spencer	Х									х										Х)	<																			Would like to see bus routes running north/south not just east/west.
Ira Cohen	Х							Х																																	Would prefer to see a subway built.
Roxane Stern										Х																														Х	
William Morris				Х								ХХ		Х		Х				Х									Х				Х								
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	cern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	ct on automobile travel times/increased idling and congestion lead to more noise air quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1) Encourage mass transit/light rail/alternative modes of transportation (Channeer 1.3. Section 4.1)	Culapters 1, 2, section 4.1) Project will create more traffic in neighborhood (Section 4.1)		Cut-through/neignborhood impacts/more gridlock (Section 4.1) Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	Concern regarding road degradation/recommend use of concrete bus lanes for less maintenance	Describe parking Impacts/loss of parking spaces (Section 4.1)	Describe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	More stress, noise, pollution, and speeding vehicles/reduced quality of life (Sections 4.4)	Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	ern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; hastith cefeav concorne (servion 6 s)	impact of project on cyclists and use of bus lane should be evaluated	/churches/increased health risks to child	/reaso	ncerns regaraing segmentation of the project scribe requirements for federal funding/project funding questions (Chapter 1, 2)	llars	id use impacts/change in neighborhood character/ consistency with community and cific plans/growth inducing impacts (Section 4.5. 6.4)	widen			ct impacts to traffic on north/south and east/west streets (Section 4.1)	Would like to retain jut-outs Area west of the 405 freeway should be studied separately (Section 4.1)		is to segments and intersections on adjacent roadways section 4.1)	shoul	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	notification list/project up	ribe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house	ss. (Section 4.2) ct will reduce consection and bus travel time/improve reliability (Chanter 2)	will help spur other BOLs throughout other major streets in LA	Support the project	
Commentor	Conce	Discus car us	Impact and air	Less a	Conce demo	Discus Westv	Descri use of auto t	Encou	Projec	Projec	Conce	Conce maint	Descri	Descr	More (Secti	Impac reside	Conce	Conce	Increa	Impac	Impac	Descri	Descri	Waste	Land u specif	Conce	Reque	bypas	Projec	Would Area	Discus	Discus and w	Scope	Conce lane r	Reque	Descri	Projec	gasses. Proiect	Projec	Suppc	Other Comments
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Commentor	Inticipated increase	existing and anticipa çe (Chapter 2.0; Secti	obile travel times/increase oblems (Sections 4.2, 4.4)	to businesses and homes/	Concern/more info regarding results of past demonstrations	Discuss changes in data assumptions for bus Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking str	Encourage mass transit/light rail/alternative (Chapters 1, 2; Section 4.1)	Project will create more traffic in neighborhood (Section 4.1) Project will increase accident rate	Cut-through/neighborhood impacts/more g Concerns regarding Santa Monica and/or Be	Concern regarding road degradation/recom	maintenance Describe parking Impacts/loss of parking spaces (Section	Describe impacts to traffic at Pico/Olympic/	More stress, noise, pollution, and speeding (Sections 4.4)	Impacts to air quality, noise and vibration f residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of proj	Concern regarding impacts to property valu	Increased risk to children, elderly, pedestria health/safety concerns (Section 6.5)	Impact of project on cyclists and use of bus lane	Impact to schools/churches/increased health risks	Describe impacts of/reasoning behind project alternatives (Chapter 5) Concerns regarding segmentation of the project	Describe requirements for federal funding/proj		Land use impacts/change in neighborhood c specific plans/growth inducing impacts (Sec	ening/remova	Request that center lanes and stations/ ded bypass lane be evaluated	Project impacts to traffic on north/south an	Would like to retain jut-outs	ea west of the 405 freeway	ccess to the 405 to segments an	on 4.1) ould exclude Westw	n regarding project elements such a	/sign	Request to be added to notification list/pro	Describe mitigation measures for p	Project will help to increase transit gasses. (Section 4.2)	Project will reduce congestion and bus trav	Support the project		Other Comments
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Commentor	Concern regardin	Discuss existing and car usage (Chapter 3	Impact on autom and air quality pr	Less accessibility	demonstrations	Discuss changes i Westwood since	Describe existing use of auto lanes auto travel times	Discuss availability and need for	Encourage mass t (Chapters 1, 2; Se	Project will creat	Project will increase	Concerns regardi	Concern regardir maintenance	Describe parking	Describe impacts	More stress, nois (Sections 4.4)	Impacts to air qu	2	2	Concern regardin	Increased risk to health/safety cor	Impact of project	Impact to schools	Describe impacts of/rea Concerns regarding segr	Describe requirer	Waste of tax dollars	Land use impacts/ch	specific plans/gro Concern about st	Request that cen	bypass lane be evaluated	Project impacts to traffi	Would like to retain	ea we	 Discuss impact on Discuss LOS impact 	est of /	Scope of the project	concern regarang proj lane removal/restriping	Request to be ad	Describe mitigati	Project will help to incre gasses. (Section 4.2)	Project will reduce	Project will help	Support the project	Other Comments
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	ted increase in bus ridership (Chapter 2.0; Section 4.1)	ated ridership in each segment /compare bus ridership to tion 4.1)	travel times/increased idling and congestion lead to more noise ms (Sections 4.2, 4.4)	ses and homes/ reduced emergency access (Section 6.5)	ng results of past trial bus runs/results of test	sumptions for bus delays/bus speeds/auto speeds in (Section 4.1)	pated bus operations such as increase in bus speeds/bus forcement measures/ number of buses/change in bus and 1.1)	et for parking structures/park ride lots (Section 4.1)	rt rail/alternative modes of transportation	ffic in neighborhood (Section 4.1)	it rate	e gridlock (Section 4.1) Beverly Hills not participating (Section XX)	ommend use of concrete bus lanes for less		spaces (Section 4.1)	nset (Section 4.1)	n, and speeding vehicles/reduced quality of life	and vibration from more busses/busses running closer to	aesthetic impacts of project (Section 4.6)	property values	iderly, pedestrians, cyclists, pets, neighborhood;	cton 6.5) s and use of bus lane should be evaluated	to children (Section 6.5)	behind project alternatives (Chapter S)	the project adias/arciact funding aussetions (Chanter 1-2)		n neighborhood character/ consistency with community and	s (Section 4.5, 6.4) ral of sidewalks	and stations/ dedicated bite lanes/shared bus-bike and bike		n north/south and east/west streets (Section 4.1)		hould be studied separately (Section 4.1)	405 freeway/bottlenecking at 405 (Section 4.1)	sections on adjacent roadways (westwood	wood residential corridor/condo canyon area	lements such as sidewalk, jut-out (tree), median, and auto nal priority timing (Chapter 2)	ification list/project updates	res for parking, traffic/traffic management (Section 4.1)	e transit use and reduce air pollution and green house	ion and bus travel time/improve reliability (Chapter 2)	ghout				
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Jean Francis Blanchette													_																				Ì				-			Х			Х			
Jonathan Bahena																																								Х	X		х	Project would help i	nany students.	
Adela Garcia																																								Х	Х		Х			
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Juan Javier Odolfo																																				x		Х		
Francisca Porchas (Bus Riders Union)																												Х				;	x				>	(X	0 V	Does not support alternatives that exclude 0.3 mile section from Sepulveda to /eteran/Gayley Ave. or the 0.7 mile section rom S. Park View to Valencia.
Erin Steva																																						X		submitting letters in support of the project.
(Calpirg) Blake Fan									+		_								\vdash			\vdash														,	x		x	
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Diana Cignoni																																_							Х		Х	
Scott Kim																																_							Х		Х	
Firoz Rahasman				_																																			Х		Х	
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	inticipated increase in bus ridership (Chapter 2.0; Section 4.1)	anticipated ridership in each segment /compare bus 2.0; Section 4.1)	lobile travel times/increased idling and congestion lead to mor oblems (Sections 4.2, 4.4)	sibility to businesses and homes/ reduced emergency access (Section 6.5) one info reserving results of mast trial hus runs/results of tast		Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	d bus operations such as increase in bus s ment measures/ number of buses/change	ing structures/pai	ortation	iore traffic in neighborhood (Section 4.1) accident rate	orhood impacts/more gridlock (Section 4.1)	Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	ing road degradation/recommend use of concrete bus lanes for less	g Impacts/loss of parking spaces (Section 4.1)	impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	se, pollution, and speeding vehicles/reduced quality of life	quality, noise and vibration from more busses/busses running closer to ions 4.2, 4.4)	ng aesthetic impacts of project (Section 4.6)	ng impacts to property values	to children, elderly, pedestrians, cyclists, pets, neighborhood;	concerns (section e.s) ect on cyclists and use of bus lane should be evaluated	/churches/increased health risks to children (Section 6.5)	soning behind project alternatives (Chapter 5)	ct funding questions (Chapter 1, 2)		nd use impacts/change in neighborhood character/ consistency with community and ecific plans/growth inducing impacts (Section 4.5, 6.4)	t widening/removal of sidewalks	dicated bike lanes/shared bus-bike and bike	n north/south and east/west streets (Section 4.1)		Would like to retain jut-outs Area west of the 405 freeway should be studied separately (Section 4.1)	on 4.1)	o segments and intersections on adjacent roadways (Westwood tion 4.1)	project should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	be added to notification list/project updates	nitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gasses. (Section 4.2)	will reduce congestion and bus travel time/improve reliability (Chapter 2)	ir other BOLs throughout	e project	
Commentor Joe Walker	Concern re	Discuss existing and car usage (Chapter 2	Impact on a and air qua	Less accessibility Concern/more in	demonstrations	Discuss cha Westwood	Describe ex use of auto auto travel	Discuss ava	Encourage (Chapters 1	Project will create m Project will increase	Cut-through/n	Concerns re	Concern regard maintenance	Describe pa	Describe in	More stress, noi (Sections 4.4)	Impacts to air o residents (Sect	Concern regardi	Concern regard	Increased risk	Impact of project	Impact to s	Describe in Concerns re	Describe re	Waste of tax dollars	Land use in specific pla	Concern ab	Request the	bypass lane Project imp		Would like Area west o	Discuss imp	Discuss LOS impacts t and west of 405) (Sec	Scope of the	Concern re lane remov	Request to	Describe m	× Project will gasses. (See	Project will	Project will	× Support the project	Other Comments
Genaro Peroval																																						X	x		X	
Alexis Torres																																						X			X	
Agnes Calderon																																						Х	Х		Х	
Keenan Thomas																																						Х	Х		Х	
Priscilla Rodriguez																																						Х	Х		Х	
Carlos Vazquez														_														_										Х			Х	
Jose Barrera														_														_										X			X	
Jose Ordoñez																																						X			X	
Laura Leonardo																											_											X X			X X	
Jose Luis Vargas Leonardo	+																	-						_				-										<u>х</u>	х		X	
Villanueva																																						^	^		^	
Francisco Juárez																																						Х			Х	
Silvia Martinez																																						Х	Х		Х	
Charles Stam																																						Х			Х	
Victor Garcia																																						Х				Would like to see more buses during peak hours.
Rosalia Sosa	+												1																									Х	1		х	
Fernando								1																												1		Х	Х		X	
Hernandez																																										
Oscar Eurgar																															$ \downarrow \downarrow$							Х	<u> </u>		Х	
Pearl Moran																																						Х				Would like to see north/south bus routes as well as east/west.
Ana Perez																																						Х	1		х	
Michelle	1 1												1				1									1												Х	Х		X	
Mark Burns	11																																					Х	1		Х	
Miriam Morgado																																						Х	Х		Х	
Marco Rodriguez																																						Х			Х	
Manuela																																						Х			Х	
Tlatenchi																																										

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Jason B. Yessica Gonzalez										+										-																		X X	X		X X	
Zachary Campbell																				_												_						<u>х</u>	X		X	
Jonathan Hughes																																						X	X		X	
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Fischbach																																						~			^	
Santana Escobar																																						Х	Х		Х	
Ramon Avila																																						Х	Х		Х	
Zoila Perez																																						Х	Х		Х	
Scarlet Yang																																						Х			Х	
Adrian T.B.																																						Х	Х		Х	
Lilian Alonzo																																						Х			Х	
Marta Garcia	_		+																	_				_								_						Х			Х	
Gladis Aviles	_		+														_							_														X			Х	
Graciela Elizondo								~		$\left \right $										_				_	-				+			_				$\left \right $		X			X	
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Mercedes Garcia																																						Х			Х	
Diego Sanchez																																						Х	Х		Х	
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Commentor	inticipated increase in bus ridership (Chapter 2.0; Section 4.1)	existing and anticipated ridership in each segment /compare bus ridershi je (Chapter 2.0; Section 4.1)	lobile travel times/increased idling and congestion lead to mor oblems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travol times (Section 4.1)	auto travel times (section 4.1) Discuss availability and need for parking structures/park ride lots (Section 4.1)	 Encourage mass transit/light rail/alternative modes of transportation (Chapters 1, 2; Section 4.1) 	hborhood (Section 4.1)	rease accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1) Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	anes for less		Describe parking impacts/loss of parking spaces (Section 4.1) Describe immede at brotis at Disc (Alumnis (Caste Manita (Current Continu 4.1)	impacts to traine at the optimized and a momenta momenta burnet (action at 1) is seen in the second at 1) is set in the second at 1) is second at 1) is set in the second at 1) is second at 1) is set in the second at 1) is seco		Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood;	concerns (Section 6.5) ect on cyclists and use of bus lane should be evaluated	/churches/increased health risks to children (Section 6.5)	natives (Chapter 5)		Describe requirements for federal funding/project funding questions (Chapter 1, 2) Waste of tay dollars	anse in neishborhood character/ consistency with community and	ction 4.5, 6.4)	ening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	on north/south and east/west streets (Section 4.1)	Would like to retain jut-outs	est of the 405 freeway should be studied separately (Section 4.1)	:ess to the 405 freeway/bottlenecking at 405 (Section 4.1)	Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	ould exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	Request to be added to notification list/project updates	Describe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gases. (Section 4.2)	Project will reduce congestion and bus travel time/improve reliability (Chapter 2)	ir other BOLs throughout	Support the project	Other Comments
Pat O'Connor																																								X			X	
John Walsh Shirley Collins									_														-								_									X	v		X	
David Melendez																						_																		X	X		X X	
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Floridalma																						_																		X	^ X		X	
Mario Torres																																								X	~		X	
Jacqueline Wilson																																								X			X	
Maria Matias																																								X	х		X	
Khai Nguyen																																								X	~		X	
Edward																																								X				Project will help to reduce accidents.
Julio Hernandez																																								Х			Х	
Mauricio de la					1	ł	1																																	Х			Х	
Cruz																																												
Thomas Herron							-																																	Х	Х	<u> </u>	Х	
Joe Wallace																																						<u> </u>		X	Х		Х	
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Teresa Serda											$\left \right $																													X			X	
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Mariana Esquer							1																		-+													1		X	X		X	
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	inticipated increase in bus ridership (Chapter 2.0; Section 4.1)	; and anticipated ridership in each segment /compare bus ridershi bter 2.0; Section 4.1)	obile travel times/increased idling and congestion lead to mor oblems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	ast trial bus runs/results of t	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1) Encourage mass transit/light rail/alternative modes of transportation	od (Section 4.1)	rease accident rate	eighborhood impacts/more gridlock (Section 4.1) ding Santa Monica and/or Beverly Hills not participating (Section XX)	ding road degradation/recommend use of concrete bus lanes for less	ig Impacts/loss of parking spaces (Section 4.1)	impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	oise, pollution, and speeding vehicles/reduced quality of life	quality, noise and vibration from more busses/busses running closer to ions 4.2, 4.4)	ern regarding aesthetic impacts of project (Section 4.6)	ng impacts to property values	to children, elderly, pedestrians, cyclists, pets, neighborhood; concerns (Section 6, 5)	concerns (perclion or 2) ect on cyclists and use of bus lane should be evaluated	, /churches/increased health risks to children (Section 6.5)	/reasoning behind project alternatives (Chapter 5)	ling segmentation of the project ements for federal funding voroiect funding auestions (Chapter 1.2)	dollars	acts/change in neighborhood character/ consistency with community and	inducing impacts (Section 4.5, 6.4) widening/removal of sidewalks	dicated bike lanes/shared bus-bike and bike	valuated	ts to traffic on north/south and east/west streets (Section 4.1)	Would like to retain jut-outs Area west of the 405 freeway should be studied separately (Section 4.1)	n access to the 405 freeway/bottlenecking at 405 (Section 4.1)	Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	to be added to notification list/project updates	mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gasses. (Section 4.2)	will reduce congestion and bus travel time/improve reliability (Chapter 2)	Ir other BOLs throughout	Support the project	
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Commentor	Con	อี ซิ	a a	Ĕ	ဗို ငိ	ĕŠ	aui	ة <u>ا</u> قَ	P Z	Pr	8	a C	De	De	M. (Se	res Les	S	<u>၂</u> ၂၃	un Die	1	<u></u>	De 0	<u>s</u> a	í š	La 1	<u>ଟ</u> ଓ	Re	À à	<u>ة</u> [Š Š	Dis	aŭ	Scc	lar C	Re	De) ă	Proj		Other Comments
Anthony Moreno	+ +									+ +							+			_	+					+	+			+							X	X		X	
Olavo Michel Alvaro	+									+											+			_						+							X X	X		X X	
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Juana Martinez	+ +									+		_				+	+	+		+	+			+		+	+			+		\rightarrow		+	+	$\left - \right $	<u>х</u>	X		×	
Maria Hernandez										+						1	+				+			+			+					\rightarrow					X	X		X	
Jorge Flores										+						1					\uparrow																X	X		X	
Silvano Diaz							1									1	1										1					\rightarrow					X	X	1	X	
David Ortiz	\uparrow									+						1					\uparrow													1			X			X	
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Oreste Diaz																																					Х			Х	
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Marcos Fuentes																																					Х			Х	
Luz Velasco										+					ļ	<u> </u>														\parallel				<u> </u>			Х			Х	
Blanca Peña										+		_									\parallel			_						+							Х	Х	<u> </u>	Х	
Jen Hwang																																					Х	Х			Project will also help reduce congestion at nearby intersections/lanes/etc.
Drusus Pollini																					\square																Х			Х	
Iris Fung																																					Х			Х	
Emile Istovelle																																					Х			Х	
Laila Ekboir																																					Х	Х		Х	
Mitch Graw															<u> </u>	<u> </u>																					Х			Х	
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Brian Gray										+					ļ	<u> </u>					\parallel													<u> </u>			Х			Х	
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Keith Yamashita																																					Х			Х	Page 10

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		ship (Chapter 2.0; Section 4.1)	sgment /compare bus ridership to	and congest	d emergency access (Section 6.5)	is runs/results of test	s/bus speeds/auto speeds in	such as increase in bus speeds/bus number of buses/change in bus and	parking structures/park ride lots (Section 4.1) /alternative modes of transportation	ction 4.1)	(Section 4.1)	Beverly Hills not participating (Section XX)	use of concrete bus lanes for less	sction 4.1)	onica/sum reduced q	tra hussas/hussas running closar to	Summer cocono lo	tion 4.6)		ists, pets, neighborhood;	d be evaluated	to children (Section 6.5) natives (Chapter 5)	liatives (cliapter 3)	funding questions (Chapter 1, 2)	er/ consistency with community and	3	ks bike lanes/shared bus-bike and bike		west streets (Section 4.1)			:necking at 405 (Section 4.1) on adjacent roadways (Westwood	dential corridor/condo canyon area	alk, jut-out (tree), median, and auto pter 2)	lates	affic management (Section 4.1)	air pollution and green house	improve reliability (Chapter 2)	r streets in		
Comme	ntor	icern regarding anticipated increase in	Discuss existing and anticipated ridership in each se car usage (Chapter 2.0; Section 4.1)	act on automobile travel times/increa air quality problems (Sections 4.2, 4.4	Less accessibility to businesses and homes/ reduced	ast 1	Discuss changes in data assumptions for bus delay: Westwood since 2001 FEIR (Section 4.1)		Discuss availability and need for parking structures. Encourage mass transity/light rail/alternative mode: (Chapters 1, 2; Section 4.1)		Project will increase accident rate Cut-through/neighborhood impacts/more gridlock (See	Concerns regarding Santa Monica and/or Beverly H	Concern regarding road degradation/recommend use maintenance	Describe parking impacts/loss of parking spaces (Section	cribe impacts to trainclat Flov/Olymp restress, noise, pollution, and speedir		tions 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cycl health/safety concerns (Section 6.5)	clists and use of bu	Impact to schools/churches/increased health risks Describe impacts of/reasoning behind project alter	Concerns regarding segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	aste of tax dollars nd use immacts (chanse in neishhorhood chara	ction /	Concern about street widening/removal of sidewal Request that center lanes and stations/ dedicated l	q	Project impacts to traffic on north/south and east/	uts	ea west of the 405 freeway should be studied	Discuss impact on access to the 405 freeway/bottle Discuss LOS impacts to segments and intersections	and west of 405) (Section 4.1) Scope of the project should exclude Westwood resi	Concern regarding project elements such as sidewa lane removal/restriping/signal priority timing (Chaı	Request to be added to notification list/project upc	Describe mitigation measures for parking, traffic/tr	Project will help to increase transit use and reduce	gasses. (section 4.2) Project will reduce congestion and bus travel time/impro	ir other BOLs throughout other	Support the project	Other Comments
Rachel F	infer																																				Х			Х	Project will make Wilshire more bike- friendly.
Angela H	luang																																				Х			Х	
Kazuma																																					Х			Х	
Kazeyam Alex Stev																														_	_				_		Х			Х	
Carina Li																																					X			X	
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Pablo Pe	rez																																				Х			Х	
Griselda	Diaz																																				Х			Х	
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	Gutierrez	2																																				Х		Х	
Tyler Kn																																						Х		Х	
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	2.0; Section 4.1)	. /compare bus ridership to	congestion lead to more noise	gency access (Section 6.5)	/results of test	peeds/auto speeds in	increase in bus speeds/bus of buses/change in bus and	ide lots (Section 4.1)	nsportation	(1,	n 4.1)		concrete bus lanes for less	4.1)	/Sunset (Section 4.1)	ced quairty of life	ses/busses running closer to	(9		ts, neighborhood;		children (Section 6.5)	(Luapter 5)	g questions (Chapter 1, 2)		sistency with community and		es/shared bus-bike and bike	reets (Section 4.1)		separately (Section 4.1)	405 (Section 4.1)	acent roadways (Westw	_	out (tree), median, and auto		anagement (Section 4.1)	lution and green house	ve reliability (Chapter 2)	streets in LA		
Commentor	Concern regarding anticipated increase in bus ridership (Chapter	Discuss existing and anticipated ridership in each segment car usage (Chapter 2.0; Section 4.1)	Impact on automobile travel times/increased idling and co and air quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emerg	Concern/more info regarding results of past trial bus runs/ demonstrations	Discuss changes in data assumptions for bus delays/bus sp Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as in use of auto lanes/speed enforcement measures/ number o auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1)	tic au	Project will create more traffic in neighborhood (Section 4.1) Deviced will increase accident rate	rroject will link ease accurate rate Cut-through/neighborhood impacts/more gridlock (Section	Concerns regarding Santa Monica and/or Beverly Hills not	Concern regarding road degradation/recommend use of cumaintenance	scribe parking Impacts/loss of parking spaces (Section	Describe impacts to traffic at Pico/Olympic/Santa Monica/ More stress noise mollution and smarting orbitles/reduc	More stress, noise, poilution, and speeding venicles/reduc (Sections 4.4)	Impacts to air quality, noise and vibration from more buss residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pet health/safety concerns (Section 6.5)	on	churches/increased health risks to	Describe impacts or/reasoning permind project alternatives Concerns regarding segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	llars	Land use impacts/change in neighborhood character/ cons specific plans/growth inducing impacts (Section 4.5, 6.4)	Concern about street widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lane bypass lane be evaluated	Project impacts to traffic on north/south and east/west str	Would like to retain jut-outs	of the 405 freeway should be studied	ess to the 405 freeway/bottlenec	s LOS impacts to segments and intersections on est of 405) (Section 4.1)	ould exclude Westwood res	Concern regarding project elements such as sidewalk, jut-c lane removal/restriping/signal priority timing (Chapter 2)	Request to be added to notification list/project updates	Describe mitigation measures for parking, traffic/traffic m	Project will help to increase transit use and reduce air poll gasses. (Section 4.2)	Project will reduce congestion and bus travel time/improv	Project will help spur other BOLs throughout other major s	Support the project	Other Comments
Natalie Poston																																							Х		Х	
Cristina Quiñones														_								_	_									_							X		X	
Bryan Tucker Laura Simanonok																						_																	X X		X X	
Selly (unclear)pg.																																							X		^ X	
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Jordan Brady																																							Х		Х	
Isis Enriquez																																							Х		Х	
Margaret Howe																																							Х		Х	
Cameron Quinn																																							Х		Х	
Natasha																																							Х		Х	
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Unclear pg. 22	+								+		-	+		+				+	$\left \right $		\vdash	+	+				$\left \right $		+	\rightarrow						+	-+		X		X	
Erez Miller								\square						-								+	+				$\left \right $			\rightarrow						+			X		X	
Carla Orendorff																																							X		X	
Elsa Dannerstedt					1							1	1	1																									Х		Х	
Deniz Askin																																							Х		Х	
Eric Nissen																																							Х		Х	
Avery Roper																																							Х		Х	
Bharath																																							Х		Х	
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James Acosta																																							Х		Х	

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	inticipated increase in bus ridership (Chapter 2.0; Section 4.1)	existing and anticipa ge (Chapter 2.0; Secti	obile travel times/increased idling and congestion lead to mor oblems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)		ortation	Project will create more traffic in neighborhood (Section 4.1) Project will increase accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1) Concerns resarding Santa Monica and/or Beverly Hills not participating (Section XX)	ion/recommend use of concrete bus lanes for less	e Imnacts/Ioss of narking snarges (Sertion 4.1)	a/Sunset (Section 4.1)		Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	ding aesthetic impacts of project (Section 4.6)	ding impacts to property values	to children, elderly, pedestrians, cyclists, pets, neighborhood;	cerns (Section 6.5)	impact or project on cyclists and use or bus lane should be evaluated Impact to schools/churches/increased health risks to children (Section 6.5)	natives (Chapter 5)	ling segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	acts/change in neighborhood character/ consistency with community and	inducing impacts (Section 4.5, 6.4) widenine/removal of sidewalks	ening/removal or staewarks and stations/ dedicated bike lanes/shared bus-bike and bike	בם מות אמנוטואל הבתנימובת שוני ומובאל אומיבת מהי שונים שונים שונים שונים ביום שונים ביום שונים ביום שונים ביום סוג	is to traffic on north/south and east/west streets (Section 4.1)		Discuss impact on access to the 405 freeway/bottlenecking at 405 (Section 4.1)	ts to segments and intersections on adjacent roadways (Westwood	ction 4.1) should exclude Westwood residential corridor/condo canyon area	n regarding project elements such as sidewalk, jut-out (tree), median, and auto moval/restriping/signal priority timing (Chapter 2)	notification list/project updates	scribe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house	gasses, (section 4.2) Project will reduce congestion and bus travel time/improve reliability (Chapter 2)	will help spur other BOLs throughout	Support the project	
Commentor	Con	Disc	and	Less	Condem	Disc Wes	Deso use auto	Disc	Enco (Cha	Proj Proj	Con Cut-	Con	Desc Desc	Deso	Mor (Sec	Imp. resid	Con	Con	Incre	heal		Desc		Was	Lanc	spec	Real	þλb	Proj	Nor	Disc	Disc	Scope	Con	Req	Desc	Proj	Proj	Proj		Other Comments
Cesar Acosta							<u> </u>	_																	_													Х		Х	
Charlene Avila								+			$\left \right $							_	<u> </u>		-									\rightarrow			 					X		X	
Kyle Szesnat								+							_						+				-	+	+			_				_				X		X	Would like huses available average 10
Lali Ramirez																			1																			Х		х	Would like buses available every 10 minutes.
Sharouna Simhaei																																						Х		Х	-
Alex Chiang							1												1														1					Х		Х	
Stephani Calderon	ı 🗌						1												1																			Х	1	Х	
Felipe Carbonell																																						Х		Х	
Kevin Zhang																																						Х		Х	
Abhi Lalchandari																																						Х		Х	
Billy Cho																																						Х		Х	
John Liptow																																						Х		Х	
Vince Sleum																																						Х		Х	
Allisan Poland																														\downarrow								Х		Х	
Yenifer Galicia																																						Х		Х	
Robert Railton																																						Х		Х	
Yucheng Shi								$ \downarrow \downarrow$											<u> </u>																			Х		Х	
Chyna Tucker																														\downarrow				_				Х		Х	
Sukeida Jones																														\square				_				Х		Х	
Ashley Park																														\square				_				Х		Х	
Emely Guevara																														\square				_				Х		Х	
Elizabeth Naghien								$ \downarrow \downarrow$											<u> </u>																			Х		Х	
Yasmine Noghrey																														\downarrow				_				Х		Х	
Samuel Correa																																						Х			Would like to see metro train from SMC college to Union Station.
Jesse Ruiz																																						Х	L	Х	
Phillip S.																																						Х		Х	
Juan Lopez																																						Х		Х	
Daniel Cristobal																			1																			Х		Х	

									W	ILSF	IIRE	B	RT I	PR	OJE	СТ	-	SU	Μ	M	AR	YN	MA	TR	XIX	OF	= S	CO	PIN	١G	СС)M	M	ENT	ΓS							
	inticipated increase in bus ridership (Chapter 2.0; Section 4.1)	existing and anticipated ridership in each segment /compare bus ridershi ge (Chapter 2.0; Section 4.1)	obile travel times/increased idling and congestion lead to mor oblems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1) Encourage mass transit/light rail/alternative modes of transportation	4.1) ce traffic in neiøhborho	Project will increase accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1) Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	ion/recommend use of concrete bus l	maintenance Describe parking Impacts/loss of parking spaces (Section 4.1)	Describe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	More stress, noise, pollution, and speeding vehicles/reduced quality of life (Sections 4.4)	Impacts to air quality, noise and vibration from more busses/busses running closer to		t stock in which it	aing impacts to	crimeren, eneeny, pedestrians, cyclisus, pe icerns (Section 6.5)	e of bus lane sh	ro crinci en (section inatives (Chapter 5)	on of th	scribe requirements for federal funding/project funding questions (Chapter 1, 2)	annemen difin na adainean lundeneda bacadeaddin si ase		n about street widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	ject impacts to traffic on north/south and east/west streets (Section 4.1)	uld like to retain jut-outs	Area west of the 405 freeway should be studied separately (Section 4.1)	cess to the 405 freeway/bottlenecking at 405 (Section	s LOS impacts to segments and intersections on adjacent roadways (Westw est of 405) (Section 4.1)	ould exclude Westwood res ect elements such as sidew:	lane removal/restriping/signal priority timing (Chapter 2)	quest to be added to notification list/project updates	on measures for parking, traffic/traffic managemer	and re	ect will reduce congestion and bus travel time/improve reliat	out the project	port the project	
	Con	Carl	and	Less	Con dem	Disc Wes	Deso use auto	Disc	(Cha Proi	Proj	Con Con	Con	Desc Desc	Desc	Mor (Sec	Imp	Con			heal		Deso	Con	Desc	Nas L	Lanc	Con	Req byp;	Proj	Not	Area	Disc	Disc	Scope	lane	Req	Desc	Proj gass	Proj			Other Comments
Sailki Seo															_	\square											\square												Х		Х	
Elinton Gramajo																_																							Х		Х	
Sam Farrier														_								_																	Х		Х	
Tee Nava												_						_																					Х)	X	
Harvey Eder																																							х	,	Ł	Would like to see phasing out of natural gas busses and switch to solar electric, solar hydrogen or solar compressed air busses.
Arron Baptist																\downarrow																							Х		Х	
Evelina Weary								\downarrow							_														\downarrow \downarrow										Х		Х	
Nick Finken																																							Х		Х	
Unique Battle								\downarrow							_														\downarrow \downarrow										Х	>	XF	Project would help with parking.
Frank Osario								\downarrow							_														\downarrow										Х		Х	
Sebastian Blanc															_																								Х		Х	
Marco Lopez															_																								Х		Х	
Julie Ann Driver-																																							Х		Х	
Jordan Kevin Kurtzman	$\left \right $			$\left - \right $				+						+	+	+	+	+									-+		+	-+								х	х		х	
Gianne Carlo	$\left \right $							+ +						+	+	+	+	+	+			-	+				+		+	-+							+		X		X X	
Nolangan																																							^	'	^	
Zaek Lopez									+					+		\uparrow	+										+												Х	>	XF	Project would help reduce accidents.
Johnnie Mollin						<u> </u>	l							\top																									Х)	х	
Blake Fan																																							Х		Х	
Brian Rodysill																											\uparrow											Х	Х		Х	
Xi (Lisa) Zhao									1							1			1			1																	Х		Х	
Ariana Verdu					_																																		Х)	Х	
David Christophe																																						Х	Х	>	Х	
Max Hoiland					_																																		Х		Х	
Juliet Schwartz	ſ																																						Х)	Х	
Carson Chin																																							Х)	Х	
Susan Guadamima																				_				_												_			х	>	Х	Page 23

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	Concern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	Impact on automobile travel times/increased idling and congestion lead to more noise and air quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	d bus op ment me	Discuss availability and need for parking structures/park ride lots (bection 4. 1) Encourage mass transit/light rail/alternative modes of transportation	ctior mo	Project will increase accident rate	oorhood impacts/more gridlock (Section 4.1)	Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX) Concern regarding road degradation/recommend use of concrete bus lanes for less	· · ·	Describe parking impacts/ross or parking spaces (pection 4.1) Describe impacts to traffic at Pico/Olymnic/Santa Monica/Sunset (Section 4.1)	e, pollution, and speeding vehicles/reduced q		Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health / ceferv.comcence (Seartion 6, 51)	nearth/sarety concerns (section 6.5) Impact of project on cyclists and use of bus lane should be evaluated	/churches/increased health risks	of/reasoning behin	ding segmentation of the project	Describe requirements for rederal funding/project funding questions (chapter 1, 2) Waste of tax dollars	and use impacts/change in neighborhood character/ consistency with community and	ng impacts (Section ng/removal of side	treet widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	roject impacts to traffic on north/south and east/west streets (Section 4.1)	Vould like to retain jut-outs	Area west of the 405 freeway should be studied separately (Section 4.1)	ccess to the 405 freeway/bottlenecking at 405 (Section 4.1)	Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	Scope of the project should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	equest to be added to notification list/project updates	escribe mitigation measures for parking, traffic/traffic management (Section 4.1)	it use and reduce air pollution and green hou:	asses. (Section 4.2) roisert will reduce consection and hus travel time/immrove reliability (Chanter 2)	her BOLs throughout other major streets	ect	Other Comments	
Kyle Raines	ŏ	28	드는	Ĕ	Ŭĕ	۵s	5 5 6	5 2 5		ā	J (3 3	5		5 2	(S	5 5	ŭ	U U	5 3	<u> </u>	2	٥	Ŭ (<u>s</u> s	<u>בן :</u>	8 2	3	ж б	2	3	Ā		<u>5</u>	S	ā Č	Ř		X	<u></u> 200		د X	Other Comments	
Marina Tolchinsky																										1					\vdash						+			X	- (X		
Fei Feir Long																																								X	(X		
Hanlin Jiang																																							Х	Х	(Х		
Yvette Ferres																																							Х		(Х		
Eliana Mata																																								Х	(Х		
(calpirg)																																												
Charles Edelsohn	X		х	X	Х					x	X		X							х											x				Х	Х		X					Believes the project should be delayed of past errors are corrected and an accura cost/benefit/impact analysis is complete Does not agree with shift of responsibilit implementing mitigation measures from County to City.	ate ced. lity in
Kent Strumpell								>	X																				Х													Х		
Yogi Hendlin																				Х	Х								Х															
Alexander Friedman												х																	Х													X	Landscaping should be significantly improved along the entire length of Wil Blvd.	shire
Allyson Pfeifer								>	X																															Х	(Х		
Alyssa Curran																																								Х	(Х		
Caroline Spencer	X		Х	X)	x										Х	X															Х							Would like a study of traffic at signalized intersection of Comstock Ave. and Wilsh Analyze effect of bicycle riders upon bu speeds near universities. Would like to a Dash Bus linking Westwood Village an Century City.	hire. Is see nd
Debbie and Howard Nussbaum	X	X	Х		X		Х)	×	X			X X	x		Х													X		>	()	<	Х	Х							What will happen to traffic that leaves Wilshire Blvd and travels into nearby streets, where will they travel, and wha be increase in local traffic?	
Lee Jasperse				_																																				Х	_	Х		
Max Miletich																																					_			Х	-	Х		
Noah Roper																																								Х	(Х		

									W	/ILS	HIR	ΕB	RT	PF	ROJ	EC	ст –	- SI	UN	١N	IAF	RY	M	AT	RIX	(0) F	SC	OP	PIN	IG	CC	M	M	EN	TS							
	oncern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	scuss existing and anticipated ridership in each segment /compare bus ridership to r usage (Chapter 2.0; Section 4.1)	Impact on automobile travel times/increased idling and congestion lead to more noise and air quality problems (Sections 4.2, 4.4)	ss accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	heed for parking structures/pa	Encourage mass transit/light rail/alternative modes of transportation (Chapters 1, 2; Section 4.1)	Project will create more traffic in neighborhood (Section 4.1) Project will increase accident rate	rough/neighborhood impacts/more gridlock (Section 4.1)	Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX) Concern resarding road degradation/recommend use of concrete hill lanes for less		pacts/loss of parking spaces (Section 4.1)	acts to trattic at Pico/Ulympic/santa Monica/sui noise, pollution, and speeding vehicles/reduced		un from more b	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health/safety concerns (Section 6.5)	Impact of project on cyclists and use of bus lane should be evaluated	creased	Describe impacts of/reasoning behind project alternatives (Chapter 5) Concerns regarding segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	Waste of tax dollars	nd use impacts/change in neighborhood character/ consistency with community and ecific plans/growth inducing impacts (Section 4.5, 6.4)	ncern about street widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike		oject impacts to traffic on north/south and east/west streets (Section 4.1)	ain jut-outs	ist of the 405 freeway should be studied separately (Section 4.1)	s impact on access to the 405 freeway/bottlenecking at 405 (Section 4.1)	s LOS impacts to segments and intersections on est of 405) (Section 4.1)	Scope of the project should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	quest to be added to notification list/project updates	sscribe mitigation measures for parking, traffic/traffic management (Section 4.1)	to increase transit use and reduce air pollution and green hou:	gasses. (Section 4.2) Droitert will redure consection and hus travel time/immrous reliability (Chanter 2)	will help spur other BOLs throughout other major streets in LA	Support the project	
Commentor Sean Carroll	i Č	Disc	an a	Less	Co dei	Dis We	De use aut	Dis	ц Ц	Pro Pro	C	<u>5</u> 5	Ë	، De	ă ă	(Se	lm] res	Ŝ	Ŝ	Inc	Ē	Ē	<u>Č</u>	Ğ	Š	Lar	Ō	Re	i Ág	Pro	Ň	Are	ig i	and	Sco	lan Co	Rei	Ğ	Pro	gas Pro		Sulf X	
Anthony Nigro																																									<u> </u>		Would prefer to see resources used for
Darrell Clarke																																										x	extension of the subway along Wilshire. Supports the "Project Alternative" and all of
																																											its changes as specified on the map on page 13 of the "Wilshire BRT Presentation 10-5- 09" PDF.
David Holtzman			х		X		X			X X		x			2	x				Х	x						X	×	K														Would like EIR to acknowledge the presence and significant role of San Vicente Blvd. north of Federal Ave. Would like to see impacts quantified. Would like to see a hazards section in the EIR. EIR should consider an alternative (or possibly, mitigation) that takes the sidewalk widening area from the north side of Wilshire instead.
Ivan Finkle			Х		Х					Х																				Х													
Jeffrey Jacobberger											X										X							×	×	x												X	Would like EIR to be based on actual, not theoretical, lane distribution of existing traffic. Supports increased bike lanes and amenities on Wilshire, and would like to confirm the bus-only Lane would be available to bicyclists.
Lily Chang													Х																										İ				Bus lanes on Wilshire between Normandie Ave. and La Brea Ave. are undriveable.
Owen Smith											+																		+													1	Questions about timing and repaving of
Raul Rojas											+							$\left \right $																						+	+	X	Wilshire (no specifics).
Richard								1																				×	×									1					
Risemberg Dorothy Le (Los Angeles County Bike Coalition)																					x							×	×	;	X											X	Jut-outs provide green space and a buffer from traffic to the residents and pedestrians around the neighborhood.
Ken Alpern (CD 11 Transportation Advisory	X		Х			Х		Х				Х		х						Х																							Would like to know if project can be implemented in phases. Will carpools and vanpools be able to use the lanes during off-

									W	ILSI	HIR	ΕB	RT	· Pl	roj	EC	Т –	- Sl	IJΝ	1M	IAF	RY	M	ATI	RIX	(0	FS	SCC	DPI	NG	G CO	ON	1M	EN	TS							
	ern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	on automobile travel times/increased idling and congestion lead to mor quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)		Discuss availability and need for parking structures/park ride lots (Section 4.1)	ortation	Project will create more traffic in neighborhood (Section 4.1) Project will increase accident rate	e gridlock (Section 4.1)	aing Santa Monica and/or Beverly Hills not participating (Section XX) line road domadation/ecommond use of concrete his Janes for lass		parking Impacts/loss of parking spaces (Section 4.1)	impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1) ss, noise, pollution, and speeding vehicles/reduced quality of life	مالفنا بمادم مناط بالمحاذمة فمصعد محمد أستحمد للستحمد بسمالمة وامحمدهم	uality, noise and vibration from more busses/busses running closer to ons 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	ern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health/safety concerns (Section 6.5)	ect on cyclists and use of bus lane should be evaluated	n 6.5)	Describe impacts of/reasoning behind project alternatives (Chapter 5) Concerns regarding segmentation of the project	Chapter 1, 2)	Waste of tax dollars	nd use impacts/change in neighborhood character/ consistency with community and scific plans/growth inducing impacts (Section 4.5, 6.4)		Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	on north/south and east/west streets (Section 4.1)	d like to retain iut-outs	est of the 405 freeway should be studied separately (Section 4.1)	:ess to the 405 freeway/bottlenecking at 405 (Section 4.1)	mpacts to segments and intersections on adjacent roadways (Westwood 105) (Section 4.1)	ould exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	est to be added to notification list/project updates	ribe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gasses. (Section 4.2)	ct will reduce congestion and bus travel time/improve reliability (Chapter 2)	ct will help spur other BOLs throughout other major streets in LA	Support the project	
Commentor	Concel	Discus car us	Impact and air	Less ac	Concel demor	Discus Westw	Descri use of auto ti	Discus	Encou (Chapt	Projec	Cut-th	Concel	mainte	Descri	Describe More stre		reside	Concel	Concel	Increa	Impac	Impac	Descri	Descri	Waste	Land u specifi	Concel	Reque	Projec	Would	Area w	Discus	Discus and w	Scope	Concel lane re	Reque	Descri	Projec gasses	Project	Project	Suppo	Other Comments
Committee)																												<u> </u>				<u> </u>		·								peak hours?
Joshua Clayton																																									Х	Bus-only lanes are more practical and beneficial in the long and short term than subways.
Shepherd Petit																																						Х	Х		Х	
Stephen Smith																																								Х		
Alan Havens																																									Х	Would like to see higher capacity (double door) buses used along Wilshire.
Paul Verdon			X				Х																																			Address impacts of Santa Monica Big Blue Bus, MTA Metro Rapid bus, and MTA Metro Local line all operating along Wilshire. Bus right-of-ways would be useful.
Nancy Lawrence																																							Х			Project would lessen dependence on
(testimony starts here)																																										foreign oil.
John Heidt								+	X		+			+ +								х								х					Х							
Reggie Streeter								+			+			╞┼┤		+		\rightarrow				··			\vdash									\rightarrow	~		+		x		Х	
Lauren Cole	Х	Х	Х					1														+															\uparrow					
Larry Taylor												Х																														Would like Santa Monica/Big Blue Bus to participate in project.
Erick Homiak																																						Х	Х		Х	
Hee Pok Kim																																						Х	Х		Х	
Ryan Snyder																														Х								Х	Х			Would like to see bus routes extended through Westwood.
James Meltzer				X										х						Х										X				х	Х							Believes very few people between Comstock and Westwood Blvd. would use the bus lanes.
Alex Shams																																									Х	Would prefer to see a 24-hour bus lane with a grade/curb separation. Supports making streets smaller and more pedestrian friendly.
Sonissa Norman																																						Х			Х	
Bryan Mavrido																																							Х		Х	
Injoon Suh																																							Х		Х	The project would save in fuel costs as

									WIL	.SH	RE	BR	r pf	ROJ	EC	Т —	SL	JM	M	AR	Υ	MA	\T F	RIX	(0	FS	COI	PIN	IG	СС)M	M	EN	TS							
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C. Lopez																																					•				buses would be moving, not idling. Does not support the project. More services are needed in East Los Angeles.
Rose Meltzer				Х				+					x						Х									Х	Х				х								are needed in East Los Aligeres.
Nicky Gewirtz (Belmont Village Westwood)																			х										Х												
Morgan Wyenn (Natural Resources Defense Council)											X																		X											Х	
Channing Martinez																																					Х	х		Х	
Marlina Morris				Х							X		X						х														Х								Concerned that not every building along Wilshire Blvd in Westwood was not contacted, specifically the Californian and Carlisle.
John Woodall																			Х	X				T					Х				X			T				1	Does not support the project. Believes timing of traffic signals could improve traffic flow at Westwood/Wilshire intersection.
Roxanne Stern																																					Х	Х		Х	
Joe Bayes			Х		х																																			1	Would like to see protection for those making right turns in front of the bus lane.
David Holender			Х				Х			,	<																	Х												1	Concerned that buses will dart in and out of the bus lane, or that the 920 and 720 will get caught behind the 20.
Sam Vesterman				Х							Х		Х				X												Х					Х		Х					Concern about project impacts being unmitigable.
Sharon King				Х				\downarrow		Х			\downarrow						Х															Х	\mid			\square	[
Jerome Brown																			$ \rightarrow $		\downarrow												Х		+				$ \rightarrow $		Same as letter (top).
Matthew Kroneberger																																								Х	
Sandy Brown			Х																										Х												

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	cern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	existing and anticipated ridership in each segment /compare bus 5e (Chapter 2.0; Section 4.1)	on automobile travel times/increased idling and congestion lead to mor quality problems (Sections 4.2, 4.4)	accessibility to businesses and homes/ reduced emergency access (Section 6.5) ern/more info resarding results of past trial bus runs/results of test	demonstrations	nanges in data assumptions for bus dela d since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and anth travel times (Sertion 4.1)	ilability ar	/alternative modes of transportation	ore traffic in neighborhood (Section 4.1)	icrease accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1) Concerns resarding Santa Monica and/or Beverly Hills not participating (Section XX)	ommend use of concrete bus lanes for less		ibe parking Impacts/loss of parking spaces (Section 4.1)	ibe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1) stress, noise, pollution, and speeding vehicles/reduced quality of life		Impacts to air quality, noise and vibration from more busses/busses running doser to residents (Sections 4.2, 4.4)	regarding aesthetic impacts of project (Section 4.6)	cern regarding impacts to property values	eased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; th/safety concerns (Section 6.5)	ect on cyclists and use of bus lane should be evaluated	schools/churches/increased health risks to children (Section 6.5)	mpacts of/reasoning behind project alternatives (Chapter 5) regarding segmentation of the project	ments for federal funding/project funding questions (Chapter 1, 2)		ange in neighborhood character/ consistency with community and	plans/growth inducing impacts (Section 4.5, 6.4) about treast uridaning/removal of cirlawalks	treet wrotening/removal of succeanas tter lanes and stations/ dedicated blite lanes/shared bus-blite and bike		sct impacts to traffic on north/south and east/west streets (Section 4.1)	Id like to retain jut-outs	the 405 freeway should be studied separately (Section 4.1)	:ess to the 405 freeway/bottlenecking at 405 (Section 4.1)	is LOS impacts to segments and intersections on adjacent roadways (Westwood est of 405) (Section 4.1)	e of the project should exclude Westwood residential corridor/condo canyon area	ern regarding project elements such as sidewalk, jut-out (tree), median, and auto removal/restriping/signal priority timing (Chapter 2)	est to be added to notification list/project updates		ion measures for parking, traffic/traffic managemen	sct will help to increase transit use and reduce air pollution and green house es. (Section 4.2)	will reduce congestion and bus travel time/improve relial	ect will help spur other BOLs throughout other major streets in LA	iort the project	
Commentor	Concel	Discus car usa		Less ac Concer	demor	Discus Westw	Describe use of aut	Discus	Encou (Chapt	Project	Projec	Cut-th Concel	Concel	mainte	Descri	Descri More ((Sectio	Impaci reside	Concern	Concel	Increa: health		Impac	Describe i Concerns	Descri	Waste	Land u	specifi	Reque	bypass	Projec	Would	Area v	Discus	Discus and w	Scope	Concel lane re	Reque	· [Projec gasses	Project	Projec	Supp	Other Comments
Sunyoung Yang																																									x	Х		х	Supports alternative to retain jut-outs from Malcolm to Comstock. Reject alternatives that don't include the bus land from South Parkview to Valencia and from Sepulveda to Veteran.
Irving Pham																																											Х	Х	
Caroline Spencer																					Х	Х																						Х	Would like to see bus routes linking Century City to Westwood to UCLA.
Juan Matuete							Х																																			x		х	Believes an education campaign will be needed to explain how auto drivers can safely navigate across the bus lanes.
Inez Gelfand			Х	Х			Х														Х											Х													
Tracy Wolin				Х			Х								Х						Х											Х													
Colleen Callahan																																									Х	Х		Х	Supports alternative to retain jut-outs.
Debbie Nussbaum			Х				Х			Х																										Х	Х								Supports the subway.
Charles Edelsohn	X									X		X																				Х				Х									Would like Metro to increase the total number of intersections included in the traffic study. Supports alternative to retain jut-outs.
Stephanie Taylor					\square																	\square													\square						Х	Х	Х	Х	
Suzanne Ruta			Х				<u> </u>)	x	Х			Х													\bot		Х									
Alan Havens									Х																																			Х	Would like to see buses designed for higher capacity used along Wilshire Blvd.
Donna Currie	Х			Х			Х																													Х									
Joshua Clayton							ļ																																					Х	
Yung Ho Kim																																										Х		Х	
Marvin Avalar										_																								_						_	Х	Х		Х	
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Gail Goldberg (City of Los Angeles – Department of Planning)		2-101																		Х							X																ap Zo ar av Op Ell re sio	plicab ning C old Pede old wi portu R shou stripin dewalk	ole Cor Dverla estria idenin nities uld exa ng exis < widt	mmun ay Dist in Prio ag any to ma amine sting ri	nity Plan ricts (C rity Are City str aintain alterna ight-of-	n areas commu eas). W reets, le sidewa atives s -way or er that	with al and nity De Yould lik ook for Ik widt such as r modif would	esign ke to r ths.
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Jacob Lieb (SCAG)																																				~							be sic th SC an	comes de by s e proje AG's R d Com	s avail side co ect is Regior npass	lable f ompar or is n nal Tra Growi	or revi rison to ot cons ansport th Visic	o identi sistent ation P oning (C	equeste fy whei with Plan (RT	re TP)
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																																						im tim acc tra	odifications to freeway pact of project elemen ning/re-striping/lane na cess to I-405. Any mod ansportation facilities m ordinated with Caltrans	ts (signal priority arrowing) on ification to State oust be	ty

Subject: FW: Dedicated Bus Lanes Date: Wednesday, August 26, 2009 8:26 AM From: Jody Litvak <litvakj@metro.net> To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com Cc: Martha Butler butlerm@metro.net

Comment that came in on our e-mail box.

From: Harold L. Katz [mailto:hkatz@katzfram.com]
Sent: Tuesday, August 25, 2009 5:58 PM
To: WilshireBRT
Cc: Susan Bursk; CenturyCityNews.com@me.com
Subject: FW: Dedicated Bus Lanes

I thought I had send this yesterday but I can't find it in my sent box, so here it is again.

To Elected Members, Appointed Members and Paid Staff of the MTA:

RE: Wiltshire Blvd. Dedicated Bus Lanes

As a opposed to writing this from scratch I'm going to share with you things I have written beginning in 2004. In 2004 I wrote to all the Council Members, the Mayor and Supervisor Zev Yaroslavsky, I never received one response. Several Council Members whom I spoke with requested that I send them new copies of what I had written and again I was ignored. I have concluded that anyone trying to respond to my questions and comments would have to conclude that my conclusion is correct. There is no other reason for my being ignored. I've written many letters to elected officials and in all most all cases I receive a response, even if it is a canned and meaningless response. Occasionally I receive personal responses addressing the issues that I have written about. Only when discussing the dedicated bus lanes have I been totally ignored.

The construction of Dedicated Bus Lanes on Wilshire Blvd., will result in the

worst gridlock Los Angeles and especially the Westside has ever seen. The following are abstracts from previous submissions in 2004, 2005, and 2007.

I challenge the MTA to respond to my questions and comments with specific responses to each issue raised:

On April 27, 2007 I wrote the following:

With all due respect to the City Council Members and the Supervisor, they have no idea as to the Gridlock they are going to cause, and **how many cars they are going to divert to neighborhood streets**. The article says that the dedicated bus lanes would offer fixes to east-west traffic congestion. Quite the contrary is true. I know as my wife and I have lived with the test dedicated bus lanes for several years, it seems a life time.

Official stats say that the busses reduced their travel time over the one mile test run by 30 seconds, while cars were slowed by 2.8 minutes each. Tell that to my wife who has sometimes spent over 30 minutes traveling that one mile test area going East during evening peak-hours.

Also, while the city does not maintain statistics for accidents where no injuries occur, let me assure the owners of the auto bump and paint shops that their business is going to boom, while insurance costs are going to sky rocket. If you want to know what is coming, go out and **interview the police motorcycle officers who have to deal with all the accidents created by cars crossing through the bus lanes making right turns**. I once saw a Mercedes literally imprinted on the front of a bus, with its wheels off the ground.

Here is a letter I wrote the Los Angeles Times on 11/7/05 for their edification:

Editor Los Angeles Times 11/7/05:

Today your editorial endorsed the Express Bus Lanes along the entire Wilshire corridor and I would assume other major transportation corridors.

My office is located at the Eastern end of the experimental Bus Lane on Wilshire, so I have some first hand observations to offer for your further consideration. I appreciate that this letter will be too long to print, but I would like to know that your editorial committee at least considered these points:

1. How many accidents have occurred as a result of the test lanes? I have witnessed what I believe to be an abnormal number.

2. How do the number of accidents compare to a similar period before the test lanes were instituted?

3. Invite LAPD motorcycle officers to offer their evaluation of the impact of the test lanes on traffic flow. They are the leading experts in the field.

4. To the city's benefit, but of questionable value to the ticketed drivers, how many tickets were written during the test period, and how much money was generated?

5. How many extra motorcycle police officers are going to have to be permanently assigned to the entire length of Wilshire Blvd. in order to protect the drivers who obey the law from those that do not? Even if tickets written will fund their costs, where are they going to come from?

6. What does a car do that wants to enter a gas station, a 7/11, a mall, a condo, etc. when there is a solid white lane in front of the driveway entrance?

When the cars exit, they will have to cross the bus lane and enter Wilshire via the 2nd lane. I do that almost every day when I leave my office at 11620 Wilshire. See my next point.

7. During the rush hour, when an auto exits my office building, it must now turn into the 2nd lane from the curb, instead of the first lane. During rush hour this lane is usually backed up from the next street's traffic light at Federal. This causes the auto to enter the 2nd lane only partway,

which leaves that car blocking the bus lane (it has happened to me numerous times). This is going to block the bus lane until traffic in the 2nd lane begins to move.

It also limits the number of cars making a right turn to one car per traffic signal cycle. The traffic light cycle at Wilshire and Federal is well over a minute, maybe two. Consider the impact along the entire Wilshire Blvd. corridor and the high-rise buildings whose exiting tenants; visitors and condo owners will be limited to one car per cycle during rush hour.

8. I understand that the Department of Transportation opposes the concept but will not step forward in deference to the MTA. Is this true?

9. Supervisor Yaroslavsky said, "everyone wins" with this program. With all due respect to my friend Zev, he also successfully sponsored a ballot proposition that forbid the use of transportation sales tax revenue for the construction of a subway on Wilshire Blvd. Wilshire is the heaviest traveled public transportation corridor west of the Mississippi if not New York, with the highest density of jobs and residences.

As our population grows by millions over the next 20 years, the only way to accommodate those that use public transportation on Wilshire will be by subway. Of course if we started now, the subway would be finished in 30 to 40 years, by which time our population will have increased by even more millions.

We can never catch up, as we never plan ahead for a sufficient number of years. As to the cost of a subway, the London subway was built in the mid 1860's and is still going strong. Amortize a subways cost over 200 years and it is no longer that expensive in relations to its benefits.

10. Your editorial stated that **slowing traffic while allowing busses to drive faster would be a wonderful reason to get out of one's car and take a bus. I think you are wrong.** You say that MTA says it takes a car 19 minutes to go one mile and a bus makes it in seven minutes. The 19 minutes can only apply when the Westside shuts down due to a specific cause, it cannot be correct for a normal business day. My wife's office is at 12300 Wilshire, at the beginning of the test bus lanes and she usually drives to my office in less then 19 minutes, unless something has happened somewhere that impacts Westside traffic..

The test improved bus time by 30 seconds, from 5 minutes to 4.5 minutes. However, auto traffic was slowed by 2.6 minutes. Extend that out for a 10-mile trip and the bus rider will save 5 minutes and the **thousands of auto drivers will lose 26 minutes, probably more.**

Imagine the domino effect on all the surrounding streets and the North South streets. These are indeed Interesting results. Think of the elevated blood pressure levels, the anger that will be taken home, and the anger that may play out on the streets. I believe that I abstracted these results from your newspaper several months ago, and it conflicts with your current quote of the MTA.

11. I haven't even touched on the parking question.

I would like all these questions and comments addressed by those that are in a position to know the answers. I am not interested in what worked in Brazil, it isn't going to work here on Wilshire Blvd. and that is an irrefutable fact.

Harold L. Katz, C.P.A., Citizen activists for 39 years on traffic and other subjects 11620 Wilshire Blvd., Suite 580 Los Angeles, CA 90025

Telephone: (310) 479-7889, Ext. 100 Fax: (310) 479-6388 Email: hkatz@katzfram.com <mailto:hkatz@katzfram.com> www.katzfram.com <http://www.katzfram.com/> Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Monday, September 21, 2009 10:11 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Miguel lastName: Ojeda organization: My Opinion Inc (totally made up) emailAddress: Manuel2299@gmail.com streetAddress: city: state: zipCode: 91311 Date: Monday, September 21, 2009 Time: 10:11:58 PM

comments:

although I do believe there should be a well planned out bus route on wilshire, I more so believe the purple line should be extended to the ocean.

A well though out, well organized rail system supplemented by reliable, comfortable bus service makes more sense.

People that have the option between a car and a bus will more than likely take a car because of the reputations buses have in los angeles of being dirty, and their association with "lower class" groups of people.

A big problem I have with buses is the fact that anywhere they run the road is wavy or bumpy which is uncomfortable not only on the bus, but also shortens the life of the bus by increasing vibration and making parts come loose. If there will be a lane for buses, make sure there is proper re enforcement under the asphalt (cement should be used, it seems to last longer of course not taking into account earthquakes)

I'm not apposed to the idea, but I'm also not all for it. adding buses to an already heavily congested street and taking away a lane will only make matters worse.

I am opposed to street cars in these types of situation because like buses they do add to the traffic. UNLESS the design puts stations outside of any lane (sidewalk, curbside or otherwise)

these are just random thoughts, i'm not even revising so dont judge.

I'm a 23 yo college student and very interested in transit design and planing.

good luck!

~Miguel

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Tuesday, September 22, 2009 4:38 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Zachary lastName: Herries organization: emailAddress: hotziggity@gmail.com streetAddress: city: state: zipCode: 90020 Date: Tuesday, September 22, 2009 Time: 04:38:23 PM

comments:

Hello there,

I'm wondering if there has been any progress made in regards to the Wilshire Bus Rapid Transit Project. I remember in your meetings, that construction on this could start as soon as summer 2009. I hope all is going well with this and that we can get this much needed improvement under way. Please update me on what is going on with this project.

Thank you!

Zach Herries

Subject: is the schedule for EIR community hearing out? Date: Wednesday, September 23, 2009 1:52 PM From: Sunyoung Yang <Sun@thestrategycenter.org> To: WilshireBRT WilshireBRT@metro.net

Please let us know when the EIR community hearings get scheduled. We would like our community members to attend and would like to notify them ahead of time. Thanks.

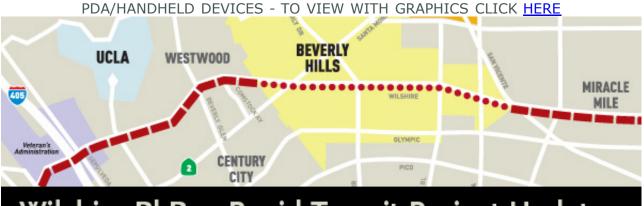
--Sunyoung Yang

Subject: RE: Metro Wilshire BRT: Scoping Meetings Date: Thursday, September 24, 2009 2:48 PM From: Barbara Broide <bbroide@hotmail.com> To: WilshireBRT WilshireBRT@metro.net Cc: Collins, Gabriela GCollins@exporail.net, Litvak, Jody Feerst Litvakj@metro.net Conversation: Metro Wilshire BRT: Scoping Meetings

I think it is unfortunate that these meetings are scheduled at the same time as EXPO meetings... October 5 and 7 on the westside. The other two meetings are scheduled around the other EXPO meeting on the 13th.... too many meetings in a short time for most along with the "regular" meetings of HOA's and NC's. I would recommend that there be better coordination between the various transit project meetings.

thanks.

From: Wilshirebrt@metro.net To: bbroide@hotmail.com Date: Thu, 24 Sep 2009 10:59:47 -0700 Subject: Metro Wilshire BRT: Scoping Meetings



Wilshire Bl Bus Rapid Transit Project Update

Public Scoping Meetings

Metro, the City of Los Angeles, and Los Angeles County are considering the feasibility of implementing a Bus Rapid Transit (BRT) project on Wilshire Boulevard. This joint effort will be evaluated through the preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA). The EIR/EA, which will be prepared in compliance with State and Federal environmental requirements, will examine the potential for dedicated curbside bus lanes during the morning and evening rush hours along Wilshire Boulevard, from just west of the I-110 freeway to the Santa Monica city line, excluding the City of Beverly Hills.

These same three agencies began evaluating the proposed Wilshire BRT Project in November 2008 as part of preparing an Initial Study/Environmental Assessment (IS/EA).An EIR/EA is now being prepared as a consequence of input received at several community meetings held along the corridor at that time, additional public input, and technical analyses that have been conducted. Please join us at any of the four (4) scoping meetings to learn more about the Proposed Project and Project Alternatives. These meetings will provide the public the opportunity to comment on the project and any potential effects of the project that should be considered in the Draft EIR/EA. The content presented at these four meetings will be identical, so please make sure to attend at the time and location most convenient for you. Monday, October 5, 6:00 – 8 pm Felicia Mahood Senior Center 11338 Santa Monica BI Los Angeles, CA 90025 Wednesday, October 7, 6:00 - 8 pm Wilshire United Methodist Church 4350 Wilshire Bl Los Angeles, CA 90010 Thursday, October 8, 6:00 – 8 pm Westwood Presbyterian Church 10822 Wilshire BI Los Angeles, CA 90024 Tuesday, October 13, 6:00 – 8 pm Good Samaritan Hospital, Moseley-Salvatori Conference Center 637 Lucas Ave Los Angeles, CA 90017 All meeting locations are accessible by public transit. Please go to Metro.net to plan your trip. Parking is also available. Garage parking at Good Samaritan is not validated and costs \$8.

For additional information or questions, please visit the Wilshire Bus Rapid Transit EIR/EA website at <u>metro.net/Wilshire</u>.

This message was sent to bbroide@hotmail.com by:

Los Angeles County Metropolitan Transportation Authority

1 Gateway Plaza, 25th Floor Los Angeles, CA 90012 (213) 922-6000

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Sent Using : SimpleSend www.simplesend.com Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, September 25, 2009 6:07 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Nathan lastName: Lothrop organization: University of Arizona Graduate School of Planning emailAddress: natelothrop@gmail.com streetAddress: city: state: zipCode: Date: Friday, September 25, 2009 Time: 06:07:45 PM

comments:

Hello,

I'm doing a research project on your Metro Rapid BRT system and would like to know when this EIA on a scheduled dedicated lane will be completed.

Thank you very much,

Nathan Lothrop

Dear Mr. Koretz:

As a resident of a building on the Wilshire Corridor, I am very concerned and distressed by the proposal of changes to the street in front of my home.

The thought that I will no longer have a "safe" lane to make the turn out of my driveway to leave for work in the morning or that I will not be able to ever turn left again into my own driveway is frightening to me. Both of the bedrooms in our home are directly above Wilshire Blvd. This means the sound of constant bus traffic is guaranteed. All of the windows of our home are also on Wilshire Blvd. so the known carcinogens in the brake dust are also a very real fear for me and my family.

I will be attending the meeting this evening in the hopes that alternative ideas for the traffic problems in Los Angeles and Beverly Hills will be offered.

I also noticed while on the Metro website, that Wilshire Blvd. in the City of Beverly Hills is excluded from this project. There are several conclusions that can be drawn from this. Please, Mr. Councilman, look out for us the way someone is looking out for the residents of Beverly Hills.

Thank you.

RONNI COBERN-BASIS Director, Talent Relations Phone (310) 382-3450 Fax (310) 382-3484 Subject: Wilshire BRT Comments Date: Friday, October 2, 2009 6:59 PM From: A. Manushkin <nocivilized@gmail.com> To: WilshireBRT WilshireBRT@metro.net

Just wanted to say a few things:

- Please update your Wilshire BRT website! It has no information about the meetings, instead I found updates on LAist.com!
- I wholeheartedly support the BRT-but can you also add an update about what the City of Beverly Hills plans to do about the project?
- I understand the original project was supposed to be 24 hours and to appease car driving masses, that was cut down to peak hours. However, peak hour bus lanes aren't going to make that much of an impact on long-term transit ridership. The occasional transit rider who loves their work commute home on the 720 in the BRT lane isn't going to become a dedicated rider 2 hours later when BRT is just another lane that cars can also pass through and the 720's stuck in. Please extend the hours!!!!!

Thank you for your time!

Your frustrated, but loving, longterm transit rider,

Allison Mannos Los Angeles, CA 90029

Urban Programs Coordinator Los Angeles County Bicycle Coalition 634 S. Spring St. Ste. #821 Los Angeles, CA 90014 213-629-2142 Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Sunday, October 4, 2009 5:23 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Helene lastName: Smookler organization: emailAddress: smookler@msn.com streetAddress: 10445 Whilshre Blvd., #1604 city: Los Angeles CA state: 90024 zipCode: Date: Sunday, October 04, 2009 Time: 05:23:54 PM

comments:

Please let me know when Wilshire Bus Rapid Transit EA is available.

Wilshire Bus Rapid Transit Project



COMMENT FORM	FORMULARIO PARA COMENTARIOS
Name/Nombre: Alex Shams	warehander with the company
Organization/ Organización VSC Campus & C	Community Onited
Address/Dirección:	wayor streets (sunser?). Tro
Telephone/Teléfono:	Fax:
Frank 1	ail.com of planted shall have
Lehranz Tr	Once this is lowelly the LAOC
	replicate this concept an
I like this project-1	nowever, it is not enough.
and I want th	le bus-only lane to
	note a day and
separated by a c	urb from traffic, preferable
	n. This system has
	De successful around the
world, including th	re ones I saw in
Bogotá, Colombia an	nd Curitiba, Brazil. In
Return comment form to:	Favor de regresar formulario a:

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







Wilshire Bus Rapid Transit Project



addition, these bus only laves must be expanded -throughout the city-down Vermont, down Adams, down Western, and down other major streets (sunset?). Traffic in LA is growing 1% a year this is outrageous! A wilshor bus-only lone wort fix this topp Once this is built, the LADOT should replicate this concept across the city. Also, consider the pedestrian - when so widen the street less and have fewer lanes for cars! So many LA streets are SO wide and inpleasant - why can't bus -only lane roads be a respite from this? Make Wilshire have faver lames! Have you ever had lunch on Wilshire at 3pm outside? It's miserable, Loud, and windy because there are two many cors, Narrow streets, please. WAL BUS LON red Metro Moving Los Angeles Forward

Subject: FW: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Tuesday, October 6, 2009 2:06 PM From: Litvak, Jody Feerst <Litvakj@metro.net> To: 'Christine Robert' Chris@TheRobertGroup.com, Ginny Brideau ginny@therobertgroup.com

From: Webmaster
Sent: Monday, October 05, 2009 5:43 PM
To: WilshireBRT
Subject: I have a question about the Wilshire Bus Rapid Transit (BRT)
Project Study

firstName: John lastName: Olchak organization: NBC Universal emailAddress: john.olchak@gmail.com streetAddress: 1221 Amherst Ave #9 Los Angeles city: state: CA zipCode: 90025 Monday, October 05, 2009 Date: Time: 05:43:14 PM

comments:

Wilshire Bus Rapid Transit Project



COMMENT FORM	FORMULARIO PARA COMENTARIOS
Name/Nombre: ZYAN SNYOM	2
Organization/ Organización	
Address/Dirección: 431 5. B	SURNSIDBAVE #10 C LOS ANDRES (19003
Telephone/Teléfono:	Fax
(323) 571-2910	323/571-2909
Email: RYAN @ R-40-CL	
Comments/Comentarios:	
PLEASE PUT IN.	THIZ BUS LANKS. THIS SHOULD
BE ATHR FIR	ST OFF MANY.
1	
Return comment form to:	Favor de regresar formulario a:
Martha Butler, Project Manager; Me	etro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







Subject: Support for Wilshire BRT

Date: Tuesday, October 6, 2009 4:41 PM From: John H. Welborne <john@welborne.net> Reply-To: "john@welborne.net" <john@welborne.net> To: WilshireBRT WilshireBRT@metro.net Cc: 'Tom LaBonge' Tom.LaBonge@lacity.org

Dear Metro:

Attached are two 2007 letters from the Wilshire Homeowners' Alliance (WHA). They show SUPPORT for a bus improvement project. They originally were submitted in connection with the Westside Extension study, but the WHA comments remain relevant examples of Mid-Wilshire area SUPPORT for the Wilshire BRT Project.

Also, as a number of us have said in Metro meetings over recent years -- in SUPPORT of dedicated curbside bus lanes in the Park Mile portion of Wilshire Boulevard (Wilton to Highland):

1. There is no better place along Wilshire for BRT dedicated lanes because -- with the Park Mile's ban on retail and its requirement for off-street parking in Park Mile buildings -- there is no need for curbside street parking on Wilshire. We therefore urge the building of the useful Rapid Bus lanes. (And, in other parts of Wilshire, we know that it would be a public benefit to build off-street parking that would be available at all times . . . to facilitate the use of the curb lanes for rapid buses.)

2. Using available Federal money for these lanes means that Wilshire Boulevard, badly in need of repair, can be rebuilt in our neighborhoods. (We hope that the curb lanes will become long-lasting CONCRETE, like some Old Windsor Square streets, instead of softer asphalt.)

3. Improved and faster Bus Rapid Transit will benefit our communities during the years while subway construction is underway.

There are more reasons, as you know, but the preceding three are pretty good ones!

John H. Welborne Windsor Square

Vice President for Planning and Land Use Windsor Square Association



Brooknide Homeowners Association Citrus Square Association Fremont Place Association Lancoke Park Home Owners Association Est. 1948 La Brea-Hancock Homeowners Association Larchmont Village Neighborhood Association St. Andrews Square Neighborhood Association Sycamore Square Neighborhood Association Withire Park Association Windsor Square Association Windsor Square Association Windsor Village Community Association

October 31, 2007

Mr. David Mieger, AICP Project Manager and Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza, MS 99-22-5 Los Angeles, California 90012

Dear Mr. Mieger:

This letter is to provide comment regarding the Metro Westside Extension Transit Corridor. My name is John Gresham and I am writing in my capacity as Secretary of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), an organization representing 12 neighborhood associations in and around the Park Mile Specific Plan Area. The Park Mile Specific Plan includes the area along Wilshire Boulevard between 6th Street and 8th Street, from Wilton Place to Highland Avenue.

Your staff asked that the following questions be addressed by the community during the public meetings and during the comment period. The WHA Executive Committee discussed options for the Metro Westside Extension Transit Corridor at its September, 2007 meeting.

Q - Does transit need to be improved on the Westside?

A – Everyone agrees that <u>transit needs to be improved</u> in Los Angeles – on the Westside and elsewhere. The WHA Executive Committee would prefer that a quick, effective, low-cost and flexible solution be implemented. For this reason, we stress that a well thought-out bus system is the only immediate answer because it can be implemented relatively soon (in our lifetimes), at a lower cost than other alternatives, and is flexible enough to adapt to changes in schedule and demographics and routing. Since Wilshire Boulevard runs through the low-density Park Mile Specific Plan area, we would suggest that this is an appropriate 1.4 mile stretch to test dedicated bus lanes, or dedicated runsh-hour only bus lanes.

Q - Do you prefer subway, light rail, more buses or another mode?

 \mathbf{A} – We prefer <u>more buses</u> along with an extensive network of bus routes and, where appropriate, dedicated bus lanes or rush-hour only bus lanes. Buses are a solution that can be implemented quickly, is relatively inexpensive, and can be adapted to the changing needs of the citizens and workers in Los Angeles ... and can be relocated if a mistake is made. The worst failure of a rail system is that the route becomes ineffective. A prime example is the Green Line built to serve the many defense contract workers who no longer work at its

696 South Bronson Avenue, Los Angeles, CA 90005-3601



Brookside Homeowners Association Brookside Homeowners Association Citrus Square Association Fremont Place Association Hancock Park Home Owners Association Est, 1948 La Brea-Hancock Homeowners Association Ridgewood-Wilton Neighborhood Association St. Andrews Square Neighborhood Association Sycanore Square Neighborhood Association Wirbaire Park Association Windsor Square Association Windsor Square Association Windsor Village Community Association

November 6, 2007

Mr. David Mieger, AICP Project Manager and Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza, MS 99-22-5 Los Angeles, California 90012

Re: Amplification of Support for Westside Subway Extension

Dear Mr. Mieger:

This letter is a follow-up to my October 31, 2007, letter transmitting position statements concerning the Metro Westside Extension Transit Corridor, made on behalf of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), in response to the five questions raised by Metro at the community meetings (the "Prior Letter").

We wish to be clear that while the WHA Executive Committee wishes to stress the improvements to the Metro bus system for all of the reasons stated in the Prior Letter, the WHA Executive Committee <u>does not oppose</u> a Westside subway extension. We do not want our support for improvements in the bus system, which can be achieved near-term, to be seen as opposition to subway extension(s) to the west.

In WHA Executive Committee meetings, there definitely has been a consensus to <u>not oppose</u> a Purple Line extension, <u>provided that</u>: 1) there be no unneeded station at Bronson-Lorraine (Crenshaw) and Wilshire, because of the extant low-density zoning and for all of the other reasons given previously, and 2) such a Purple Line extension not cause geological, water-table, or other problems for properties in our communities.

(We presume that such engineering issues are being studied and that the much-ballyhooed technological improvements in tunneling systems have removed all previous problems of drilling deep underground adjoining our neighborhoods.)

Thank you for allowing me to clarify the WHA Executive Committee's qualified position supporting a subway extension as well as supporting more immediate bus system improvements.

Sincerely, John M. Greikim, Secretary Wilshire Homeowners' Alliance Executive Committee

Honorable Tom LaBonge cc: Honorable Herb Wesson City Planning Director S. Gail Goldberg

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: Carlos Inper	
Organization/ Organización	
Address/Dirección: P.O. Box 102	\geq
Telephone/Teléfono:	Fax:
Email: bousa @ yando d	ona
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Comments/Comentarios:	
Against the cluss	of toxpayer movey.
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That are Jup. this not enou	ugh

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







Subject: Comments re BRT Date: Wednesday, October 7, 2009 10:45 PM From: JReichmann <jreichmann@sbcglobal.net> To: WilshireBRT WilshireBRT@metro.net

COMSTOCK HILLS HOMEOWNERS ASSOCIATION

1429 Comstock Avenue Los Angeles, Ca. 90024

jreichmann@comstockhills.com

RE: NOP of EIR Project: Wilshire Bus Rapid Transit (BRT) Project Date: October 8, 2009

COMMENTS REGARDING THE WILSHIRE BUS RAPID TRANSIT PROJECT (BRT)

From: Jan Reichmann, President of Comstock Hills Homeowners Association

In **1957**, the League of Women Voters concluded that buses were not the answer

to a growing Los Angeles population and that a rapid transit system should be started immediately. Over 50 years later, we are still trying to make something work while most other large cities in the world have what we should have built.

The BRT, as it relates to our neighborhood just south of Wilshire, would be a disaster waiting to happen.

The WILSHIRE CORRIDOR, running from Westwood Blvd to Comstock, currently moves better than most of Wilshire. If the BRT is allowed to happen in that short stretch, the EIR must address the following:

1. SAFETY FOR PEDESTRIANS AND CYCLISTS. Many residents cross at

the corner of Comstock and Wilshire to walk to the heavily used Holmby Park.

Buses currently speed when the lane is open on either side of Wilshire.

Cyclists will be in danger if they try to join in a bus lane with speeding buses.

2. BACK UPS FROM THE LIGHT AT WILSHIRE AT THE Bev. Hilton in Bev. Hills.

During rush hour there is already back up traffic. With the removal of vehicle traffic from two lanes, **car back up creates increased fumes** while waiting for traffic to move.

3. The WILSHIRE CORRIDOR, UNLIKE OTHERS, IS ALMOST ALL RESIDENTIAL.

4. Getting out of the local streets onto Wilshire will be a challenge as cars currently back up on Comstock and Club View, waiting to enter Wilshire.

5. Access to condos and apartments will be impossible during rush hour with no access for service vehicles. Belmont Assisted Living facility will have curtailed access which could create life threatening time delays for emergency vehicles.

6. PRE-SCHOOL FACILITIES AT TWO CHURCHES WILL HAVE PROBLEMS WITH DROP OFF AND PICK UP OF SMALL CHILDREN.

7. BUSIEST INTERSECTIONS WILL BECOME EVEN MORE DANGEROUS WHEN BUSES SPEED IN THEIR OWN LANES. THEY SPEED BEYOND THE

LIMIT NOW!

8. AN EIR MUST FACTOR IN THE FUTURE DEVELOPMENTS THAT HAVE BEEN APPROVED. Increased traffic is already projected in traffic studies. Level of service for traffic on Beverly Glen will be at its lowest. Vehicles trying to bypass each other as lanes are removed will surely be a safety hazard.

9. CONSIDER THIS RECOMMENDATION. AS PER YOUR 2001 EIR EXECUTIVE SUMMARY: EXEMPT THIS RESIDENTIAL CORRIDOR FROM THE BRT.

Jan Reichmann, President

Comstock Hills Homeowners Association

310.277.5139

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, October 16, 2009 2:54 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: jean lastName: Bushnell organization: Comstock Hills HOA emailAddress: jeanbush@aol.com streetAddress: 10348 Eastborne Ave city: Los Angeles state: CA 90024 zipCode: Friday, October 16, 2009 Date: Time[.] 02.54.49 PM

comments:

We attended the 10/06 open house and have many concerns about the Wilshire busway project.

1. Reducing vehicle traffic during rush hours by removing traffic lanes for bus only will potentially cause major backups between Beverly Glen and Bev. Hills, especially at Comstock, much of which traffic could overflow into our community and overrun our residential streets as motorists look for ways to avoid the blockage.

2. If jutouts are removed what will happen to the mature trees that line the blvd? The buslanes will be almost on top of the sidewalks with little room for pedestrians to feel safe (and be safe).

3. Will buses be restricted to safe speeds? The Metro Rapid buses fly down Wilshire when their lanes are clear. Who will enforce bus speeds for safety?

4. Bikers sharing the lanes with buses?? Yikes, the danger here. Also, right turn vehicles are allowed in the same lane as the fast moving buses. A dangerous proposition for all.

5. Will buses be allowed to move out of the restricted lanes into the remaining traffic lanes to overtake slower local buses, right turning vehicles, and bikers before returning to the restricted bus lanes? At what speed?

6. Where will those who now park on Wilshire find parking when the lanes are restricted? We are a permit parking area and will not give up our streets to become a parking lot. Due to our

location we have already been through that scenario and do not want to have it happen again.

Subject: Wilshire bus lane Date: Wednesday, October 7, 2009 3:16 PM From: tntlinda <tntlinda@bhms.org> To: WilshireBRT WilshireBRT@metro.net

I am opposed to restricted bus lane in Westwood. It did not work in Brentwood and who thinks it will work in Westwood?

We already are much too crowded on the street and if we should be behind a bus, we have to wait for passengers to load and unload. I both drive and use the 720 bus and think this idea is a very bad one. The increase in the drive time will be awful and the cut through traffic will be equally as bad. There is nothing to be gained for the community and the cars that pass through on Wilshire corridor, if this proposal is adopted. Please consider the drivers and the residents of the area.

Linda Kaufman 1424 Warnall Ave. LA 90024 Subject: Wilshire Bus Lane

Date: Wednesday, October 7, 2009 6:53 PM From: Robert Scott <rescott007@alum.mit.edu> To: WilshireBRT WilshireBRT@metro.net Cc: Joe/Jan Reichmann JReichmann@SBCGlobal.net, Charles Edelsohn edelsohn@radsar.com

I think the proposed bus lane is the result of someone's narrowly focussed "bright idea" without serious thought about the consequences, which would be major congestion and dangerous traffic flows. This would be true especially between the LA Country Club and Westwood Village.

Please get rid of this awful idea as soon as possible and get on with something useful.

Dr. and Mrs. Robert E. Scott 1552 Ensley Ave. Los Angeles 90024 Subject: Dedicated Bus Lane in westwood Date: Wednesday, October 7, 2009 8:28 PM From: ss03ss05@aol.com <ss03ss05@aol.com> To: WilshireBRT WilshireBRT@metro.net

Ladies and Gentlemen,

I cannot attend our neighborhood meeting about the proposed bus lane, but I wanted to let you know that I am opposed to it. It makes absolutely no sense since I understand the City of Beverly Hills will not allow a dedicated lane. More importantly, my neighborhood already has so much cut through commuter traffic that does not obey stop signs and speeds through our neighborhood. It is a safety concern for all of us, but particularly children, elderly and pets. I simply don't see what this will add for the short distance between Comstock and the 405 freeway. Please consider more realistic methods of reducing traffic in Westwood. We are already overwhelmed with cars, noise and exhaust. A dedicated bus lane is merely a very small bandaid on a very serious traffic problem.

Thank you,

Sally Suchil Ensley Avenue Los Angeles 90024 SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor Los Angeles, California 90017-3435

> t (213) 236-1800 f (213) 236-1825

www.scag.ca.gov

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Executive/Administration Committee Chair

Jon Edney, El Centro

Policy Committee Chairs

Community, Economic and Human Development Carl Morehouse, Ventura

Energy & Environment Keith Hanks, Azusa

Transportation Mike Ten, South Pasadena October 7, 2009

Ms. Martha Butler Project Manager Metro One Gateway Plaza Los Angeles, CA 90012 wilshirebrt@metro.net

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Wilshire Bus Rapid Transit (BRT) Project [I20090585]

Dear Ms. Butler,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Wilshire Bus Rapid Transit (BRT) Project [I20090585] to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed Project would provide improvements that improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system along Wilshire Boulevard between Valencia Street and Centinela Avenue (excluding the City of Beverly Hills).

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <u>http://scag.ca.gov/igr</u>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Bernard, Lee at (213) 236-1800 or leeb@scag.ca.gov. Thank you.

Sincerel Jacob Lieb, Manage Assessment, Housing & EIR

DOCS# 154079

The Regional Council is comprised of 83 elected officials representing 189 cities, six counties, five County Transportation Commissions, Imperial Valley Association of Governments and a Tribal Government representative within Southern California.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE WILSHIRE BUS RAPID TRANSIT (BRT) PROJECT [SCAG NO. 120090585]

PROJECT LOCATION

The project is along a corridor of Wilshire Boulevard between Valencia Street to the east (west of the I-110 Freeway) and Centinela Avenue to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. A majority of the project falls within the mid-western area of the City of Los Angeles and includes 9.6 miles of peak period curbside bus lanes. A small portion of the project, between Sepulveda Boulevard and Federal Avenue (approximately 0.6 mile), near the Veterans Administration facilities, is within Los Angeles County jurisdiction.

PROJECT DESCRIPTION

Wilshire Boulevard is the most heavily used bus corridor in the County of Los Angeles, with approximately 93,000 transit boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

A number of general improvements are required as part of the proposed project. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to peak period bus lanes in each direction; upgrade of the existing transit signal priority system; street widening and/or street reconstruction in select areas; and installation of traffic/transit signage and pavement markings, as necessary. Most of the existing curb lanes in the City of Los Angeles would be "converted" to bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. Upgrades to the transit signal priority system would also be implemented, including the following: (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in the maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. The Los Angeles County project components include the extension of the eastbound left turn pocket at Sepulveda Boulevard and street widening and restriping between Federal Avenue and Bonsall Avenue to add an eastbound peak period bus lane.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts ¹						
	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	2030	<u>2035</u>
	P					
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted City of Los Angeles Subregion Forecasts ¹						
	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
					······	· · · · · · · · · · · · · · · · · · ·
Population	4,140,516	4,214,082	4,292,139	4,367,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,506,564	1,554,478	1,600,754	1,638,823
Employment	1,860,672	1,905,337	1,933,860	1,967,393	2,003,196	2,037,472

Adopted City of Los Angeles Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,366,985	1,424,701	1,485,519	1,532,998	1,578,850	1,616,578
Employment	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	1,994,134
(The poop DTTT) which is the transferred out of the baselines advected by the Device of Coursellie May 2000						

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- **RTP G1** Maximize mobility and accessibility for all people and goods in the region.
- **RTP G2** Ensure travel safety and reliability for all people and goods in the region.
- **RTP G3** Preserve and ensure a sustainable regional transportation system.
- **RTP G4** Maximize the productivity of our transportation system.
- **RTP G5** Protect the environment, improve air quality and promote energy efficiency.
- **RTP G6** Encourage land use and growth patterns that complement our transportation investments.
- **RTP G7** Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.
- GV P1.3 Encourage transit-oriented development.
- **GV P1.4** Promote a variety of travel choices

Principle 2: Foster livability in all communities.

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.
- GV P2.2 Promote developments, which provide a mix of uses.
- GV P2.3 Promote "people scaled," walkable communities.
- GV P2.4 Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people.

- **GV P3.1** Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- GV P3.2 Support educational opportunities that promote balanced growth.
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
- GV P3.4 Support local and state fiscal policies that encourage balanced growth
- GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations.

- GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas
- GV P4.2 Focus development in urban centers and existing cities.
- **GV P4.3** Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- **GV P4.4** Utilize "green" development techniques

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: <u>http://www.scag.ca.gov/igr/documents/SCAG IGRMMRP 2008.pdf</u>

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: http://www.scag.ca.gov/igr/

- Click on "Demonstrating Your Project's Consistency With SCAG Policies"
- Scroll down to "Table of SCAG Policies for IGR"

ę	SCAG Regional Transportation Plan Goals and Compa	ss Growth Visioning Principles	
	Regional Transportation Plan (Goals	
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicabl	
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	
Etc.	Etc.	Etc.	

Subject: BRT Date: Wednesday, October 7, 2009 7:36 PM From: SG19525@aol.com <SG19525@aol.com> To: WilshireBRT WilshireBRT@metro.net

To whom it may concern:

Being a New York I fully understand the need for a more comprehensive transit system. Dedicating bus lanes on Wilshire from Comstock to Westwood does not seem like an improvement but rather will create more congestion to our already congested neighborhood.

We need additional bus lanes that will run from downtown to Santa Monica.

the compost team

Sonia (Sam) R. Solbes-Goldstein 1521 Club View Drive Los Angeles, Ca. 90024 Cell: 818-807-3224

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre:		
Organization/ Organización		
Address/Dirección:		
Telephone/Teléfono:	Fax:	
Email:		

Comments/Comentarios:

+ to know where importan k its

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







From: Caroline Spencer 10316 Wilkins Avenue Los Angles, CA 90024 310-785-0619

Notice of Preparation of an EIR Wilshire Bus Rapid Transit (BRT) Project October 8, 2009

Comments regarding the Wilshire Bus Rapid Transit Project (BRT)

Transportation within the City of Los Angeles was planned to accommodate the automobile. This was during the days that LA was growing.

Today persons living within the city must comply with inadequate transportation planning if they are to leave their cars and use public busses to go from one place to another. Current plans think primarily of EAST/WEST destinations rather than planning links to neighborhood shopping centers and services.

Many residents in West Los Angeles rarely go downtown however they need to get from their home to the dentist, doctor, grocery store as well as to their offices. The majority of these destinations are not on an east/west route, rather they are often on zig-zag routes. The City transportation routes offer time delays of multiple transfers for this type of trip.

When I asked if there could be a bus linking UCLA with Century City on a route starting in Westwood Village heading north on Wilshire and south on Beverly Glen Blvd to Santa Monica Blvd and into Century City. I was told that it would be far to expensive to run a route like this so it is not under consideration. A large part of this route is currently covered by express busses however if we board we must ride to Santa Clarita or Down town LA.

We need linkage transportation of the Dash Bus sort in order to get residents out of their cars and onto public transportation.

Thank you

one ADD Honal Comment: C. Spencer If Biters ARE allowed in Bas haves must the Bas slow down and follow A single ungroup of Bike Rider? How will that improve Bus times? ALSO, NAS HE SAFETY of the Bus Rider been Researched?

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 8, 2009 9:04 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Ira lastName: Cohen organization: Comstock Home Owners Association emailAddress: ira@irapatco.com streetAddress: 1506 Club View Drive city: Los Angeles CA state: 90024 zipCode: Thursday, October 08, 2009 Date: Time[.] 09.04.46 PM

comments:

We were at the meeting tonight. I have a couple of questions.

* You state that the cost will be \$31.5 Million. After looking at the cost overruns on the Santa Monica Blvd. project how can you be sure of this cost?

* If the bus lanes are approved, will therebe more buses running or just the same number of buses running faster?

* How can you be sure that the ridership will increase? Very few of the riders are residents of the West Side. Most, I believe are workers coming to the west side to work.

* That probably guarantees that you will not reduce the number of autos on this artery.

* As mentioned tonight, the best answer is a subway.

Thanks for listening.

From: Jan Reichmann, President of Comstock Hills Homeowners Association 1429 Comstock Avenue (310) 277-5139

Notice of Preparation of an EIR Wilshire Bus Rapid Transit (BRT) Project

Date: October 8, 2009

COMMENTS REGARDING THE WILSHIRE BUS RAPID TRANSIT PROJECT (BRT)

In **1957**, the League of Women Voters concluded that buses were not the answer to a growing Los Angeles population and that a rapid transit system should be started immediately. Over 50 years later, we are still trying to make something work while most other large cities in the world have what we should have built. **The BRT, as it relates to our neighborhood just south of Wilshire, would be a disaster waiting to happen.**

The WILSHIRE CORRIDOR, running from Westwood Blvd to Comstock, currently moves better than most of Wilshire. If the BRT is allowed to happen in that short stretch, the EIR must address the following:

- SAFETY FOR PEDESTRIANS AND CYCLISTS. Many residents cross at the corner of Comstock and Wilshire to walk to the heavily used Holmby Park. Buses currently speed when the lane is open on either side of Wilshire. Cyclists will be in danger if they try to join in a bus lane with speeding buses.
- BACK UPS FROM THE LIGHT AT WILSHIRE AT THE Bev. Hilton in Bev. Hills. During rush hour there is already back up traffic. With the removal of vehicle traffic from two lanes, <u>car back up creates increased fumes</u> while waiting for traffic to move.
- 3. The WILSHIRE CORRIDOR, UNLIKE OTHERS, IS ALMOST ALL RESIDENTIAL.

- 4. Getting out of the local streets onto Wilshire will be a challenge as cars currently back up on Comstock and Club View, waiting to enter Wilshire.
- Access to condos and apartments will be impossible during rush hour with no access for service vehicles. Belmont Assisted Living facility will have curtailed access which could create life threatening time delays for emergency vehicles.
- 6. PRE-SCHOOL FACILITIES AT TWO CHURCHES WILL HAVE PROBLEMS WITH DROP OFF AND PICK UP OF SMALL CHILDREN.
- 7. BUSIEST INTERSECTIONS WILL BECOME EVEN MORE DANGEROUS WHEN BUSES SPEED IN THEIR OWN LANES. THEY SPEED BEYOND THE LIMIT NOW!
- 8. AN EIR MUST FACTOR IN THE FUTURE DEVELOPMENTS THAT HAVE BEEN APPROVED. Increased traffic is already projected in traffic studies. Level of service for traffic on Beverly Glen will be at its lowest. Vehicles trying to bypass each other as lanes are removed will surely be a safety hazard.
- 9. CONSIDER THIS RECOMMENDATION. AS PER YOUR 2001 EIR EXECUTIVE SUMMARY: EXEMPT THIS RESIDENTIAL CORRIDOR FROM THE BRT.

Sincerely, Jan Reichmann President, Comstock Hills Homeowners Association Some of these queries re the Environmental Impact Report on the Wilshire BRT will be asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the entire list will be given to Ms. Litvak or her representative at that meeting, and sent by electronic and postal mail to Martha Butler at MTA.

Jerome Brown, M.D. President The Diplomat Condominium Association 10350 Wilshire Bl. LA, CA 90024

> First I wish to make a very general observation about the process which is taking place: I attended prior meetings about the proposed BRT project, during which time numerous requests were made to define in detail what exactly the project was. Often, the answer was to the effect that "we don't know", that someone not in attendance would get the answer for us, or that the answers would be forthcoming during the second round of hearings, a round which never occurred. Consequently, questions asked have never been answered, and the specifics of the project upon which we are supposed to be commenting remain a mystery to us. Seven or eight months ago, the last outreach about this project to the citizenry of Los Angeles occurred. Why, in a period of a few weeks, has the process dramatically accelerated, with no further delineation of the project itself?

Questions to be answered by MTA in its environmental impact report regarding the Wilshire Boulevard bus only lane

- What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
- 2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
- 3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address the issues of reultant increased air and noise pollution, and concomitant decrease in property values.
- 4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jutouts, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself

- 5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself
- 6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on this project
- 7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R T. lane
- 8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours. The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project
- 9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
- 10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the "bottle" without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
- 11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
- 12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
- 13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a \$26 million project. The cost of restriping to see if it will be effective on would be essentially zero
- 14. What are the timeline assumptions of any shift in traffic from automobile to bus usage. A time exceeding more than two or three years would seem grossly unrealistic and needs a further explanation as to its validity
- 15. The potential removal of parking spaces along Wilshire Boulevard in the condo canyon area a will have major adverse and non mitigatable impact upon the buildings which have no access to them other than along Wilshire Boulevard. Please explain will can be done about this.

- 16. Ridership of buses along Wilshire Boulevard has apparently increased through the years. Has MTA assumed that this increase in ridership is primarily due to a shift from automobile to bus utilization ? What has happened to the motor vehicle usage in the same period of time ?
- 17. Several years ago there was a trial of a bus only lane on a portion of Wilshire Boulevard between Centinela avenue and Federal Avenue. This was discontinued at the request of a councilman Rosendahl and the city Transportation Committee because of the councilman's statement that it had severely worsened traffic flow and caused an undue burden on the businesses and residents of his area when other jurisdictions were not involved. No jurisdictions have been added to the list of willing participants in the bus only lane project since that time. Please explain why MTA believes that a bus only lane at the current time will have any effect different from that of the experimental lane several years ago.
- 18. MTA has improperly indicated in its communications in reference to prior hearings on the BRT project that the majority of persons present favored the project. This was grossly incorrect in reference to hearings in the Westwood area where presidents of homeowner associations and representatives of condominia spoke representing many thousands of people each were strongly opposed to the BRT project within the Westwood area. The record needs to be corrected on this matter.
- 19. Describe in detail how the woefully inadequate outreach regarding the project for the first round of hearings has improved in the ensuing months since further hearings were cancelled



October 8, 2009

Ms. Martha Butler Project Manager Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Study

Dear Ms. Butler:

The Grand Condominium at 10445 Wilshire Blvd., between Holmby and Warner avenues, has 109 units and is home to approximately 220 people. The proposed bus lane will be approximately 28.5 feet from the front wall of our residents' homes.

We understand the need for the bus lanes in congested areas such as Beverly Hills (which is exempted) and the Miracle Mile, and Westwood proper. The westward route from Santa Monica Boulevard to Glendon, however, is rarely congested, even at peak hours. In addition, the proposed bus lane is entirely bordered by high rise and low-rise compact residential housing.

The environmental impacts of the proposed lane are significant and cannot be mitigated to below level of significance. Based on our reading of the proposal, we do not think the MTA can justify, with overriding considerations, adding a bus lane between Comstock and Glendon.

Aesthetics. If the remove the jut outs are removed and the curbs realigned, you
will be removing the landscaping and trees, which enhance the neighborhood and
property values. There is no way to mitigate this. Having large articulated buses
passing every few minutes in front of our homes is a huge negative aesthetic
impact which also cannot be mitigated.



- 2. Parking. We have a cut-out in from of our building. The few street parking spaces that exist on the boulevard will be removed. This parking is used by short-term visitors to the neighborhood and deliveries such as UPS and FEDEX. All other street parking in the neighborhood is restricted. This parking also serves as a buffer between the traffic and the apartments. There is no way to mitigate this impact.
- Traffic. Condensing all peak hour buses in the lane adjacent to our homes will make it dangerous to enter and exit our driveways. Currently, the median is used as a safe way to turn into the driveways. Removing the median will dramatically increase traffic accidents.
- Noise. Moving all bus traffic to immediately in front of our building will increase noise levels dramatically. Currently, buses use all of the lanes and that defuses the noise. There is no way to mitigate this impact.
- 5. Air Quality. Large articulated buses travelling at high speeds in front of our homes will kick-up dust and PM 10 particulate matter and cause health problems for our residents, many of whom are elderly. In addition, next door to our building is the Belmont Retirement home, which is entirely made up of sensitive receptors. There is no way to mitigate these impacts.

I strongly suggest that you consider an alternative to the proposed project. That is, exempt the area from Comstock to Glendon from the Bus Lane proposal. This alternative will demonstrate fewer environmental impacts and will achieve the same project objectives.

We expect this alternative will be addressed in the Environmental Impact Report.

Sincerely, Raymond Yashoufar President

My name is Roxane Stern I live in North Village Westwood. Although I have a car, I take the bus as often as I can. It is discouraging how slow it is.

Los Angeles is choking on air pollution and traffic congestion. Our streets are overwhelmed.

Buses can really help. Dedicated bus lanes will encourage people to get out of their cars and onto the bus. Air quality will go up and pollution levels will go down.

Here on the Westside we need a rush hour bus lane for Wilshire Blvd to improve our quality of life. Wilshire Blvd is a major artery for Angelinos going to work, study or play.

When the bus lane goes in we all win-

Bus lanes are not a radical idea they use it in London, NY, San Jose and many other cities.

Wilshire Blvd. is a MAIN thoroughfare between the Westside and the rest of the city. People need to be mobile in this corridor and the bus lane is a modest step to making the boulevard a better street to navigate. This project has been delayed too long. Let's get started supporting bus lanes, metro, and all forms of moving people that will not clog the streets or worsen the pollution.

Thank you,

Roxane Stern 11053 Strathmore Dr LA CA 90024

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION 914 WESTWOOD BOULEVARD P.M.B. 573 LOS ANGELES, CALIFORNIA 90024 (310) 470-1785

October 8, 2009

Notice of Preparation of an EIR Wilshire Bus Rapid Transit (BRT) Project

Comments on the scope of the environmental document:

- The comments of the above named organization, representing 1100 single-family homes north of Wilshire Blvd., will generally address the scope of the BRT on Wilshire Blvd. from San Vicente (east of Beverly Hills) through the City of Beverly Hills to Santa Monica.
- 2. The project includes 9.6 miles of peak period curbside bus lanes in a densely populated, highly developed urban region of the Westside of Los Angeles with extensive commercial and residential uses. Metro's Notice dated Sept. 23, 2009 states "nearby" residential uses. That statement is incorrect in Westwood where thousands of residential uses are literally built on the Wilshire corridor.
- 3. The Notice states that "congestion continues to slow automobile travel." The project and all alternatives must study the congestion that buses will create for automobile travel between San Vicente (E) through Westwood to the west. What are the time delays for autos?
- 4. The Notice states, "The Wilshire BRT Project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit." Discuss how the Project will improve or impact automobile use. Encouraging a shift from auto to bus involves a BIG assumption that people will change their habits. Discuss how you arrived at such an assumption and what will happen if such an assumption is wrong?
- 5. Discuss the LOS at intersections that are currently at E and F during peak hours in Westwood. What impact will the BRT have on those intersections? Will the LOS change at other Westwood intersections? Discuss each intersection and the ramification of the BRT.
- 6. The surrounding residential neighborhoods to the north and south of Wilshire have restricted parking including "NO parking anytime except by permit." Discuss the number of parking spaces that will be removed on Wilshire during

peak hours and the impact on workers who have used Wilshire to park during peak hours. Discuss the impact to the residential high-rises for deliveries during peak hours. Many high-rise buildings cannot accommodate mail trucks, Sparkletts, UPS, repair services as cable, elevator, moving vans etc. on site. If four hours are removed from delivery or pick-up, some services would have to be performed for two days. The vans would have to park overnight or return to a warehouse. Discuss the cost impacts to residents and condo maintenance.

- 7. DOT's report to City Council on November 7, 2005 stated, "Eastbound traffic on Wilshire Blvd. normally destined for the northbound 405 Freeway appears to have diverted up to Sunset to avoid congestion and delays resulting from the reduced capacity on Wilshire Blvd. Southbound 405 traffic has similarly diverted south toward Santa Monica Blvd. "Before" and "after" traffic count data indicate an approximate 22% increase in northbound traffic on Barrington north of Wilshire Blvd. during the am and pm peak periods." What is the impact in minutes lost to autos on Sunset, Barrington, and Santa Monica Blvd.? What is the impact on air quality? What is the impact to the thousands of residents living on these streets?
- Discuss the impact of cut-through traffic on residential streets north and south of Wilshire. Discuss the impact to delivery trucks that parked on Wilshire to service the high-rise condos and to its' residents.
- Discuss the movement of traffic to Olympic and Pico to escape the BRT. How does Metro know where these autos will divert to? Describe impacts to those neighborhoods as a result of the diversion.
- 10. What is the exact loss of mature trees along Wilshire in Westwood? Where is each located? What impact will their removal have on the environment?
- 11. There will be a change in the transit signal priority system. Discuss the impacts this will have on all north/south traffic during peak hours. What change will occur in existing left turns in the east, west, north, and south direction?
- Reduction in the number of traffic signal recovery cycles will be a factor at key intersections along the corridor. Describe all impacts that will result.
- 13. There will be an increase in noise to every high-rise in Westwood if the BRT creates bus lanes closer to each building. Discuss the increase in noise now and with completion of the BRT and the planned addition of buses.
- 14. There will be a minimum of three different buses (the local (20), and two Rapid Reds (720 and 920), one making more stops that the other). Will the buses use traffic lanes other than curbside? What impacts will the addition of buses into auto lanes have on auto traffic?

- 15. Bus lanes are also used by bike riders. Discuss the safety issues and other adverse impacts related to bikers on Wilshire Blvd. at peak hours using curb lanes. There will also be autos making right turns that will share the lanes with bikers and buses. Discuss the safety issue.
- 16. Describe any growth inducing impacts along Wilshire and Wilshire adjacent that could result from increased bus ridership and more buses and increased auto and bike use. What are the land-use impacts, the noise impacts, and air quality impacts?
- 17. One of the build alternatives would retain the jut-outs on the north and south sides of Wilshire between Comstock and Malcolm and the existing curbside traffic lane would be converted to a bus lane in each direction. Discuss in detail all impacts as a result of the removal of 2 lanes of auto traffic at peak hours.
- 18. Another alternative is the portion of Wilshire Blvd. between Sepulveda and just west of Gayley to be excluded from the project to avoid potential conflicts with the I-405 on-/off ramp traffic. Discuss the reasons for exclusion of the City of Beverly Hills, the City of Santa Monica, the section between Sepulveda and just west of Gayley, the exclusion between Whittier Dr. in Beverly Hills to Comstock in Westwood and what amount of time would be lost to bus travel time? What is the difference to auto travel time now and if these sections are excluded?
- Discuss the impacts on Wilshire Blvd. from the removal of the off ramp on the I 405 at Montana.
- 20. The demonstration project for the Wilshire BRT in CD 11 was removed at Councilman Rosendahl's request and he stated that residents and merchants "had borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project." Have other jurisdictions decided to implement the project? Which ones? What were the impacts on that section of Wilshire when the lanes were operational as bus-only lanes? It was noted that the demonstration was a total disaster and that traffic was severely impacted with the bus-only lane. Describe the results of that project. A "Frequently asked questions" page was distributed by Metro, County Public Works, and City of LA and states that "The City of Los Angeles removed the bus lane in August 2007 until there could be a larger BRT project." It was a disaster!!
- 21. Why were elected officials (Mayor's office, Councilmember Jack Weiss, Congressmembers Howard Berman, Brad Sherman, Diane Watson, and Henry Waxman, Assemblymembers Mike Feuer, and Julia Bromley, State Senator Sheila Kuehl) and the <u>Bus Riders Union</u> asked to support the Wilshire BRT before the details of the project were made public? Their constituents had no prior info nor were they able to assess the impacts of the project. No one ever asked the Residents Union!

- 22. On August 25, 2009 at a meeting with Kang Hu, Mr. Hu stated that the forecast of this project is 2012-2020. It is important to know all impacts resulting from this project beginning in 2012 and not wait to see who decides to move from auto to bus by 2020. Therefore, discuss all impacts beginning in 2012.
- 23. Mr. Hu stated that a lot of intersections cannot be mitigated. What are those intersections? Discuss the impacts on the LOS at those intersections.
- 24. Does the federal funding for this project require an all or nothing project for the 9.6 miles on Wilshire? Can segments be removed as a result of the EIR?
- 25. What is the relationship of the planted median for beautification on Wilshire to the federal funding and project description?
- 26. Does a "no capacity improvement" in Westwood jeopardize any funding?
- 27. Discuss how a median divider will impact ingress and egress to the many thousand residents who live on Wilshire. List all buildings that will have blocked access as the result of a median. Did MTA's application for federal funds for the BRT include a landscaped median? Does the City of LA support landscaped medians? If so, why and who is supporting this in the Westwood community?
- 28. What is the impact on air pollution as a result of increased transit times for nonbus riders going north, south, east, and west between Comstock and Selby?
- 29. What is the assumed percentage of change from auto to bus? How did you arrive at this number? What is planned if such assumptions do not materialize?
- 30. Discuss all impacts of the conversion of existing curb lanes to peak period bus lanes between Glendon and Veteran Avenues (impacts on auto travel time, pedestrian traffic, buses using multiple lanes, back-up on north/south streets, and bikers).
- 31. With projected cut-through traffic in the adjacent residential community and buses running closer to the high-rise condos, what will the impact be on home (including condo) values as well as air and noise pollution?
- 32. There is concern over the bottleneck that will result at Wilshire and Comstock on the east as well as the entrance to the City of Santa Monica on the west. Discuss the impacts at these intersections at pm peak going east and west. What will the delay be to auto traffic?
- 33. How many times has LAPD been on Wilshire during peak periods using radar to ticket people driving at excessive speeds? If this is such an impacted area at peak hours, how could drivers exceed the speed limit and Wilshire policed with radar?

- 34. The last EIR on this project (2001) states, "Westwood Residents in this community between Comstock and Selby Avenues requested that no parking be removed in this area and that dedicated transit lanes not be considered. This segment of Wilshire Boulevard is the only segment of Wilshire Boulevard in which transit buses do not experience delay due to traffic congestion and therefore no significant benefit was felt to exist from the dedicated transit lanes. Following review of transit speeds, MTA staff concurs with the residents' position and is therefore not recommending any further consideration of dedicated transit lanes in this segment of the boulevard. Buses in this area are recommended to run in mixed-flow traffic." How has this segment changed? What delay do buses experience due to traffic congestion?
- 35. The 2009-09 Transportation Grant Fund Annual Work Program has given the Bureau of Engineering \$141,000. for corridor improvements between Selby and Comstock. The Bureau of Street Lighting Work Program was given \$60,000. for improvements - Selby to Comstock. The Bureau of Street Services Work Program was given \$50,000. for corridor improvements – Selby to Comstock. How have these specific grants been used between Comstock and Selby? Are they related to any improvements that would improve the environment, circulation, traffic speeds, bus transit time?
- 36. Describe all benefits the BRT will have to Westwood residents and how such benefits were determined. State all non-beneficial aspects of the BRT for Westwood residents.
- 37. How will a bus-only lane in front of Sinai Temple (10400 Wilshire at Beverly Glen) impact school ingress at am peak? Egress at pm peak on Holmby Ave.? There exists short poles (bollards) to separate right turn only traffic from through traffic that was implemented for the temple's am drop-off and pm pick-up. What impacts will removal of the bollards create for Sinai and non-Sinai related traffic?
- 38. What is the average bus speed LOS now between Comstock and Selby and what will it be once the bus-only lane is implemented? Please include the info for all 3 bus lines at am and pm peak traffic.
- 39. What is the number of persons moved per day by bus and auto after implementation of the BRT between Comstock and Selby? How did you arrive at those numbers? Compare those numbers with those that exist prior to the BRT.
- 40. Address the impacts to new building construction along Wilshire in Westwood? What is the cost impact to the developer? What is the physical impact to the nearby residents?
- 41. The Residents Union has as many members as the Bus Riders Union. Because the BRT may help the Bus Riders Union, it will have significant impacts on the

Residents Union. Metro's concern is buses. LA's concern should be that the infrastructure cannot reduce the impacts to a level of insignificance. How does LA respond to its inability to reduce the impacts to a level of insignificance for its residents and bike and auto commuters?

- 42. A Project Goal is to minimize impacts to existing parking. How will this be accomplished in Westwood?
- 43. At Metro's Community Meetings held between November 12-19, 2008, Metro states that approximately 1/3 opposed or had concerns and that 2/3 supported the project. This is factually wrong and must be corrected. Several of those individuals who opposed or who had concerns represented associations representing thousands of homes.
- 44. Discuss the ability of the city to provide parking at Wilshire and/or shuttles to get the residents of Westwood who live between Comstock and Selby to use bus transportation. If you don't make buses available for residents' use, what benefit will be provided for the residents (the Residents Union)? This is injustice at its best! What is the ridership loss without the availability of buses? What is the loss in auto traffic reduction and minutes per car because residents must use their autos because buses are unavailable within a reasonable distance to their homes?
- 45. Discuss the change in signal priority at all Westwood intersections. Discuss the change in all directions. What impact will priority signal timing have on cross traffic flows?
- 46. What delay will occur for autos in mixed bus lanes between Comstock and Selby?
- 47. UCLA creates many car trips at peak hours exiting and entering Wilshire (exiting at Selby, Glendon, Westwood Blvd., Gayley and Veteran) (entering at the I 405, Selby, Glendon, Westwood Blvd., Gayley, and Veteran). Describe the impacts on those streets as well as Wilshire.
- 48. What was the result of the test demonstration in August, 2007 in Beverly Hills to the areas between Comstock and Selby, including the residential streets of Lindbrook, Ashton, and Beverly Glen?
- 49. What is the number of people moved in the am and pm peak periods in cars and on buses on Wilshire? Just between Comstock and Selby? Is this a comparison of occupancy to occupancy or occupancy to bus capacity? Is it a comparison with a full bus and full car or a full bus and only one occupant in the car?
- 50. How will frequency and size of buses impact traffic on Wilshire? Impact traffic between Comstock and Selby? How many additional buses will be put on the Wilshire line? Articulated buses? Will the frequency of the buses change? If so, describe.

- 51. Describe in detail the traffic modeling assumptions that were, are, or will be used for the BRT. Describe the levels and thresholds of significance.
- 52. LA County and LA City Transportation Depts. have different thresholds/criteria for significant impacts. What are they for County and City? What threshold will be used for this EIR and why?
- 53. Describe impacts from reducing the number of mixed flow lanes and removing or restricting left turns between Beverly Hills city limit and Veteran Ave. with respect to street carrying capacity, congestion and delay at intersections, spillover traffic onto adjacent streets and additional right turn movements and traffic circulation where left turns are prohibited.
- 54. What are the impacts of buses on mixed traffic flow in segments without bus lanes as in Beverly Hills?
- 55. The development/design standards of the Wilshire-Westwood Scenic Corridor Specific Plan are intended to minimize traffic and parking problems along Wilshire, enhance aesthetic qualities and encourage open space. Explain how the BRT project will minimize traffic and parking problems, enhance aesthetic qualities and encourage open space.
- 56. Describe the segments of Wilshire Blvd. that are scheduled to be resurfaced with this BRT project. Will this be asphalt or cement?
- 57. Describe the BRT measures along other transit corridors. Define the corridors.
- 58. On November 8, 2005 in a letter from John B.Cafoe, Jr. to Wendy Greuel, Mr. Cafoe stated that "Metro engineers have also noted specific challenges in extending the bus lane through the Westwood Village portion of Wilshire Boulevard across Sepulveda. It is felt that the on-ramps and off-ramps for the San Diego/405 Freeway result in a great deal of weaving and potentially unsafe movements. Additional time to address this area is necessary and may require bus lane improvements to be integrated with future improvements to the freeway. Have these bus lane improvements been integrated with future improvements to the 405? Explain what has been accomplished.
- 59. Detail the neighborhood traffic management measures.
- 60. What amendments would need to be instituted to the General Plan and/or any Specific Plans?

On November 7, 2005, Frances T. Banerjee, IGM for DOT wrote in a letter to Wendy Greuel, "The bus lanes, which have been in operation since March 8, 2004, have had

some benefits for buses but have had a negative impact on traffic flow with resulting increases in delay and congestion along Wilshire Boulevard, especially at the intersections of Wilshire/Barrington and Wilshire/Federal, and traffic diversion into surrounding neighborhoods. PM peak hour delay has increased by more than 50%. The bus lanes have reduced eastbound mixed flow capacity during peak periods in a critical segment of Wilshire Boulevard between Westgate and Federal Avenues from three lanes to two lanes."

On November 7, 2007, a motion was co-presented by Janice Hahn and Tom LaBonge, seconded by Wendy Greuel that stated "The base assumption behind this proposal is that people who live near transit lines will take the bus or ride a train to work, for shopping and other activities. This idea has been shown to be flawed by several studies, including one from the Mineta Transportation Institute in San Jose. Most Angelenos own cars, and even when they move near transit lines, they continue to use them on a regular basis." This motion discussed the need for major changes in parking requirements of new projects. The point is that the residents will continue to use their cars.

As long as the Wilshire BRT project is going to be implemented in segments, Beverly Hills and Santa Monica being eliminated from the study, it would be justifiable to eliminate the Westwood segment as it was in the 2001 EIR study because the MTA concluded "no significant benefit was felt to exist from the dedicated transit lanes." Staff concurred with the residents' position and "is therefore not recommending any further consideration of dedicated lanes in this segment of the boulevard. Buses in this area are recommended to run in mixed-flow traffic."

The significant impact that the Wilshire BRT will have on automobile traffic, impacts that cannot be mitigated, in an area that is not congested today, even at peak hours, as well as the negative impact on the residential segment of Wilshire (condo canyon) and the adjacent residential streets to the north and south, and the multiple safety issues that will result are excellent reasons to remove the Westwood segment (Comstock to Selby) from further consideration of dedicated transit lanes.

Dedicated bus lanes might be an enhancement to bus service but should not be constructed at the expense of thousands of residents who live on Wilshire and 110,000 commuters who travel by personal automobiles.

Sincerely,

Sandy Brown

61. The stretch of Welshire along La Country Club well not be wilened, once 2 lanes and removed for the buses during peak periods, what is the delay for auto traffic who would only have use of 2 lanes? 8 SANDY BROWN

Re: Proposed Bus Only Lanes on Wilshire Boulevard

Wilshire Corridor/Westwood

Gentlemen and Ladies:

By proposing that we have BUS ONLY LANES on Wilshire Boulevard, you will create a very dangerous situation for those living on the Wilshire corridor. This is a unique residential area of OVER 50 buildings, and OVER 10,000 people who ONLY have ingress and egress from their buildings <u>ON TO WILSHIRE BOULEVARD ?</u>

During the proposed peak hours Bus Only Lane proposal, they would be unable to have garbage collection, and delivery of mail.

There is danger for ambulances, and fire fighters to access our buildings.

Move-ins and move-outs would be impacted, or prohibitive.

With the constant renovation of high-rise units there would be no parking for the trash receptacles.

It would also be very dangerous for drivers leaving their buildings as they will have to drive out of their driveways immediately into the SECOND lane turning right on Wilshire, and if there is a bus there, the bulky size of the bus will obscure a view of the oncoming traffic.

In addition, the Bus Only Lane proposal will drive motorists to use the surrounding residential streets to avoid the congestion on the Wilshire corridor.

PLEASE drive down to the Wilshire corridor and you will actually see the impact your Bus Only

Lane proposal will have on the access and ingress to Wilshire Boulevard from all of these buildings.

For the safety of the over ten thousand (10,000) lives on the Wilshire Corridor

PLEASE rethink this irresponsible and dangerous plan.

Beverly Hills won't allow it. Santa Monica won't allow it.

So why are you targeting the Wilshire Corridor??? The only residential section on Wilshire Boulevard.

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. .

Sincerely yours,

Afrand the welliam formes

Mr. & Mrs. William Morris and over 10,000 residents on the Wilshire Corridor

10790 Wilshire Blvd., #1004, Los Angeles, Ca 90024

Date: January 21, 2008

The Honorable City Council, Wendy Greuel, Transportation Committee City Hall Office 200 North Spring Street, Room 400 Los Angeles, Ca 90012

Dear Ms. Greuel:

· · *

According to the 2002 EIR, the traffic speed in the corridor is the fastest of any stretch on the corridor between Comstock and Malcolm, so why are the Department of Transportation, the City Council, and the Metro Transit Authority fixated on trying to make it faster when the traffic will only find a bottleneck at Wilshire and Beverly Glen on the East end, and at the West end beyond the 405?

Why are they not communicating with the inhabitants of this <u>one mile</u> of the Wilshire corridor which has particularly unique problems not encountered by the rest of Wilshire Boulevard? This area of mainly <u>residential</u> high rise condos and apartments has <u>no alleys</u> and all the <u>ingress and egress</u> to these buildings is <u>only from Wilshire Boulevard</u>. <u>Every delivery, trash collection, move ins and move outs, and emergency vehicle</u> has to approach the buildings from <u>Wilshire Boulevard</u>.

To make East and West bus lanes only on Wilshire on peak periods as you are proposing would be a dangerous disaster for these residents, and a traffic nightmare for the Wilshire corridor.

Where are the reports of the experiment last year for the bus only lanes West of Federal Avenue, which was in a commercial area, and ruined many businesses along that route?

There is additionally the current problem of the construction going on at four major sites for three more years, and projected construction of at least three more sites. This construction now takes one lane and sometimes up to two lanes during the day.

The City of Los Angeles received 7.5 million in 2001 to remove the jut outs along the Wilshire mile, (which is now said will cost 3 million to 13 million more to complete, depending on the report you are reading).

In the meantime, the Belmont retirement development at 10475 Wilshire Boulevard has received a moratorium on removing their jut outs, so how is that going to effect the proposed removals? The construction company which is renovating the hotel at 10740 Wilshire, has no plans to remove the jut out at the southeast corner of Selby and Wilshire. Does that mean that the taxpayer will be paying to remove the jut out which has a street signal and a large utility box on it?

Originally the plan was to have the jut outs removed and paid for by the developers as the pieces of property were developed. Now it seems we, the taxpayer, will be footing the bill.

There is additionally the proposal for median planting of trees along this stretch of the boulevard. If implemented, these must be short areas of planting so that residents along the corridor can turn into their parking areas facing Wilshire Boulevard. However, this will cause many to use U turns to get into their driveways, thus causing more traffic problems for Wilshire Boulevard and the adjoining residential streets.

In the meantime, the streets along this mile of Wilshire are in deplorable shape and this condition has not been addressed in years, in spite of notifications by the inhabitants and taxpayers in this area.

Upon examination of all the problems above, we are against the bus lane only proposal for Wilshire Boulevard. Please notify us of any further developments, or information about these proposals.

Yours very truly,

Mr + Mas William Morris MORRIS: 10790 Wilshire Boulevard, Los Angeles, Ca 90024

cc: Federal Transportation Administration-Mr. James S. Simpson 400 Seventh Street Southwest-Room 9328 Washington, D.C. 20590

Department of Transportation 221 North Figueroa Street-Suite 500 Los Angeles, Ca 90012

Councilman Bill Rosendahl-Transportation Committee 200 North Spring Street, Room 415 Los Angeles, Ca 90012

Office of the Mayor-Mr. Antonio Villaraigosa 200 North Spring Street-Room 303 Los Angeles, Ca 90012

Councilman of the Fifth District-Mr. Jack Weiss 200 North Spring Street-Room 440 Los Angeles, Ca 90012

Supervisor/Metro Board-Mr. Zev Yaroslavsky 500 North Temple Street-Room 821 Los Angeles, Ca 90012

CONDOMINIUMS, APARTMENTS & HOTELS

WITH INGRESS & EGRESS ONLY TO WILSHIRE BOULEVARD

FOR GARBAGE COLLECTION, MAIL, DELIVERIES, EMERGENCY SERVICES,

MOVE-IN'S ^ MOVE OUTS, CONSTRUCTION, ETC.

CONDOMINIUMS:

- 1. Diplomat-10350 Wilshire Blvd.
- 2. Condo-10374 Wilshire Blvd.
- 3. La Tour-10380 Wilshire Blvd.
- 4. Wilshire Holmby-10433 Wilshire Blvd.
- 5. The Grand-10445 Wilshire Blvd.
- 6. The Churchill-10450 Wilshire Blvd
- 7. The Dorchester -10520 Wilshire Blvd.
- 8. Wilshire Marquis-10535 Wilshire Blvd.
- 9. Regency Wilshire-10551 Wilshire Blvd.
- 10. The Wilshire-10580 Wilshire Blvd.
- 11. Wilshire House-10601 Wilshire Blvd.
- 12. Condos-10645 Wilshire Blvd.
- 13. Wilshire Manning-10660 Wilshire Blvd.
- 14. Park Wilshire-10724 Wilshire Blvd.
- 15. Remington Plaza-10727 Wilshire Blvd.
- 16. Wilshire Selby East-10747 Wilshire Blvd.
- 17. Wilshire Selby West-10751 Wilshire Blvd.

- 18. Marie Antoinette-10787 Wilshire Blvd.
- 19. The Caryle-10776 Wilshire Blvd.
- 20. The Californian-10800 Wilshire Blvd.

APARTMENTS:

21. 10336 Wilshire Blvd.

22. Chateau Colline-10341 Wilshire Blvd.

23. The Bermuda-10354 Wilshire Blvd.

24. Wilshire Westwood-10540 Wilshire Blvd.

25. The Summit-10600 Wilshire Blvd.

26. Wilshire Manor-10635 Wilshire Blvd.

27. The Argon-10636 Wilshire Blvd.

28. The Princess-10635 Wilshire Blvd.

29. Westwood Towers- 10717 Wilshire Blvd.

30. 10763 Wilshire Blvd.

31. 10777 Wilshire Blvd.

32. The Legacy Apartments-10833 Wilshire Blvd.

HOTELS:

33. Palomar Hotel-10740 Wilshire Blvd.

34. Beverly Hills Plaza-10300 Wilshire Blvd.

35. Belmont Retirement Village-10475 Wilshire Blvd.

CONDOMINIUMS & APARTMENTS ON WILSHIRE BOULEVARD IMPACTED BY TRAFFIC & DELIVERY, OR EMERGENCY SERVICES,

BUT HAVE ACCESS TO WILSHIRE BLVD.BY SIDE STREETS

CONDOMINIUMS:

36. Beverly West Residences-1200 Club View Drive

37. Wilshire Terrace-10375 Wilshire Blvd.

38. Wilshire Comstock-865 Comstock Avenue

39. Mirabella- 10430 Wilshire Blvd.

40. Blair House- 10490 Wilshire Blvd.

41. Wilshire Thayer-10550 Wilshire Blvd.

42. 10560 Wilshire Blvd.

43. Crown Towers-10701 Wilshire Blvd.

44. Westford-10750 Wilshire Blvd.

45. Longford-10790 Wilshire Blvd.

46. Venezia-10795 Wilshire Blvd.

APARTMENTS:

- 47. The Devonshire -10351 Wilshire Blvd.
- 48. The Sterling Towers-10390 Wilshire Blvd.
- 49. 10401 Wilshire Blvd.
- 50. Wilshire Margot-10599 Wilshire Blvd.
- 51. Wilshire Ashton-10700 Wilshire Blvd.

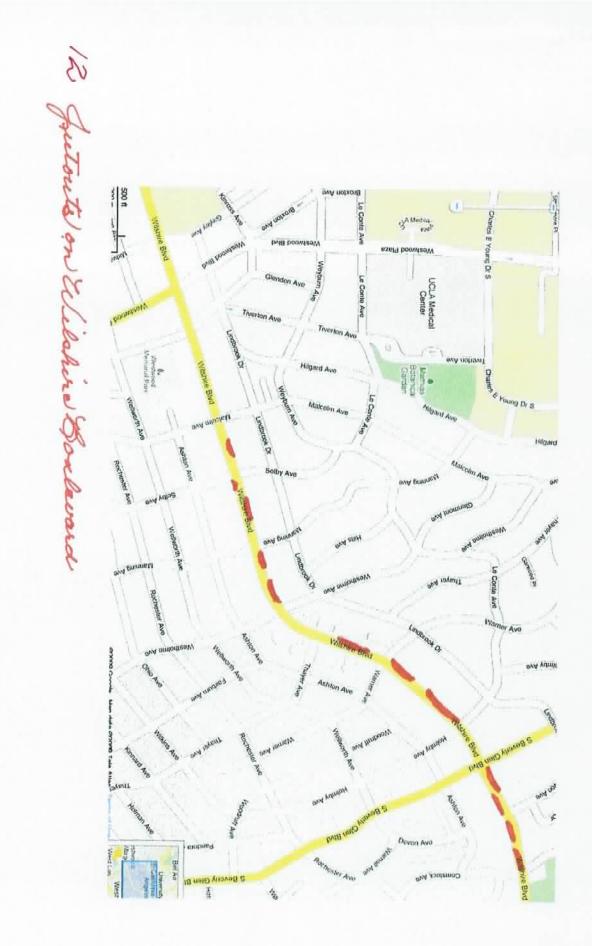
JUTOUTS:

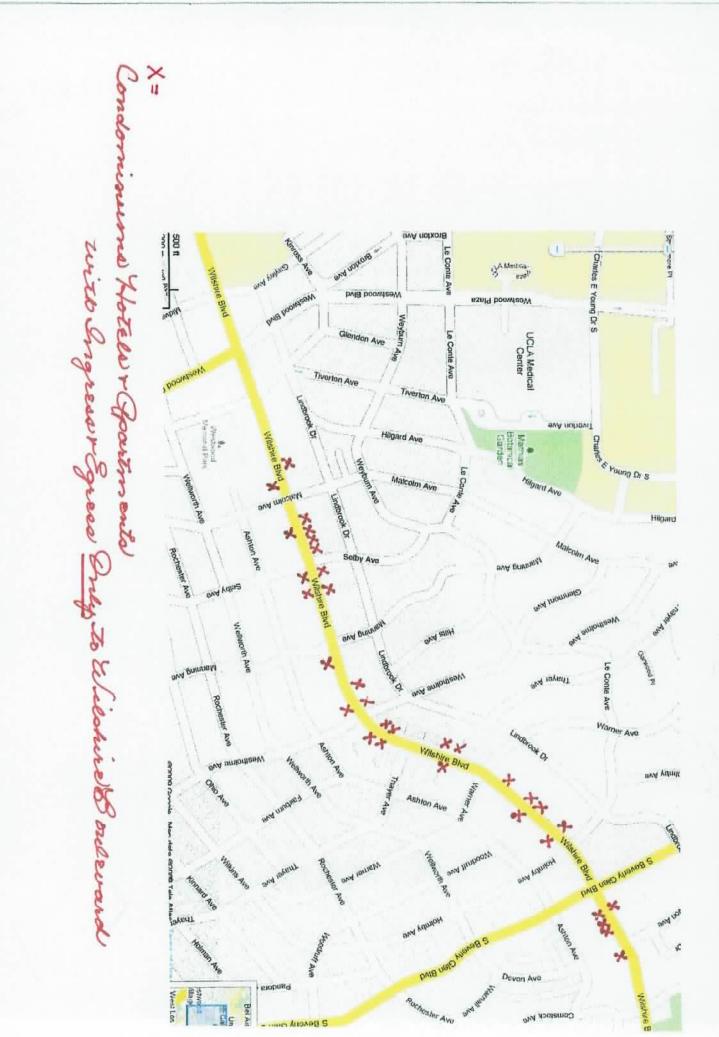
Note: Some JUTOUTS have been grandfathered (The Belmont Retirement Village)

(The Palomar Hotel)

OVER 10,000 PEOPLE LIVE IN THESE BUILDINGS WITH ONLY INGRESS & EGRESS FROM WILSHIRE BOULEVARD. *

EXITING THEIR BUILDINGS DURING BUS ONLY HOURS WILL BE DANGEROUS DRIVING INTO THE SECOND LANE TO PASS THE BUS *.





Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

³ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Hector Linna y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Si es edro este proyecto nos ayudara para reducir el tiempo para ir a nuestros trabajos. 9 si mismo este proyecto puede seu el ejemp/o a seguir para nuestra ciudad.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

H.L.

domicilio: 4520 affiffier Blud, no° teléfono(323) 9479020

correo electrónico:

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

<u>de octubre, 2009</u>

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Leopoldo Romos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

2.11. CA 9000200° teléfonor 323 92 domicilio: 1624

correo electrónico:

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

$\boxed{3}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Armando Rivas</u>, y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Irmando Rivas.

domicilio: IN glewod L-D goy no° teléfono:

correo electrónico:

$/\mathcal{O}$ <u>13</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Gradia hufu</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

11dp Morque nelos a pulstin Tra Mon Concel

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

20032 no° teléfono: 323-447-01414 domicilio: correo electrónico:

/ 3 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Apoyo este proyecto en lavor de Alutobuses Servira para reducir contaminación, alarro de Trempo en tiransportación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio: 40 20 E. Clara St. Euro° teléfono: 323/-771-6645

correo electrónico:

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>JOAN</u><u>MAY</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

En la Personal y en la alluda Pora mis Comilie apoyo este Proyecto, Por que no Podrio quedame Satenido

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma domicilio: 118. N. WasTprosebuch

no° teléfono: <u>201490 7214</u>

correo electrónico:

<u>&</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Jose Manuel</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

proyecto me ayudara mucho en llagar mas temprano a rabaje

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

se Manuel

domicilio: Normandie 764 5. 90005 no° teléfono:_____

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October (), 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\Box h d \partial D d \partial d \partial d \partial d \partial d \partial d d urge the full implementation of the Wilshire$ Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel timesavings for thousands of bus riders like me on the Wilshire Corridor. It will also attract morepeople to get out of their cars and use transit. I believe all residents of Los Angeles will enjoythe benefits of reducing air pollution and greenhouse gases as a result of this project.

NOUN

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact addr phone: email 121

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>GERARLO</u> <u>OAUNE</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

752 HOOVER ST # _ phone: \$18) contact address: 10 <u>799-33</u>00 email

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Elizabetz Gendl</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

fully support the Bus-only love.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

gebeth Myandel

contact address: email Chitinaschotmail.com

phone: 3239384223

______ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Micolas Vagare y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

US

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio:___

no° teléfono:

correo electrónico:_____

October $\underline{\mathcal{S}^{\mu}}$, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>*Marrell Mitchell*</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

ull Mitchill signature

ST. contact address: <u>20430 C-i/MOYe</u> phone: <u>818-224-0363</u> email <u>Winnerlka</u> co. 91306

<u>______</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>María Rivas</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

·

Maria Rivas

domicilio: <u>635</u> (Templeton	no°	teléfono: <u>323</u> -	627-58) [
	. •				
correo electrónico:					

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>M</u> Shah and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

mk for these project 9 Wike this rojest P(page start 45 opujaly save lot of time to go to worked osple home pour very

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Ilah

signature

2-W assor Blag contact address: phone: email

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Bowfuo E. Killett T</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I AGREE WITH THAT.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 11301 Wilstip & BLVD. phone: (310) 694-1704 email

$\underline{12}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Clum</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

15 Muy importantes un carril para autobuses beneficiaria atodos los parajeros, llegavamos mas Luego a nuestos trabajo y tambian habria · menos trafico,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: <u>140 Ib.</u> Harvard Blod L.A. no^o teléfono: ______ CA 9009 correo electrónico: _____

<u>12</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Rodolfo Gomér</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

demasique pasa mº. Trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rodolfo gb

domicilio: 1401 S. CATALINA L.A. (.A. no° teléfono: 213) 766-03-91

correo electrónico:

October $\underline{\mathcal{C}/}$, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is THEODORA F. Uncland I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

Kerdera F. Hall Idress: 3355 Will phile Blod. LIA, OA. 9117 contact address. 3 C email

phone:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ANGENT CARENE and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

ba

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

phone 323)667 9818 ARD MORE KIE contact address: email A

October <u>8</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Green 500</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

meer Sa

signature

10342 Lindley Ave., #337Ni	323 - 244 -		
contact address: Northridge, CA. 91326	_ phone: 04 08		
email (150n (a) Krcia. ord		-	
\bigcup			

10 - 8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es CATALINA UESSMAN y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Gue anda ento se Meyarson man poere s a ment innor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Saling Warman

domicilio: 710 PZAZA DERENA noº teléfono: 909-460-1769 correo electrónico: MO

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Lidia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

50 Drovpeto \sim one 30 SINO er. \bigcirc todor COAL $\mathcal{J}DOJ$

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 5954

no° teléfono:

correo electrónico:

 \bigcirc de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>GRACICIA</u> <u>ORFY</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

Hille Ndale Dett 1 no° teléfono: 323 2553741 domicilio: 0000correo electrónico:

<u>3</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $Maria V_{1}/a$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

ann Ville

domicilio: <u>440 UNJan Av 02</u> no° teléfono: <u>213-4824690</u>

correo electrónico:

\underline{OB} de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es SCARLST. $\bigcup_{u \in A} f_{ARCA}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

<u> 10 APOJO ESTE PROJECTO-</u>

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Scarlet Urtiago

domicilio: 2691 GRIFFIN AV. PTZ no° teléfono:

correo electrónico:

$\underline{/3}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Maura</u> <u>OHz</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Viajo 4 veres por Semana Y me gusta su rapider

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Mang Oct ·

domicilio: <u>801 E 41 Stpl-l.A cu 9001</u> (no° teléfond: <u>33) 232-1758</u> correo electrónico: <u>ody Ver a pasito, com.</u>

October <u>\</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Vallate Expitio</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

- Hink it's going to have jit to all the workers J.A. because its gone help the environment et d.A. and its for is its gone be really faster to be on time on our jobs

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

really Ave #5 phone 323) 402 contact address: γ^2 email Valos tu

<u>12</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Misa el Aguirre</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente

domicilio: correo electrónico:

5237 3 no° teléfono:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>/</u>3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Mayie Rams</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

LA NEEDS A BETTER DUBLIC TRANSPORTATION SYSTEM. THIS WOULD BE A STED IN THAT DIRECTION!

This project is a critical environmental breakthrough for Los Angeles and needs to te implemented in full with no further delays. Thank you.

gie Kamos

contact address: 14417 BRONTE DD phone:______phone:_____phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:______phone:_____phone:_____phone:______phone:____phone:___phone:__phone:__ph

_ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

BOJOV/1007 y urgo la implementación completa del proyecto Mi nombre es Vona de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

NO PIENSO ES MUY BUENDA I dea al aser una Sola Lorria para al ager una Sola Livia para Los autobuses gracias que Dios Los Bendiga en Los gasateros a

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: 6335 S- WCWLIN AVE no° teléfono: apt - 111 whither CA 20601

correo electrónico:

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Monfor</u> <u>Pares</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

111contact address:

305 phone: (213) 4133065

email_

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jessica Montenegro</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

take a while getting home because the bus takes to long and I take 1:45 just to get home

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely. signature

S. Normandie Ave phone 23) 234-8306 contact address: email sektacutie 2140@ yahoo.com

/7_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Dutto</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

se lleva ce cabé lo maj proverto posible para poder llegas pros 70 estro Hoyary

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Veryn

domicilio: 129 Seven to 571 APX 1 no° teléfono: (1) 7596EE]

correo electrónico:

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Alex Sonhago</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Ese carril beneficiara el tratico, y tenor. Un viaço rapido y seguro.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

· ·

ALEX Sontiage

domicilio: 10575, Western. Avet LA. CA. no° teléfono: (323) 836-2727. 90006. correo electrónico:

$\int 2$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>JUJJ (JUJJ</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

weng medpdy Pova'e Who ion Lo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 2782 WILTHORE C. 49000 mos teléfond: 213/208-6283

correo electrónico:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

NW/Mand I urge the full implementation of the Wilshire My name is Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you. Sincerely ignatur contact address: phone: email

$\underline{14}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es \underline{Knj} \underline{Racz} y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

to coma madre Apollo esto que Juiere Aser Porque meguesta Vegas Ami trabajo y Amicasa ferso gue Agara el bas muy ten Prano

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Her Pelu 2

domicilio: 4405BONBREAST 10005700° teléfono:

correo electrónico:

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Hilder D</u> <u>pointero</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

En mi opinion es importante que tergames un carril en wilshire para las bases purque este inejorara nues tou condision de pasageros a nivel de filmpois salua, compadidad y reduciremos la contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ible & Questono

domicilio: 3073 w pico blust ANT#20 no° teléfono: (323)737-3549 correo electrónico: Deicy Quintero @ Hotmail.com

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Grisce We Brave</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

As a student amounting from home to school, it would help save a lot of time in travel time. Why wait another Doyears for the expansion of the red line. When we can address this is sue now !

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 8155, Bonnie Brae St. # 204	phone: <u>2 (3</u>	.369.3742	
email_gogrisgogo@yahoo.com			

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

And I urge the full implementation of the Wilshire My name is Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. 15 anso-COMOS anci 2-10, 1+ e mea 3 Mannie (m S 116 ta 010 AA This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you. Caused vustion) CENONIC AND Sincerely signature contact address: us n phone: <u>518 536 280</u>9 email

October <u>\2</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Manufaces Vencous</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

And that I have to get up tangue to nice the hus and gometranes IF I'm late Pt to much trenchic and that waves we ATCH JUSTE I

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

M Jour

ADT #3 phone (323) contact address: BNOW.7email (UHR

October 17, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Welly Williams</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I thigh it would be a fuster way to get to school.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact address:

phone: 823 1737-6891

email

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{\sum \alpha mill \alpha} \ \beta mish$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think this will be a great idea. This will be quicker for more people to get to there destination faster and easier.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

mill gnature

contact address:

phone: (323)617-1499

email JJ-5/20 thail.com

October /2, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Micholos</u> <u>Msi has</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

ho Bello Pleen 2 al

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

email

tes, ular signature

AIZ LA GOOLZ Son Reclos 566 contact address:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 17, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is _______and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

YES - I BELEILE THE PLAN WORD

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 725 5. WESTLAKE phone: (710) 676-3326 email

October <u>/</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Albert Portfloo</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I Think well knew the arault he sockt A SUCCER of Approved

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

email

affat signature

contact address: 340 50 ST. Anchelos 1. phone: 33-210-6466

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Dourd Lucin and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

()signature Los P-131contact address: phone: 00 email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jose Peret</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

1 think That I'll be a good idea to start a good project like that, Specially because of the pollution which is in the highest level, it would reduce it Quick/1.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

6528 Wisconsingsoff Cate phone: 323 contact address: email

October (9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{TOSERV95}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I believe this will be very good that way we can reduce traffic and Air pollution

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address:	6949	Lauvel anyon	139 phone:	(323)	469	26.95	
			\$ 				
email		γ					

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>1040pp pawob</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Think it will save us time and be better way to get around quicker.

This project is a critical environmental breakthrough for Los Angeles and needs to be

Sincerely,	and m
signature	

implemented in full with no further delays. Thank you.

phone: (323)452-6931

contact address:

email

October <u>9</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Ryan Michaels</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

benefits everyone, regardless of artion transportation vehicle because it Lelp may air quality, which along with can be very keneficial to 1 mprove h cutting traup

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerel ess: 2771 West 3054, Santa Monica, (A Manm 677 a O gmai contact address: phone: email

October 0 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Sava</u> <u>Subahan</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Because of the wether change of rais and topic. I agy redusing driving.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address: <u>2604</u> <u>Laceninga</u> phone: <u>323-845-7502</u> email

 \checkmark de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Jose Aluarado</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

vieto me parace bien, pues ma ian dicho hace 10 años atrás <u>esta en que</u> <u>hablees pan</u> uego fardan Liceron ?. Elproblema ranspolacion del 720 estenta: Ylucgo buses en mismo tiempo Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más 40 mar

pronto posible sin más retrasos.

Sinceramente,

firma

31, 90018 domicilio: no° teléfono: correo electrónico:

\bigcirc de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Francisco Davalos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Beneficiaria el medio viapido para trabajo, Benepicia, al medio ambien. cada vez es mas grave si nos beneficia e proyecto, Gracias

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

avalos

domicilio: 7914 1/4 2nd St. Downey no° teléfono: 3correo electrónico: FDSOlono@gmail.com

October _ [2], 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Christian</u> Christian and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

est pollution

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 3331 3 St, LA, CA 900 20 phone: _____ email_Christian. gin & free fr

October <u>12</u>th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>BRIMANE KARCERD</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This will enable wants to trave more forter and	
eith good for employees committing to be and work on	
time	

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address: 7494 S Catalinia & # 30) phone 213 663-SE email brinch Kargbo @ Yahob Com

$\underline{12}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jurlet A Ecoberdo y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

propuesta a mi en lo personal me bene no pues el tiempo es muy importante. erdemas ayuda al medio pumbiente. S I trabajador q'usa apopar al

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, firma

no° teléfono: (818) 749 domicilio:11750 Kitt St#39 Not correo electrónico: mizokhy@yahco.com

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Luis Mar Linez</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

lo pienso que con este Proyecto aquidaremos a reducir la Contaminación y el tratico para los Angeles Raliforna

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 2832.6.73. no° teléfono: 913-268-57-77

correo electrónico:

October <u>12</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Brender Signeral</u> and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.
adrice. To Less pollution in our dir we
breath.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, Um w signature

contact address: a @yahou.com email

phone:

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Maria</u> <u>Coistina hardor</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

- Gracias a las personas que se preocupan por el vienes tar de noso tros mismos apoyando este proyecto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Mapa Cristing hordons

domicilio: <u>90037</u> no° teléfono:

correo electrónico:__



12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juan calos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

grais por precupar pornosotros

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: <u>90037</u> no^o teléfono: <u>323234/983</u>

correo electrónico:

October <u>2</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>My My Boom</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

WA-nMM A D 1010 IMI

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact addres email

phone: 213-483-3436

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Floriberto Salvador y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ajo a tiempo \$SY

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 3268 1/2 Monette place no° teléfono:

correo electrónico:

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>CLAUDIA BECERTCA</u>, y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

<u>YO APOYO ESTE PROYECTO</u> ES UNA BUENISIMA IDEA.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 2691 (ARTFFIN AV. APTC. no° teléfono: 323-2768005

correo electrónico:

October 1/2, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is MANA MARK and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact addres email

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Greg Whitehead</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This really needs to happen. Too congested streets. More byses with friendlike drivers.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sun Celturo signature

contact address: <u>N/A</u>

phone: (760)587--7910

email <u>gregebrancelicity cam</u>

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>CORARO</u> <u>DEFERM</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

o LIST EN 1

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely. signature

BLUD phone: 310contact address: / ()5 GANTA email

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jose</u> <u>Gootia</u> and I urge the full implementation of the WilshireBus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

So we can stop destroying the planet with Gars polletion less traffic,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: phone: (323) 683 3411 email P_1_m_P27 @ MSN. com

<u>4</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

nny

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, fir ma domicilio: no° teléfono:/ correo electrónico:

$\underline{/4}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>ANA PACHECO</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

COMO PASAJETO NECESITAMOS LINA VIA SOLO ARA ANTOBUGES, PORQUE ALGRASON MANY

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: \mathfrak{G}

4D140NAV.#6____ no° teléfono: [323] 660

correo electrónico:

$\underline{14}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Alicia</u> <u>Horandezy</u> urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es veena idea Jela que Apapoxe Los demas Gente

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Alicia Hernondez

domicilio: 730 Crea Sherr no° teléfono:_____

correo electrónico:

\bigcirc de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Antonia</u> <u>Echenique</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apruebo la implementación de este proyecto en de los pereficios que traera al medioambiente salud de ouienes viven en Los Angeles. -Iniciativa!

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Utomia . firma

domicilio: Landfair 500 no° teléfono: correo electrónico: recia echenique & hotmail.com

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{\beta}(\underline{m}, \underline{S}M)$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Use public -ransport to can reduc air pollution.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 515 Marengo Ave Ahanpußhone: 6262623147 email U-KNOW-2356 @hogmail.com

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>for a la gente que salga de sus autos y tome el autobús. Los residentes</u> de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma

Mote cno° teléfono: 213-805 domicilio: [()

correo electrónico:

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>FAREENA</u> <u>MAHOUS</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It will make found between downtown 2A This is good for business. Wenced more corporations to operate in L-A.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

F. Mahmud

contact address: 5757 faverspur Dr. RPV-phone: 213-423 2271 email

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles.

Mi nombre es <u>Sara plas centia</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

No tiene sentido que un autobus cabe 80-100 personas y hay solo una persona en un carro pero todevia ocuparinos mismo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Sara Plascencia

domicilio: <u>316- W-53st</u> no° teléfono: <u>323-846-6998</u>

October <u>2</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>ALTO MAGETA</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

THIS	PROJECT	WOULD "	BE	GREAT	BECAUSE
	WOILD G	ET ME	TO	Wark	AND
BACK	IN LES	is THA	N	ZHRS.	

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

<u>MAY FLOW ER</u> phone: 323 - 537 - 2928 DO-MAGANA 7 @ MSN. COM contact address: 6244 email

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>RVEL MIPASC</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

TOTALLY AGAER. IF THEY GAD ALLOGATE CAR PODIL LAWES LANES STOULD BE PROVIDED TOD. TIME FOR BUS LOS ANGERES TO WAKE UP. BREATH AND PER HE AIR AROUND YD0 ! ------

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

i'mal signature

		ALTER)	
contact a	ddress:	010.		
email	poelbru	iasot @	yahoo	· con

phone:

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Edward Mass</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I feel that if this passes people will be able to get the their destinations faster.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact address: 334 5. Grannercy P1. phone: (213) 820-4872 email

2009 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Maxia</u> <u>PEYEZ</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maria Perez

domicilio: 511 5 UNIOH AVE PPTELIhoo teléfono: 213) 48270/

correo electrónico:

October <u>13</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

good ton the bus

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

[Doll Com signature

contact address: email Willissdamonlegnail, con

phone:

October _/3 , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Reflex Alexis</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Based on the current increase in population and in Anappic flow it coup be great if Witshirt Blud. Coreforhave its Down bas care during peak harpes Not only is this proposition commuter friendly but helps the environment cos where

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address:	519 Grayley	ave. #201	Los A	ngoles	phone:	
email <u>bob</u>	by GlexISS wi	m Qyahoo.	CA, com.	90021	1	

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>ACKAMAA HAWACC</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I also belive this will can help not Only the people that ride the bus but for people that drive their car. It will reduce the traiffic and make it a safe environment

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact address: <u>421-W. Heliotvopepi-Hozz</u> phone: <u>323</u>241-7424 email hewige etalexandradyando.com

$\underline{\mu}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Andres</u> <u>Jones</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

a probado 0212 Aen USUAFIGS 03 De 03 MTA 503

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

ermon

firma

domicilio:

no° teléfono: 3R3 - 948 - 8820.

October <u>4</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Ehda Sosa</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>Even in so wrong called "Third World" Countries</u> <u>have already this-bus only lames for several years now</u>. <u>So why is LA. falling behind on this, it would defending be</u> <u>cheaper than a light vail and be useful to latsof us sooner</u>.

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

signature

SE phone:

email Charse 1@ Mahro. com

/ 1 9 ,de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Gantas Augustas</u> de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me anolara mrr? D'&F

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

∑no° teléfono:_ 213440-277 CNAS domicilio:

correo electrónico:

b de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>facto</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

necesitamos un mélar Servicio Hélor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

res Simonicz

domicilio: 2021 west 11 Street no° teléfono:

correo electrónico:

$\underline{\mathcal{M}}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Mattin Aconado y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramen firma

Apt 308 no° teléfono: 2 0 domicilio: \rightarrow KIN 3 correo electrónico: No

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>KAMA GARCICA</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

bonefit me by (hw) 1- haus +0

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

the garcia signature

contact address:	phone:		
email 11Chpa _ 3K5R16Ver@ yanoo.com			

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>/ 4</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{\langle R; j \in T, QN, Rescond}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Me Porcse Janish 405 CANDIOS. que se hason Para metorap el Servicio

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

email <u>pampezno 470 Hotop</u>oil.gr. <u>327 8760804</u>

6_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>tracka</u> <u>(anfon</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

zorder tener rapida. movillda

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

da Canton firma

106 no° teléfond: 213) 4808272 domicilio: 3/0 5.

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\frac{10rales}{pestor}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

DI aber una sola linea para autobas Sera mas rapido llegar q Mi trabaĝo 15 regresar a Casa.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 3333 W 479 51 AP1 205 no° teléfono: 310 6547988

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\frac{D_{DVIS}}{DOVCS}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

aud Li Jonn ture 90 573

contact address:

phone:

email

<u>(</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\int -\frac{1}{2} \int \frac{1}{2}

Por favor negecitamos mas bases Y MENOS CARROS EN la Care

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Francisca Salle

domicilio: 1233 4 5 Kermove AVE no° teléfono: 310-873-8518

correo electrónico:

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>fuern</u> <u>Sandy</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me parese bien la Ideo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma Juan Sanchy

domicilio:

no° teléfono:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

and I urge the full implementation of the Wilshire My name is Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you. Sincerelv gnature contact address email

<u>66</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Lucia</u> <u>Sendoval</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

62 MAI 119

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

no° teléfono: domicilio: 12 live correo electrónico:

$\frac{3}{2}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Morono y urgo la implementación completa del proyecto Mi nombre es de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

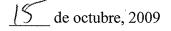
Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

mprovo

firma

Bezendo ST noº teléfono: 323/ domicilio:



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>le cabil faleccès</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los

gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

re betty falce re-

domicilio: 35 70 FMISION and no° teléfono: 323)728

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>15</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Goodalype</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

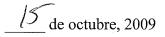
Es may ofil para todos

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

4605 eagle ST LA phone: (323) 4078088 contact address: email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\int \frac{\partial}{\partial t}$
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.
E juena i dea fam
Modard d'ambiente

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

1. Winton AVE no teléfono: 626 1645790 domicilio:

October <u>15</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

RON Staubackand I urge the full implementation of the Wilshire My name is \mathcal{T} Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

AND It was Have A PROFOUND AFFEct ON affitude AND Demeanor Which attimes VERy harsh AND UNPROFESSIONAL towards the Passeryer. Which COULD CONTRIBUTE THEIR DISPOSIFICAL

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

t address: 3804 S. BRUNdwhy PL. phone: 322-963-1208 contact address:

email

<u>/</u>de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Java</u> <u>Java</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

e Accerd

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

2560 hunding toge teléfono: 323 977 1072 domicilio: correo electrónico:

 l^5 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Offlag Acced</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

para mi es may importante porque uno el acito Bus deario

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Otitia Dand

firma

domicilio: 3415 Alvarado Laca . 2005 thoo teléfono:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>thin if the</u> <u>simple</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

cut down commute time will be great.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 90042 phone: email <u>simons jennifer@yahoo.co</u>m

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is JEAN FRANKING BUNCHERF and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Date real action the concernence that promot 11 regult in less auto

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: email BLANCHEMER 111,

phone:

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>maparent and I urge</u> the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Also trion student, like me, apting to sche huse esperally where I live, in Barle High s, going to Santa Menica daily Han on har and two har ride would help many student

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: Ø email

phone:

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Adada Garcera</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo como àr decujadora que usa esta linea me ba benefición mucho par que voy allegun mas temprano en mitrabajo y tambien temprano rasa m

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Conce firma

<u>+ez_4ve_</u> no^o teléfono:_ 90201 domicilio: Gordens

correo electrónico:

_ de octubre, 2009

Estimado representantes/del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Menue M y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Pasarera (VAMD) vojo todos los das a Santa Moricas

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

vad

2930 domicilio: 75 no° teléfono:

$\underline{1}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es *Rafal (Jagange)* y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma

domicilio:_	HENMORF.	N/P	<u>32</u> no° teléfono:	213	838	3060
)/				

<u>A</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Mino</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los

gases invernaderos como resultado de este proyecto. 0 SWICC Ø

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramen firma

domicilio: no° teléfono: correo electrónico:

$\underline{14}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Hon</u> <u>ternande</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

que aiga menos esmo9 les y menos autos en tambien en red DIEDSEN

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: no° teléfono: correo electrónico:

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Paol MAAC</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

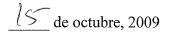
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This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 7?7 NHOOVCR, 90084 phone: 323-664-56 email RUGGER - DADO YALLO COM



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\frac{\overline{f_van}}{\sqrt{a dc_z}}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

viajo todos los días en esta calle ami me ayudara mucho ya que yo trabajo este

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

Lynwood. Evolid ANE, no° teléfono: (213) 210-0221 domicilio:

correo electrónico:

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Marte</u> <u>Albarado</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me parese una idea bueno porque aveces unos quiere l'agar temprano al trabalo + por el traf

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

vile Alerrado

domicilio: 157. Smento avt

no° teléfono:

correo electrónico:

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

arri

My name is Maria adriana and I urge the full implementation of the Wilshire Arivalo Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. MISU 2VC 100

e dian

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

MM.

signature

VRNICK WOY phone: 310 673-22 contact address: email

1^{S} de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Montel Compos</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Manie mpoz firma

domicilio:

correo electrónico:

October <u>14</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Alegandeo</u> <u>HerwAvdee</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

like TO be dove CISAP STNCE wilshine comidor hluour has to be the most busidest busy bus I've seen, this would benefit all of us IN

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

MILLO

contact address: 920 PL phone

972.7832

email

<u>8</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>hel</u> <u>Cirne</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

beneficiara mi a

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente

p no° teléfono: (323/67/-0327)lonfe be domicilio: correo electrónico:

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Marquise Washington</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely signature

90018 LA, CA contact address:

-9192 ____ phone

email

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Elence Jung y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Queremos un mejor servicio y este va a mejorarlo mucha Está ofreciendo lo mejor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

Elena Jones

domicilio: 1401.5 HARe no° teléfono: 90015

correo electrónico:_____

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Guadadape</u> <u>Santraso</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Seria menos tienpo que blaslariamos en bus disprinuirie la Contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Gundilupe S.

domicilio: 2720 wynavod LM.C.M. no° teléfono: 32-3 385 0243

correo electrónico:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>LORI</u> <u>MULS</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The streets are always crassed with Gars and it shouldn't have to take all this to get i take for the bug, There are clearly more people on the bus_I Always have to travel to W. LA VA, And it takes for ever-This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 2600 blooded Los Angeles CA 90007

phone: 323

<u>14</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Angelo Flores</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

verenies como usuarios de un servició mas episcent Mananas arder Jaion la M 19 Usa 3

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

+ Jelen

_ no° teléfono: ______

$\underline{14}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Gua Hatture</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Porque os temasiador la espera para tomos va bus, y mecutionà megoraran el Services para mas rapidez 49 9' modios in Containos con transpote proprio.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio:	no° teléfono: 323	8460260
correo electrónico: Kand we Sugar 2822 hat w	rasi	

October <u>///</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Irind Warkhousle</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

El anol L. DWIR Car _____

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Wark hors by

signature

contact address: 1144 5 th Str. #115 phone: 310/45, email_jdankhovdcy@gmail.com

$\underline{14}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\underline{560470 \ R.505}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es mun i deglé de la piesan Oviamente llegariamos muchomarkapido en el destino siguan adelante provecto .

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 1012 Westemarelan JAVE no° teléfono: \$213-2528126

correo electrónico:

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>*Rosa*</u> <u>*Rivera*</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Muy importante 257an a fiempo en el trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rosa Ziven

domicilio: <u>1442 W 364 PL LA Ca</u> no^o teléfono: <u></u> 9⁶⁰ 18 Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>,</u> 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jennifer Mojica</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

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This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, ignature M. Dr. contact address: phone 340 email lenni

October <u>2</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Kenn</u> Scott ______ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

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phone:

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

300

signature

426 et contact address:

email

October <u>4</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MCA FRAM</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>O Ride the POBUS FROM DOWNTOWNLA, 5th & Main</u> to wilshire & Busty Monday-Saturday, Dhink this would deffer the MAKE MY R. de Much EASTER

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

5/1 ____ phone:<u>213-2</u> SAN F contact address: email

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es \underline{VIC} + \underline{VIC} + \underline{Orica} Mind \underline{OC} urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

-02-04

0>An (Nes domicilio:/&

A 900 62 correo electrónico:

/ 4 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Blanca Rosa y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Su muy importante este proyecto ya que muchas Veces Tardomos hasta 2 Horas Vermont Monrea devido al Trafico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Jemen Rise

firma

domicilio: <u>130.5. Berendo E(+30.1.A. (A. 90026</u> no° teléfono: <u>213) 739-9959</u>

correo electrónico:

<u>13</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Resello</u> <u>Martinez</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ozario martine

domicilio: 611 S Loverne Ave. US Av teléfono: correo electrónico:

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ASON FRAME and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

TRAUTING PEOPLE THE BUS MONE VILLE C AMERICA 60 21

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, W signature contact address: phone: ase email

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Mario Moraks</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

CO _____ Que disminure el

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Los Angeles domicilio: no° teléfono: correo electrónico:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>BoBBY Flich</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

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This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely signature

contact address: @ Ham Ei, at com email

phone:

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>JAMA PARZ</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

OVECT 6 PORALAS Persones)rgue que Viajamos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Helen Tio firm

domicilio: $L \ge$ no° teléfono: 3

correo electrónico:

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juin Jaurier O d/182³ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma

domicilio: 121 S. Carandolat St 15 no° teléfono:

correo electrónico:

LA CA 90037

Wilshire Bus Rapid Transit Project



COMMENT F	ORM
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FORMULARIO PARA COMENTARIOS

Name/Nombre: PAUL VERDON		
Organization/ Organización /		
RESIDENT COMMUTER		
Address/Dirección:		
USHY STRATHMERE DR, LA 90024		
Telephone/Teléfono: Fax:		
310 793-1776 310 - 89962741		
Email: PRVERDON CACL. COM		

Comments/Comentarios:

ACHE	
VTT	
<u> </u>	

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







10-14-09 Paul Verdon Comments:

I have been traveling to work down Wilshire Blvd. from Westwood, at Glendon, to Santa Monica on 5th Street for over 10 years. On this approximately 5 mile stretch of Wilshire I have been able to assess and witness the last bus lane that was operating for a couple of years and the problems it generated. Also I have witnessed the other bottle necks along this stretch of road at the freeway entrance on both sides going under the pass at Sepulveda thus stopping through traffic from getting to the east side of the freeway.

In your EIR please address the problems presented by the combination of Santa Monica Big Blue Bus lines, MTA Metro Rapid bus and the MTA Metro Local line along this section of Wilshire Blvd. What happens is the Big Blue Bus jockeys around the MTA buses as they are stopped all along Wilshire and vise versa, and when they do so they come into the regular traffic lanes which are there are only two and they stay there. In the past if the BBB is "out of service" or not stopping at everyone of the BBB stops they stay in the lanes for autos the entire time. Therefore restricting cars to two lanes and still allowing buses to stay in or use our lanes creates a bigger problem than there was before for commuters. The auto drivers actually end up losing more than just the bus lane. The bus drivers currently drive in the fast lane of Wilshire in this section and it's a problem because they block views and take up a lot of space however we have the three lanes to use. Because the Metro Rapid stops only every mile they will also come back into the lanes for autos with BBB until the next stop thus avoiding getting stuck behind MTA or BBB. It was a nightmare last time we had bus lanes and the nightmare will come back. It is inevitable that a parked car gets in the bus lane as well and is towed which again causes us major delays in the movement of traffic.

The only answer is to have the buses have their own right of way as in the Valley which I believe is the Orange line.

Naue Verdon 11-14-09



The Wiltern Center • 3780 Wilshire Blvd. Suite 1200 • Los Angeles, CA 90010 • (213) 387-2800 • fax: (213) 387-3500 • info@busridersunion.org • www.busridersunion.org

October 15, 2009

Metro MS 99-23-1 One Gateway Plaza Los Angeles, CA 90012 Attn: Martha Butler, Project Manager

On behalf of the Bus Riders Union and the Labor/Community Strategy Center, we are writing to urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. We would like to see an alternative study of the full route that includes retaining the jut outs and converting the existing curbside lanes to bus-only lanes in the section from Malcolm to Comstock in the Environmental Impact Report.

We disagree with the alternatives to exclude the 0.3 mile section from Sepulveda to midblock Veteran/Gayley Ave. near the 405 freeway area as well as the 0.7 mile section from S. Park View to Valencia St. from the project. The 405 section is one of the most congested places where bus-lanes will make a significant impact in improving travel times of riders. Despite LADOT's concern that implementing bus-lanes will reduce 50% of the road capacity for cars along the S. Park View to Valencia section of Wilshire, this section is located in a highly transit dependant neighborhood and therefore buses merit such road capacity dedication. The jut-outs in the area of Malcolm to Comstock should be preserved because they serve to provide green space and buffer from traffic for the residents and pedestrians around the neighborhood. We agree that funds saved from not removing the Blvd.

Wilshire Bus-Only Lanes project will be a precedent on how we can prioritize environmentally viable transit and implement it relatively quickly and affordably in one of the most car congested regions. According to the American Public Transportation Association study, the benefits of replacing more car miles with public transit leads to drastic reductions of greenhouse gases and smog pollutants. L.A. is in a crisis and we know we can no longer just build more roads to "relieve congestion" and encourage car use while mobility, air pollution, public health, and Global Warming problems worsen. This project can set the basis to expand and create a network of bus-only lanes throughout the county.



We hope to see a thorough review of the alternatives suggested and look forward to engaging in the draft EIR public review process next year. Thank you.

Sincerely,

Erancisca Porchas Lead Organizer Clean Air Campaign

Farbarn Jott - Holland

Barbara Lott-Holland Co-chair Bus Riders Union

Cc: LA City Transportation Committee Councilmember Bill Rosendahl, Chair Councilmember Paul Koretz, Vice-chair Councilmember Bernard Parks Councilmember Tom LaBonge Councilmember Richard Alarcón



369 Broadway, Ste. 200 San Francisco, CA 94133 (415) 622-0039 3435 Wilshire Blvd., #385 Los Angeles, CA 90010 (213) 251-3680

1107 9th St., Ste. 601 Sacramento, CA 95814 (916) 448-4516 (ph) (916) 448-4560 (fx)

On behalf of CALPIRG, I would like to submit public comments gathered from across Los Angeles.

These comments reflect backing for the full scope of the Wilshire Bus Rapid Transit Project. Please consider these comments during the scoping process, and recommend the full route, including both the eastern and western portions. As our comments reflect, this project is crucial to reducing congestion, and providing more reliable, faster public transportation along an overburdened corridor. As our population grows, this project will become increasingly important.

Thank you for your time and attention. Please do not hesitate contacting me.

Sincerely,

Erin Steva

Transportation Advocate California Public Interest Research Group (CALPIRG) 3435 Wilshire Blvd #385 Los Angeles, CA 90010 213-251-3680 ext 308 (o) 612-590-2174 (c) 213-251-3699 (f)

Blake Fan (1000) iblakefan @ gmail.com Please support the Buskapid Transit Project. Traffic in L.A. is simply a nightmane!

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Wilshire Bus Rapid Transit (BRT) Project Input Name: MANG Pergles Organization: SMC Email:

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Address:

City, Zip:

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

-CROWDED - VIOLENCE (INCIDENTS)

Wilshire Bus Rapid Transit (BRT) Project Input

<u>Name:</u> Accex $\bigvee_{A \land C \in C}$ <u>Organization:</u> $\leq_{A \land C}$ <u>Email:</u> <u>Address:</u> <u>City, Zip:</u>

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input Name: Steven Coffman Organization: SMC Email: Address: . City, Zip: •

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Charliss Hendey Organization: 5MC Email: Address: City, Zip:

145 Extremely croweded theres no personal space

Wilshire Bus Rapid Transit (BRT) Project Input Name: WCOL Jeffrom Organization: SMC Email: Address: City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an

Over Crowded, and dart come on time frequently enough.

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Steve Lorenzana <u>Organization:</u> SMC <u>Email:</u> <u>Address:</u>

<u>City, Zip:</u>

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> PALVEN ARVAN(TES <u>Organization:</u> SMC <u>Email:</u> Address:

<u>City, Zip:</u>

Wilshire Bus Rapid Transit (BRT) Project Input Name: AAPON GARCIAOrganization: GMC<u>Email:</u> Address:

<u>Article obol</u>

City, Zip:

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Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Melvin Pay Ne F <u>Organization:</u> Calpirg <u>Email:</u> Melvin payne, Cayaboo Com Address: City, Zip: N. Hollywood Address: 91601

Wilshire Bus Rapid Transit (BRT) Project Input				
Name:	Sharilin Sher			
<u>Organiz</u>	ation: Smc			
<u>Email:</u>	shell she lingyahoo lon			
Address	-			
City, Zip				

Wilshire Bus Rapid Transit (BRT) Project Input Name: NICOLAS BECKMAN Organization: CALPIRG Email: NICOLASBECKMAN QYAHOO.COM City, Zip: 70019

	Wilshire Bus Rapid Transit (BRT) Project Input
Name:	ne in Vi
<u>Organizatio</u>	
<u>Email:</u>	407@ Yahoo som
Address:	
<u>City, Zip:</u>	

Wilshire Bus Rapid Transit (BRT) Project Input Kyan Name: Organization: (al Pirg Email: Ryan NS'Ilve Coppail. Com Address: City, Zip: West Wolly Wood, (A (0069

Wilshire Bus Rapid Transit (BRT) Project Input DIANA CIGNON Name: Organization: deignonie groundhere. com Email: Address: SANTA MONICA, City, Zip:

on the Bus

Wilshire Bus Rapid Transit (BRT) Project Input Name: Scott Kim Organization: CALPIEG Email: SckmcD Nive.com Address: City, Zip: Moretorey Park, 91754

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Wall DAVIS Organization: CALPIPG Email: nigel_951@hofmail.com Address: City. Zip: Los Angeles, CA, 90035

	Wilshire Bus Rapid Transit (BRT) Project Input
Name:	Jerrel Sivelan Smc
Organization	smc
<u>Email:</u>	Sinclars & conthlink. net
Address:	
<u>City, Zip:</u>	

Wilshire Bus Rapid Transit (BRT) Project Input
Name: DOE Acompe.
Organization:
Email: XJ main SX - John Com
Address:
City, Zip: Los Angenes Anthening. Torse

	Wilshire Bus Rapid Transit (BRT) Project Input
Name: A	JICH STER
Organization:	BAYSYDE PLOTRICT
<u>Email:</u>	Nelvy morn tain get @ yaher com
Address:	

City, Zip:

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I work as a downtown Ambassador for Bayside, Improving truthic control and bus truthic would greatly banefit and improve the "visual" and economic attraction of The largely sought Santa Monta commercial area.

	Wilshire Bus Rapid Transit (BRT) Project Input
<u>Name:</u>	Wilshire Bus Rapid Transit (BRT) Project Input Osman Jubail
<u>Organizati</u>	
<u>Email:</u>	ossman. Dogmail ron
Address:	
City. Zip:	90405

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Wilshire Bus Rapid Transit (BRT) Project Input Name: MONCOLLOD Organization: COLDINA Email: MONCOLLI 9027 QY4000.0000 Address: 1557N SOMMY AVE. #4 City, Zip: Was Angolas, 900007

Wilshire Bus Rapid Transit (BRT) Project Input Name: Talor Williams Organization: Calping (SMC) Email: #50 T_DyBB 1213 @yahoo.com Address: 691. South Iralo Street City, Zip: LA, CA

Firstiered our public transit is still not really 100% yet frustreted our public transit is still not really 100% yet please support this cause as it was the same cause(s) I fought I for in the B.R.U.

Wilshire Bus Rapid Transit (BRT) Project Input Name: Jaslyn Armstrong Organization: CalPirg Email: Jazzypier Oder Cherie Armstrong 2001 com Address: 2243 s beverly glen blvd. 105 angeles C.A. 90064 City, Zip:

Wilshire Bus Rapid Transit (BRT) Project Input Romel Shaheed Name: Organization: SMC - CALPIRG Email: CRSERVICES 2001@ yahos.com Address: 3576 S Gless Ave. #7 City, Zip: Los Angeles (a 90033

Wilshire Bus Rapid Transit (BRT) Project Input Name: Livon Chermeri Organization: CALPRG (SMC) Email: Cuitiereas 3)450gna(1.con Address: 1375.wetherly Dr. City, Zip: Beverly Hills, CA Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

our population grows.

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Derrick Surchez Organization: Calpirg Email: Derrick 21(2) Racketvia 1. Com Address: 5600 Wilshire Bird. City, Zip: Los Angeles 90036

Name: 50 % Golvie Organization: 5M (Cal Pirg Email: Golviz Junail Com Address: 6654 Colvin DL City, Zip: - 90046

Wilshire Bus Rapid Transit (BRT) Project Input Name: Reynan Moradian Organization: CAI Parks Email: Keynan Moradian Qualeo com Address: 15255. crester. LA CA 90035 Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will <u>City, Zip:</u> cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input Name: Andrea Guonzalez Organization: SMC/CALPIRG Email: Camila 274950 Cychoo con Address: 3556 Jagmile are City, Zip: LA, 90232 Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input Name: ALX Interior LA, CA, 90017 Organization: <u>Email:</u> Address: Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will <u>City, Zip:</u> cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

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Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Sandra Juniciez <u>Organization:</u> <u>Email:</u> Jundra mod a junienez (a) hot mail com <u>Address:</u> 4305 Holt Aven Hp 7 <u>City, Zip:</u> 90049

Fei Xu

90089

feix Qusc.edu

Please support the Bus Rapid: Transit Project.

$\underline{--}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Sona</u> <u>Pompa</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

BeverG Hills reduceria mis rabaio por tiempo de vigie y mejoraria

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

nia Rompa

domicilio: 331 Albany 16 900 [5no° teléfono:_____ correo electrónico:

$\underline{\mathcal{F}}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>MARC</u> <u>FIMEDA</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

O PILEPA firma

domicilio: 815. 5. DONME DRE 55 AM : 100 no° teléfono: (47) 334-7646 correo electrónico:

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>*Mupudva Muburzy*</u> urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

No utilizo esta calle de la Wilshire y me va ayuder a recorter el traffico y asi predo lugar pronto a mi Destino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

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domicilio: 1408 Mapabis 57. UARTI no° teléfono: 323 877.9635 correo electrónico:

<u>7</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Maura Reyna</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ami me beneficia por que yo trabajo en Wilsher y Geneça Me gustaria que no solo yo Me pudiera beneficiar si no tambien la demas que estudian IT.C. ente Los niños

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

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domicilio:	no° teléfono: <u>1323</u> 571.0668
correo electrónico:	Chaparia 0069 @ hot Mail com

October <u>7</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>SAMVC</u> <u>Podo</u>, and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,		
Aant-		
signature		
contact address: <u>90005</u>	phone:	
email		

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>has a la gente</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Lose Rodriguez

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correo electrónico: el, cnisto 6 Hot mail, CO	m		

<u>7</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Alberto</u> <u>Junere 2</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

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domicilio: C correo electrónico:

____ no° teléfono: <u>389 2557 (323)</u>

 $\underline{\cancel{7}}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Silvia</u> <u>Chao</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me beneficaaria porque viajo mucho en esta calle, redusca el tiempo. parqué es la causa de tratico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

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90015 no° teléfono 323)6746369 domicilio: correo electrónico:

 \checkmark de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Sandra DEvenary urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como vo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

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domicilio: <u>523 Which</u> 12 no° teléfono:

correo electrónico:

<u>67</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Some aquite</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

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domicilio: <u>33.N</u> .	Manfora A.V	W/ #302	no° teléfono:	323-906	10056
				-	- 0
correo electrónico:			-		

October 7_, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is My naway is My name is My name is My name is My name is My name is

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, Signature

contact address: pl	hone:
email	

October <u>07</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

Gravel_ and I urge the full implementation of the Wilshire My name is I Drie Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the bepefits of reducing air pollution and greenhouse gases as a result of this project. 9U al workand Sming 4 N

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature contact address: CelC Son Dr phone: 310-556-1069 alon, Con email

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is _______ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

feel we should have a bus only are because I will be able to get Work on time and much faster and ast bus, time will 100 COS

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

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signature

90020 hobert contact address: 54551304 phone: 323 632-2191 email

October _ ?_ , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is B. B and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

NEED MORE CAR out of Bus LINE. for suppher service

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Becke

gnature

contact address: 11/44 Excelsion DR. NUR, CAPO650 email

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Toul A. Willy and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.
al think its a good Idea and Inspirant for all,
Insportant for all,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Duld. uly signature

contact address: P.O. Box 1474 Pomona, (2 91769 phone: 909 753.578) email Wiseman Pawey aho, Com

October OF, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>IEWO Gary</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

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This project is a critical environmental breakthrough for Los Angeles and nee is to be

implemented in full with no further delays. Thank you.

Sincerel ignature contact address: " HC JC email

<u>7</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ZENa, do	y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Val	lencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viajo	e para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que sala	ga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo po	r la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proye	
Nos benefició a	todos como
Pasajeras	

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

·····

firma

domicilio: 1048 32, St. no° teléfono:

correo electrónico:

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Cav MemalVAP udo</u>y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

gue ya apollo a esta De Cisión por un solo carril

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

lor Mangel ARado

domicilio: 4414 NormaDTAVa no° teléfono: 323 605-3199

correo electrónico:_____

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es RAFAE/GAACIA y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo Estox de Acondo para que se aga este carvil, caro que nos beneficia a tolos dos que ocupanos el Metro.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio: <u>117 DICKer, SONS</u> no° teléfono: <u>3591178</u> correo electrónico:

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

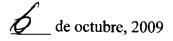
Mi nombre es <u>Santos</u> <u>Roque</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo signpre tomo este loas y porque tomo esta me avuda

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

antor Roque

Adams L.N. S.A no° teléfono: \$13 \$7456118 domicilio: 177W. correo electrónico:



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Sebestion (nombre y</u> urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ciario, red 1) (1) empo asi_ _ trabala. λ DO Ι don ran

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, firma Berendo J. Apt. 12 ____ no° teléfono: <u>323</u> 7756292. 157 domicilio: correo electrónico:

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Les Ter Callade y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me Beneficia por que paris Menos Tiempo de Mi Tinbajo y no pabria TRUTA Trafico na contonundición

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Ester Collass

domicilio: CENTELI AU, 4212 L.A. CA. no° teléfono: 33 253 8283 correo electrónico:

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Carmen</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto beneficiara a todos los que usamos el autobus para llegar a tiempo a nuestro trabajo on a la Universidad "UCLA"

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

Zamen Feerholy_

domicilio: 4337 Hollenbeck St , 9025

no° teléfono:

correo electrónico: _____

October <u>6</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Felpe Casas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This would penifit myself because t use the with it of daily basis. I take The enjoy of less proved time tor and from work.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 443 /2 Euclid Ave phone: (323) 253-8958 email_____

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Avgelq Horewo</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

egaría más rápido a mitro garía nucho más rápido sdestinos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

gela Moreno.

domicilio:	no° teléfo	no:_713	915	NHG
correo electrónico:				<u> </u>

October ______, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is WORMAN FIS her and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse and
More buses runs on the street at night

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Marmar Linket signature

contact address: 660 Stanford Ave 190021 phone: 2134353557 email NONC

<u>2</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Amarda Horren y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

is a great better in all way \bigcirc

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio: 359, San Andrews ML no° teléfono: M/H correo electrónico: herrera_5503 p/tothail,

_6__ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Morio S</u> <u>Orana</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

- Phen Usugacións DE julies DE USUBRIOS

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Mik

firma

domicilio: 4017 coultre chob bronto #210 no° teléfono: 323/5499045

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{\text{Hector}}$ $\underline{\text{Regs}}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

m late half the time tor work because of traffic

This project is a critical environmental breaktly rough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,		
Signature 10		
contact address:		
email	phone:	

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>MOISES</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

garia más rapida mi 1no

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma	
domicilio:	no° teléfono: <u>3777</u>
correo electrónico:	

42 2350

October _6__, 2009

Dear Metro, Los Angeles City and Los Angeles County,

This project is a critical environmental break hrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

stor Moreno G

contact address:	
email	phone: 213) 278 46-43

_____6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es EMRI YUE Yurgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Pues para mi seria mucho mejor Y Seria mucho mejar el Servicio Para Todos y CAda uno de nosotros

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ENRIQUE CORNEJO

domicilio:	no° teléfono: 3 / ()	276 6104
correo electrónico:		EX1.242

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>LOSA</u> <u>Cov</u><u>C</u><u>R</u>urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Una buena idea, menos espera. Más fente en los autobuses

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ord Lande

Felton Ave. #+ 9030+ domicilio: 10124 _ no° teléfono:_____ correo electrónico:

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MATHEW LOVOYEV</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

MORE ACCESS TO RIDING BUSFOR SEOPLE LIKE ME WHO KIDE THE BUS. L'LIVE OFF OF WILSHUE AND ALWAYS TRYING TO GET THE BUS BUSSES ARE ALWAYS RUNNING LATE

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

M. M. signature

contact address: <u>BITS. Sychmore Ave. 90036</u> phone: _____ email_MAtroglaDyaboo.com

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

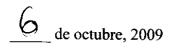
Mi nombre es \underline{ELUA} \underline{F} y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

e es biago pr. La wilshire +0005 Los dias

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Flaces 1La

domicilio: 532. 6 cameral no° teléfono: correo electrónico:



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ________ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

os va ayudar mucho tendie Mos aire Mas l'impio $(\)$

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio:	no° teléfono:
correo electrónico:	_

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>LO ROMO</u> <u>ORROY</u> orgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo UTILISO ESTA Calle Me Veneficia mucho and

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Joenzo Intogo

domicilio: 2838 AL & MGH AVE no° teléfono: 323-519-88-43 correo electrónico: <u>PICO RIVERA 90660</u>

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>UA HER</u> <u>A MOS</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

y Pienso que Nos finteresa a mi PorsoNa Romo a Muchas de Los que Trabajamos an Santa Monica

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

5T L.A.C. BLESS no° teléfono: 323- (321176 domicilio: correo electrónico:

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Julia Contrary y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Poro que mo projere devegiro surferan das 1 cel pororo que dos Afondan presto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Janes

domicilio: 300 Raupart DUB HEG no° teléfono: 323 652 71 48 correo electrónico:

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>David</u> <u>Hunandel</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Nos Ayudara un el mudio ambiente y en aun mas capido el viaje alpacia santa i Santa Monica.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: 457 5" Witney	st.	no° teléfono: <u>N/A</u>
correo electrónico: N/A		/

<u>______</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>J5CAL AOSK</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ISCAR 4 firma

W 8 ST ANT#203 no° teléfono: 213 407-6887 9 90017 domicilio: 12

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jew</u> <u>Shishmania</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

BRCAUSE my job I'm on the 01 Because of the traffic The been late 3 times on wilshire within a 6 month period

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 8233 Blackburn ave #6 phone: (310)461-9568 email tshishmanian a quail com

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\frac{1}{2}$ C C C y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo estoy PEAcuerdo con Idea Ycolevare Con Invitar Amis Amisos que fomen mesor El Autobus que Andar En carro Parque Yo Pgenso que es lo mejor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Crercz

firma domicilio: <u>3011 West 12 + 7</u> no° teléfono: <u>1323</u>: 7**3**4.4282 correo electrónico:

harpowski 8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Daniel León y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

legaré mas pronto a mi destino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

de Le

domicilio: 6506 5. Van Mess Av. no° teléfono: 323 971 2993 correo electrónico: NONC

October <u>9</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Particle School and I urge the full implementation of the WilshireBus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel timesavings for thousands of bus riders like me on the Wilshire Corridor. It will also attract morepeople to get out of their cars and use transit. I believe all residents of Los Angeles will enjoythe benefits of reducing air pollution and greenhouse gases as a result of this project.<math>WIFUS, NIHIJJD

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact address: <u>Frschucharott@gamas/phone:</u> 311-367-5730 email

October <u>9</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>JOUANNA</u> <u>Hernader</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

and nill enclosinge more people to commute	
by puplic transportation	

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

anna

contact address: <u><u>90063</u> phone: <u>(323) 640-188</u>5 email <u>Jovanno Sta Gathoo.co</u> Jovanno91& yaloo.com</u>

$\underline{\mathcal{O}}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

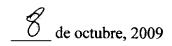
Mi nombre es José Moran y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.
Podemos leger el trebejo más rópido.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

· _____

Josefamde feor

domicilio:	4018	Budlong	Are, 90037	no° teléfono:	
correo elect	rónico:				



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es \underline{ViCloq} \underline{AcuNA} y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

5. FORD BLUD no° teléfono: 323 2631326 domicilio: 747

correo electrónico:

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $A_D e_{1} + 6$ y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
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de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.
1

ME BENEFICIA EN ÉLEGAR Mas RAPIDO A MI DESTINO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: CENTINEL AVE APT 1	no° teléfono: 310 572 7903
correo electrónico:	

<u>______</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>EdSARdo</u> <u>Callo</u>, <u>(e)</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

of strange williganos esta madio date porte la benefician en aboilo 5 titupo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

6.62____

domicilio: 4491272912 no° teléfono: <u>(323)505-0995</u> correo electrónico:

<u>76</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Santos AC eytuno y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Santos Aceytuno

domicilio: 669 St Canjon no° teléfono:

correo electrónico:_____

October <u>6</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is *Envarede N. Approach* and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

HAST TRAVEL AND TO REDUCE POLLUTION due To THE INDIVIDUAL OARS.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, Emandi M. adarda signature

contact address: LTVAZTLANEPEOPLEPE. Com phone:_____ email____90028

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Fearle Draw and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. Will HELP GET WORK ON TIME. _____

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely fignature

contact address: 1788 W. 374 55 phone: (323) 865. 1308/ email FEARLOCDISON (14 hou . Com

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Arucci</u> <u>Acutives</u> Argurgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Arafico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

aprel ! Mother firma

90020____ no° teléfono:_____ domicilio:_____ correo electrónico:_____

October 1/2, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MAR</u><u>MAR</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sinecret

signature

contact address: email nete hotmail

_____ phone: (213)312-4212

81 (At 8), and

.

October <u>6</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MavHua</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

the city of Los Anyeles needs scinething like this to help the community creating a more efficient way boul is very helpful. Not only will it bonetit of the also help the environment.

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerely,

ne tama signature

contact address: 4254 Van Buren Pl LA (Aphone: 323 - 501 - 4794) email Martygrimess (@ vahoo.com 90037

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>06</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{EROLSMTT}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I SUPPORT THE BUS ONLY LANE ON WILSHIRE BEGAUSE I FEELIT WILL GET ME TO AND FROM WORK QUICKER

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

LA, CA 90057 contact address: 143 CAR ONDELET ST#13 phone: 424-224-1757 email SMITHERED 3201 AMOD. COM

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is JoA _____ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Idera

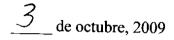
This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

(300d

contact address: email

______ phone: SZS 385-867



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\underline{\int \mathcal{G} \mathcal{K} \ \mathcal{R} \mathcal{U} / \mathcal{K}}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es importante empujar este proyecto y me ayudaría mucho

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Jor Marys

firma

domicilio: $\frac{2675 \text{ LanTranco } 54}{\text{correo electrónico: } \frac{675 \text{ LanTranco } 54}{2001 \text{ V}, \text{ sion. com}}$ no° teléfono: (323)2646844

<u>039</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\underline{N_{ij}guq}$ $\hat{\mathcal{O}}$ $\hat{\mathcal{O}}$ y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
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de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.

quisiera gueno Paren este prallecto porque xo nesesito quelo realisen

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

_____ Miguel

domicilio:	no° teléfono:	323) 381	9938
correo electrónico:			

۰. بر

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es bge levez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apoque a estre carbil porque la occipa mucho es mejor que sea para sola autobos.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 1416 Brockton no° teléfono: (323)2517732

correo electrónico:_____

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

Armas____ and I urge the full implementation of the Wilshire My name is LAMPA Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. am a ¥00 bus nden The change tmes it's t) act to HOUN 704,02 time when there's a Hell out will passangurs! 10+

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely ignature contact address: phone: auraannas@att. Hackberry. net email

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>*Gustavo Heindhol*</u>y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

tomo cole actobos como para hir ala escuela

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 600 5 (ataling St. no° teléfono: 213) 380 54 98

correo electrónico:

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is AMALEL VALETTE and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

BUSS ARE TOO SLOW BUS 30-31-18-257-51-61-26

This project is a critical environmer tal breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

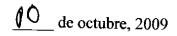
avante

contact address: 10 331271 phone:_____ phone:_____ email L.A. G0033, CALIE

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,
My name is
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project. $ \begin{array}{c} \end{array} $
This project is a critical environmental breakthrough for Los Angeles and needs to be
implemented in full with no further delays. Thank you.
Sincerely, signature
contact address: phone:
email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Kinna Holick y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ccesitanos mas buses y m MOD para lgar a mues

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

Kenmore Arth 200 Por domicilio: 307 _ no° teléfono: 323 6638367

correo electrónico:

October <u></u>, 2009

Sincerely,

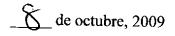
Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>SUSan</u> <u>Lifeace</u> <u>And</u> Jurge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

way SEEMS to me 15 a abod 10101 consid 25

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature phone:_____ contact address: email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Mila Xalaya y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

NOPO es

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: <u>4835 Roxpury dr.</u> no° teléfono: <u>32327289</u>

<u>. 3</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ro Salaba = F; $e (\forall \theta S)$ urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

EL EUTOBUS Mosquillude allegaranues, Trus trabatos anvestros a gares /9 que La gasalina Esta muy cara YLa Econo mia estu afectundonos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Resalisa Firiros

domicilio: 6375. A Wali A no° teléfono: (323) 190 61-19 correo electrónico:

<u>3</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>main autobuses</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

beneficieria mas vor el trabajo que quizza de ese modo me a contaria al mpo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

withmer domicilio:

_____ no° teléfono:______

correo electrónico:

2_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es JOYC IOFC y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

gustavia que para pofer venida actos impid rapidez - tanto 1ansin Mayor DIKP. COMI

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,	<i>i</i> .				
firma					
4					
domicilio: <u>197 = Oak</u>	and Ave	no° teléfono:	013	270 6	<u>9 11</u>
correo electrónico: $funeco$	1 baitsta a ya	400 Com		U	. /
	- /	/-			

63 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>ELBel</u> <u>Vince</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo nesesito El Medio de Yo me muevo asi mitra Base Yotra Baso denoche Para mies muiutin

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

E-Ber Linuses

domicilio: 67 SAMALIC no° teléfono: 823) 4906149 correo electrónico:

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Sandy Gonzillez and I urge the full implementation of the WilshireBus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental oreakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

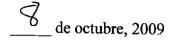
Sincerely,

dra gomalez.

contact address: 1217 Glenn (1055 phone: 373) 215, 2419 email_____

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,
My name is ODO KOENRER and Purge the full implementation of the Wilshire Bus-Only Lanes/BRT project for the land in the second s
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.
This project is a critical environmental breakthrough for Los Angeles and net ds to be
implemented in full with no further delays. Thank you.
Sincerely, When we have a signature
contact address: 90073 phone $(30)478-3711$ email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>uveucio</u> <u>vueucio</u> <u>vueuci</u> <u>vueucio</u> <u>vueucio</u> <u>vueucio</u> <u>vueucio</u> <u>vueucio</u> <u>vueucio</u> <u>vue</u>

llegaria mes rapido a lugar do mi ompleo y aborraria tiempo parahace. otra cosa en casa

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma

domicilio: 1144 5. A/Var ado St. noº teléfono: 213 - 300 66 45 correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____ , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Ayun Chresche and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I could reach to work forter.

This project is a critical environmental breakth ough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: Norman lie & 3rd St. _____ phone: _____ 4054121601 email <u>Cargelein 32 Dequeil</u> com

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ANFONIO HERREM y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Nesesitanos MAS Autobuses Para Poler ir Al trabato mas rapido is sedemedos Scrucio y se paque menos la farifa es Scruios Para todos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, firma

domicilio: <u>GRAWIO 840</u> no° teléfono: <u>2139487048</u>

correo electrónico:_____

October <u>8</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Travis</u> <u>Stegora</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The flow of traffic would save time, also others ON the street will be safer. . _ __ ___

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 1309 144 Street SM, CA 90401 email + Avisstepoin 20 Ynhin com

_______ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>JORGE LOPE2</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

EL SERVICIO SERIA MAS RAPIDO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

JONGE LOPE? firma

domicilio: 3731 SAWTELL BLUD 1.A.CA no° teléfono:

correo electrónico:_____

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>MENY COBAR</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ing Tally firma

domicilio:	90022 no° teléfono:
correo electrónico:	

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ANNO Marganand I urge the full implementation of the Wilshire Bus-Only I apes/BRT project for Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,
J. M. A. Chy signature
contact address: 713 E. 5th St phone: 213 614.0119 email_MelChezderMIN-Fielter @ 3 Mart 100m

______ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\underline{\int \delta \rho \ Ge}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Porque Me avodeuro Parce mi trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Jor6e

domicilio: <u>531</u>	S. Berendo	no° teléfono:	X
correo electrónico:	90020		

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Maguca</u> <u>Mairque</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Creo que es mux nesasurio pues rreducirios el trè-fico x contuminación, y el l'empo que pasamos en el outotos.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

1PSUCIAM

domicilio: <u>400 S Normandia</u> no^o teléfono:_____

correo electrónico:

<u>6</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Celso JUARZ</u> y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.

Creo que nos benefia bastante porque nos ahorraria mucho para llegar a tiempo a nuestro destino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

729. domicilio: Normandle, 90005, no° teléfono: (323) 449-5675 correo electrónico: bj-1984 @ live.com____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is \underline{MHY} ().1.1/13 and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

_____ People would be circle to circle to the me

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: <u>ENTEQUETIC</u> phone <u>PRIACE-UCTC</u>

email

<u>3</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Fidel Roj95 y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

que es un buen Proyecte V mas

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: <u>1312 Ingra Ham st</u> no° teléfono: <u>323-709-74-81</u> correo electrónico: <u>Fidel cisnevas 1985@</u> Hofmail

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>,</u> 2009

Dear Metro, Los Angeles City and Los Angeles County, ANDED and I urge the full implementation of the Wilshire My name is Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. RECOMEND THIS THE [N] 012 \sim) Ll 201N UN This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerely

1713 - 1281JAIG phone: 323 contact address: email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>8</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>EMM</u> (MMM and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it's agood, I dea because if we have our own lanes we won't Ect traffic so much and we will rave notedy in front of us.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, 0025 ERN AVE phone (323) contact address:--email

October **____**, 2009

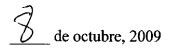
Dear Metro, Los Angeles City and Los Angeles County,

My name is ge Walky and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.
IThink it would be more concent for
the Bus siders and more people about
what to take the two

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

contact address: <u>\$30 LAVETA [ERLA phone: 323-967-84/16</u> email <u>DONALD-125E Hotman</u> Cag0026	Sincerely,	
		phone: 323-967-8416



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Canan Peroual y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Esta Gia porque has vacas que mucho trampo espero al artabus y op hay.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

Colle Corona dua no° teléfono: domicilio:

correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Alexis Torres</u> and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project. TTS Better For a people.

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerel signature and Witching 1006 phone (323) 9448278 contact address: email ADSTS1

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Agres</u> <u>Caldern</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Faster Commute, more concarat for bis galess if there is a dedicated lane

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature signature contact address: Sheiman Way & Schludda LA 91405 (Van Must email_____ October _ **8**_, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{Keehan MomgG}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. Commute Hour traffic would greatly improve. and would Help the Boses From Being over Crowdeo

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely signature

contact address: 18/85. OXFORD #5 email_KThomas@Earthling.Net

October <u>8</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>PROJOR RODY GUEZ</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>I HNK HOAT IT WULD be USOFUL For HVE</u> <u>PROPLE AND IT WULD be USOFUL For HVE</u> <u>PROPLE AND IT WILD be A GYACH HOIP Fur HVE</u> <u>ACSEMPTER WILD be A GYACH HOIP Fur HVE</u> <u>HIME</u>-

This project is a crit cal environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, gnature

contact address: <u>BZTS. Kennure Ave #3</u> phone: <u>213</u>) 307-3052 email_<u>YOXY444.10Ue(Cyohoo.con</u>

<u>7</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Cavios Valaver</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

estor deaquerto com el Prolleto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

= Aug firma

domicilio: 9/1 = 5 + 45 no° teléfono: 323 - 2326450

correo electrónico:

- de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es JOS BAYVera y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

esta vien porque asi todas las personas Pueden yegar atienpo asu travavo eso esta vien,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

JOSe BONVeva

domicilio: <u>2115 Bevendost AP+6</u> no^o teléfono:_____ correo electrónico: <u>96004</u>

7_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es José Ordonez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

mel

domicilio: 4005, WestLate no° teléfono: 323 972 8270

correo electrónico:

 $\underline{7}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>LAURA LCONAY BO</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Lauro Leonardo

domicilio: 1122 SOMENZOAV.	no° teléfono:_213_388-6935_
correo electrónico:	

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\boxed{ \int \partial x \int u^{3} x \int \partial x \int dx dx}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Wald_ e to pacticipate in and we all need Cleap and take the son wilsking daily.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

losefun oropse signature,

contact address: 757 5. New Hampshire 201 phone: (213) 738-5783 email WWWorld 4us @ addream

October <u>7</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Lowardo</u> <u>Villanue</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It benefits me very mucho I use this line everyday to go to WORK. and it would save me alot of time

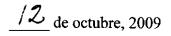
This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

beonardo Villanueva

contact address: <u>90057</u> phone: _____

email_____



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Frencisco Junez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Tampien otras Avonidas como la Normanelia

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

tancesco Juix

Union Dr. # 406 3 Angeles Ca. 90017 no° teléfono:_____ domicilio: <u>433</u> correo electrónico

<u>[2</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>hilling</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Gracias por poco kuporse por que nuestro tiempo en el puto Bus sea

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

SILVIA MARTINEZ firma

domicilio: 241 5. AUST L.A no° teléfono: 713)842 9605 correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>12</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Charles Stam</u> and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely \geq signature

contact	address:							
	at	215	IN @	~~	-0.	{	,	L

_____ phone:_____

email CVT31210 Cearthlink.net

<u>2</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>VICTOR GPRCIA</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

AUTOBUSES A LAS HORA PICO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 241 S. HORMANG 15 Odoc4 no° teléfono: 213-828 1585

correo electrónico:

$\underline{12}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Rosalia</u> <u>Soca</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

A mi courd persona de ayudação mocho,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Kosalia Sosa

domicilio: 396 PUErco Con Matibu noº teléfono: (310) 317-8734 correo electrónico:_____

$\int 2$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Fernando</u> <u>Hoe</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Lo personal. me beneficia es Projecto porque siempre Vigjien ke calle wikhive y es mucho tracia que a 's para fellar en mitrabe Parn mi Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más

pronto posible sin más retrasos.

Sinceramente,

HO + AVIZ no° teléfono: 310 8377965 domicilio:

correo electrónico:

<u>'</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es *Occapeur* y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

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• •	 		

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: 326 Man 72 + 6 4 10 207 Arto teléfono: 203 839 00 81 correo electrónico:

October <u>12</u>, 2009

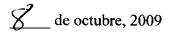
Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>PEAK L MORAN</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>As Many juple dupuded on</u> <u>Public Trans portation it is essential</u> to be have access to all sites in Los Angeles Whe The East West South

This project is a critical environmental breakthrough for Los Angeles and need

implemented in full with no further delays. Thank you.

Sincere signatufe 2525 E. 2nd St phone: (22) 261-08/5 2010 prlamoran771 o skglobal.net. contact address: email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $A peyez _____y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.$

Me Va a Venediciar demaciado para trasportane a mi trabajo o Our/5:100 Otra CHEDSENCIA.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ANA posez

domicilio: 918 OZOPO CAVE. 97hos teléfono: (310) 392-5460 correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12_, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MCGOR</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

More faster way around

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

2

signature

contact address:	phone:
email DACBet	Brooklynchick 710 ythoo.

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MARK BURUS</u> and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.
This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

signature

BURAL SECUPITY 2 hormail 1 Com 563-0951 contact address: email 🖌

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

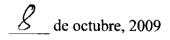
My name is <u>Missing MoreanDo</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Unsolo corrit para el autobus seragenial y ayudara a miles de personas. La personas tomaran merres tremps a peyer a su destino Lo mai importante que cuidarenas nurstro Estade, mucho menos contaminación.

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

contact address: 1040E 52" dif L A (A 9001/ phone: 323) 9011532 email



Estimado representantes del Metro, la ciudad y el condado de Los Angeles.

Mi nombre es Marcol Rodr Gus L y urgo la implementación completa del proyectode carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ES VUENO Para Todos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Marcos Rodvigusz

domicilio:

90011______no° teléfono:______

correo electrónico:

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Manuela</u> <u>Tletench</u>; y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

uso la zutobuses cada dia por eso va ayudar mucho. y memos contaminación.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

illanuela Ilatendei

domicilio: 4504 Eastmore ale LA, 90022 no° teléfono:

correo electrónico:_____

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\int a \, sould \, b$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Better Travel Time > Air Guality.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address:	EEAST L. A. 9002 phone:_	323.	269.1904
email Jaythe Blage	JR (2) graneil . con		

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>KESSUG Granalez</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This would benefit me getting to school & to work faster.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

contact address: 470 Wyman o	IVE LA 9002 phone: (323) 919-5603
email <u>YESSICA 99055cglobe</u>	

October <u>08</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Zachacy Campbell and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

nróvec vali 1 Make huses Cars aspec hel 500

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,
signature
contact address: 625 Landfair Ave. IA, CA 90029 phone: (424)208-9843
email 2225000 20 Chotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October \Im , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jonathov</u> <u>Hughes</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Every day after work I have to pick my my 5yr son from school and I'm atta always late, If we had our even bus lone I would get there on time.

This project is a critical environmental breakthrough for Los Angeles and need ; to be implemented in full with no further delays. Thank you.

Sincerely,

= A togh signature

contact address: (626) - 798 - 7652 phone:_____

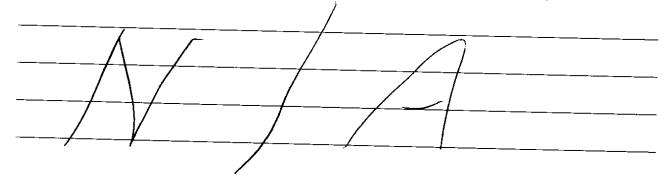
email_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>2</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jawet how Fischback</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.



This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

mathan Sinchech signature

contact address: 400 5. Hobre + Blud phone: 213-568-3168 email / acc fischbach 2001 @ yshoo.com

<u>()</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Santana</u> <u>Escolar</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Que más personas usen los badutobuses y menos carros y contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Santana Escobar

domicilio: 2819	<u>best</u>	6+4	<u>st</u> .	, LA	40083	no° teléfono:	·
correo electrónico:							

<u>______</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es fame de la proyecto y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

3_ no° teléfono(323)269349 domicilio: Kawonlette correo electrónico:

$\underline{/2}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Zoilo Peroz y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

rega mas Wapilo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: // 😴 correo electrónico:

 $\frac{2}{7}$ no° teléfono: $\frac{3}{7}$

October $\underline{/3}^{th}$, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Scarlest</u> young and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It took me more than 2 hours in rash time It's wayter time This program also acpainst have more cars in Kere

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Saslen your

contact address: <u>SITC chambian Menterny Jark</u> phone: <u>626</u> 115736 email<u>Calass gazli@yahw.com.cn</u>

<u>*i* **2**</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es \underline{Adim} \underline{Ai} La razon porque todas la nesesita más + Magariamas mar rapivo al trabajo O Gevergair lugar.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Incur J.R. firma

domicilio:	no° teléfono:
correo electrónico:	

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

M. M. and I urge the full implementation of the Wilshire My name is Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

the project is and how The all. from further down (WM) Wi i have this myist Will 2hem

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

matnes

signature

<u>ran Una phone: 143885247</u> n. Una ph contact address: (73 email [];

$\underline{12}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Morta como u y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es mi media de TRANSPORte URGENTE!

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

Marta Carried

domicilio<u>549. Nor man die</u> no° teléfono:

correo electrónico:

$\underline{12}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Shadic</u> <u>Autic</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

por la aterción mucha pracion. ever, unge "era madida; y mi famal usport

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

in Anil

domicilio: albarado y pico noº teléfond: 323) 552 8540 correo electrónico:____

October <u>1</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Gracis a Elizado</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

por que es mi tranporte

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

raciela Ebando

contact address: <u>4226</u>

phone:

<u>12</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Moisér A. Tojudn</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Appyo esta iniciativa parque considero que hay que promover el transporte público en eludades relativamente densus en población.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente firma

domicilio: 12022 Sprey 1 57, Norwalk no° teléfono: (862) 864 - 9140	
domicilio: <u>12022</u> Sprey 1 57, Norwalk no° teléfono: <u>(862) 864 - 9140</u> (A, 90650 correo electrónico: <u>mfejala sarra a poheoses</u>	

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Jennifly Bunilla</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>HS a gleat way to help out the environment -</u> <u>and the will also help us glt to ow</u> <u>custing on time</u>.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely . signature contact address: ______ phone: _213)399-1339 email

de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $MA_{\ell}co$ $ho_{\ell}c\overline{Z}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

YA MAS RAPIDO LA l'EGALE GMI +RABAJO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

domicilio: 625.5. Buzlinsthox no° teléfono: 213-9890426

correo electrónico:

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>M.chael Kelle</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

geb to work.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Mul D. K contact address: 2621 Somerset br 95016 email_mdK1262000 (ahoo, com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Richard Stutsman</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

completely agree!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

enternan

0

contact address:

_____ phone:_____

email <u>pastuts Q gmail.com</u>

October _ 1 _ , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is \underline{AHONSD} $\underline{D1012}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

get traffic moving Swiftly during peak hours (Buses) (Buses) L.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely
signature / Signature
contact address: 1475 S. LA SIQNEST. phone:
Los Arrogenes
contact address: 1475 S. LA CIENOST, phone:
email <u>QL-diar 38 Q Tahoo.</u> cor

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ludia Calderor y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Porque venes à lleger más rapidó adonde al Jestino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Lidra Caldex CH

domicilio: 685 Sur Ingreham Los Angols, no° teléfono: correo electrónico:

October <u>8</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>George Rodriguet</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

If you need to get to work, you'll get thre faster and we'll save time. Company will save money, because more people vill noce the has

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

re & Ronlyng contact address: 11664 National Blvd., LA 90064 phone:_____ email

<u>8</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

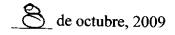
Mi nombre es R_{4BGFN} $\downarrow G_{G45Pl}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo como pasquero me ayudara mucho porque seducing los autor en las Calles y quiero que empuren para tener estas carriles.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

_____ firma

domicilio: 8538 eglise	Aue	90660	no° teléfono:	
correo electrónico:				



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Mercedes</u> <u>Garcib</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

istro me ayuda para cuanda voy al i

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ercedes 8 Barrie

domicilio: Wiltmer no° teléfono: 2502160 (213) correo electrónico: _____

_______ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Dicap</u> <u>Sanchez</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me beneficiaria porque seria mas rapido llegar a midestino y mas eficiensia en trafico y menos contaminasion

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: 4625 Alvarado	St. #20	no° teléfono: (323	773-1981
correo electrónico:		_	-

October <u></u>, 2009

email

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\overline{\int \mathcal{B} \leq \mathcal{C}(\mathcal{B}, \mathcal{D}, \mathcal{D}, \mathcal{D})}_{and I}$ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. $\overline{\mathcal{L}} + \underline{\mathcal{I}} \cdot \underline{\mathcal{I}$

recause Evert GAR 13 GOTOS' to be Preter O GO ANT Where Jos Go

This project is a critical environmental breakthrough for Los Angeles and r eeds to be implemented in full with no further delays. Thank you.

Sincerely, signature LA CA SOOGG contact address: 4240 CENTINELA AVEHI phone (310) 572-7903

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es *HECTOL MACHUD* y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.



Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

90065 domicilio: 315W, AVE 30#10y no° teléfono: 323-224-9572 correo electrónico:

<u>15</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>ELMER HERRER</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

EMER HERRERA

domicilio: 640 Nr Oxfor C.A no° teléfono: 523 2376397

correo electrónico:

October <u>15</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is My nand is My nand is My nand is My nand is My nand is My nand is

۸r.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

	phone:
email	

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Imbegine</u> Cain and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. I support this project I am a brus sider T take the bus every day.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

I mogene lain

contact address: P.D. Bos 78296 LA 10 90016 phone:_____

email_____

K de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es $\underline{pedto agui}$ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ayuda porque tomo todos los esta calle.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

dro Havilar

domicilio:________no° teléfono:(323)8722884______ correo electrónico: October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Judy EDNAMPS and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project. O <u>HAPME CUT DWN HIME GETING to Destination</u> Ferder THNK its a Creat IDea I on today For 2000 9t

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

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October <u>15</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, gnature <u>eng St</u> phone<u>(373)490-333</u>2 QQQL, COM contact address: email VVV ()Y

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, October 16, 2009 4:13 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Janet lastName: Reichmann organization: Comstock Hills Homeowners Assoc. emailAddress: jreichmann@comstockhills.com streetAddress: 1429 Comstock Ave. city: Los Angeles state: Ca. 90024 zipCode: Friday, October 16, 2009 Date: Time[.] 04.13.13 PM

comments:

I oppose a dedicated bus lane on Wilshire between Comstock Ave and Selby. This is a stretch of all residental apts. and condos where buses currently run smoothly. Removing lanes of traffic for other vehicles during rush hour would suddenly make a good traffic flow a jammed mess. With no ingress and egress from the buildings who have no alleys, it further exacerbates the problem. I do not oppose the BRT where it makes sense. But Comstock to Selby is a terrible waste of money and will create complete chaos. As it is, buses now speed along. The danger to pedestrians trying to cross will increase and bicycles will be in harms way. Please exempt this stretch of Wilshire on the Westside.

Subject: Wilshire BRT comments Date: Tuesday, October 20, 2009 5:10 PM From: Annette Colfax <colfaxconsulting@earthlink.net> To: WilshireBRT WilshireBRT@metro.net Cc: councilman.rosendahl@lacity.org councilman.rosendahl@lacity.org

Dear Martha -

I live in Brentwood and fully support the bus lane/BRT down Wilshire!

Wilshire traffic simply crawls. We need dedicated lanes to allow buses to travel faster and carry more people. This project will also help make bus operations more efficient and cost effective. It is a win for the bus rider and for the tax payer.

The project has my full support.

Annette

Annette Colfax

310.395.1398

306 Avondale Avenue Los Angeles, CA 90049-3604 mobile: 818.223.1882 **DEPARTMENT OF TRANSPORTATION** DISTRICT 7, REGIONAL PLANNING IGR/CEQA BRANCH

100 MAIN STREET, MS # 16 LOS ANGELES, CA 90012-3606 PHONE: (213) 897-6696 FAX: (213) 897-1337



Flex your power! Be energy efficient!

IGR/CEQA No. 090934AL, NOP Wilshire Bus Rapid Transit (BRT) Project Vic. LA-405 / PM 31.54 SCH # 2009091094

October 20, 2009

Ms. Martha Butler Los Angeles County MTA One Gateway Plaza Los Angeles, CA 90012

Dear Ms. Butler:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit through a number of general improvements.

The project is a 9.6 miles of peak period curbside bus lanes. Regional access to the Wilshire corridor is provided by a large number of intersecting streets, including the San Diego Freeway (Interstate 405). We would like the lead agency to include a bus impact analysis.

In your bus impact analysis, we recommend that the following items related to bus traffic be evaluated /considered, where applicable:

- 1. Please include a discussion of any potential bus lane physical modification to freeway ramps and a discussion for the proposed increase in transit bus signal priority timing from 10% to 15% of the signal cycle affect intersections near freeway ramps and impact vehicle access entering/existing the I-405.
- 2. We would also like to know if re-stripping/narrowing of mixed-flow lanes and bus priority over automobile traffic result in reduced speeds and queuing on Wilshire Blvd. that could impede access for the I-405 ramps and back traffic up onto the freeway.
- 3. Any modification to State transportation facilities need to be coordinated with Caltrans.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions or issue about our comment, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090934AL.

Sincerely,

Elmir alway

ELMER ALVAREZ IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Subject: I support Wilshire's Bus-only lanes Date: Tuesday, October 20, 2009 12:26 PM From: Dan Wentzel <danrwentzeljr@yahoo.com> To: WilshireBRT WilshireBRT@metro.net

Dear Metro,

Having lived in London I have experienced that bus-only lanes are a vital part of mass transit in a world-class metropolitan city. This project is in no way a substitute for the Westside subway extension, but a wonderful compliment to it.

The golden age of the "car culture" is long over. We need to think in terms of moving people, not vehicles. A single-occupancy automobile can no longer have the same priority as a bus or streetcar carrying 50-100 people. When planning transportation, please use models that measure moving people and not merely vehicles.

I enthusaistically approve of your plans to create bus-only lanes on Wilshire. My only hope is that they also come to Santa Monica Blvd., Pico Blvd., Fairfax Blvd., Hollywood Blvd., Sunset Blvd., Ventura Blvd. and Van Nuys Blvd. also as soon as possible.

Best regards,

Dan Wentzel

(310) 413-8653

danrwentzeljr@yahoo.com

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Tuesday, October 20, 2009 1:24 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Danila lastName: Oder organization: emailAddress: doder@usc.edu streetAddress: 530 S. Kingsley Dr #402 city: Los Angeles state: CA 90020 zipCode: Tuesday, October 20, 2009 Date: Time: 01.24.46 PM

comments:

The proposed intensification of traffic will push slower car traffic onto 6th and 8th streets east of Fairfax, and in turn make biking on those streets more hazardous.

For this reason, I strongly suggest that a plan for a parallel bike route be coordinated with construction, including bike signage and distribution of brochures and other info to bike riders who use connecting buses, especially the Wilshire lines.

Subject: <no subject> Date: Tuesday, October 20, 2009 11:02 PM From: gerald pass <gerald_j_pass@hotmail.com> To: WilshireBRT WilshireBRT@metro.net Cc: kenru@gmail.com kenru@gmail.com, darrell@dclarke.org darrell@dclarke.org

10-20-09

To Merto.net:

Dear Sir/Madam,

As a car driver, who sometimes drives on Wilshire, and who would like to take a subway instead; I think the idea of closing off some Wilshire's lanes for **BUSES** even **BEFORE** the subway under that busy thoroughfare is built is just plain crazy. Purely for traffic flow purposes, you would probably be better off double decking the boulevard for express traffic (including the "rapid" buses), **IN ADDITION TO** building the subway, **FIRST** of course. If such a surface-level bus-lanes scheme is ever implemented, the drivers, such as myself (and virtually every other one who uses Wilshire) would be crazed with anger, not being able to go more than 5 or 6 (rush hour) miles an hour, net, **AND NOT HAVING A SUBWAY AS AN ALTERNATIVE EITHER**. For what? So buses will be able to have an exclusive place to themselves at "our expense"?

Please note that the double-decking concept is not all that farfetched though. Take, for example, the city of Guanghzhou, in China. I am familiar with it, however there may well be other cities of its size in China (it's about 7 million in population) that have a similar system of dealing with street traffic. There, where there's a major street with excessive traffic, the larger, more important streets often get double-decked to allow for better traffic flow. In addition, Guangzhou beats L. A. in total subway mileage by a lot. Even though L. A. isn't in a "developing" country, it's well known that our city's car population grows ever bigger each year. Perhaps L.A.'s "bus riders" group just doesn't realize it as a fact.

Just as a coincidence, Guangzhou is also L. A.'s sister city in mainland China.

The reality, of course, disallows for any double-decking traffic solution here. Too bad, huh?

#1 You (as well as the respective municipalities) will probably not ever have enough money to build it under the present taxing and public money allocation systems. #2 Even if you did have enough, NIMBY's in the commercial districts along Wilshire would never stand for such a thing in their "front yards".

---- G. J. Pass, L. A.

Subject: Wilshire BRT scoping comments Date: Tuesday, October 20, 2009 10:11 PM From: Kent Strumpell <kentstrum@aol.com> To: WilshireBRT WilshireBRT@metro.net Cc: Barbara Filet barbarafilet@earthlink.net, Goldsmith, Lynne GoldsmithL@metro.net, Ryan Snyder ryansnyder@ca.rr.com, Joe Linton linton.joe@gmail.com

Comments regarding the EIR scoping for the Wilshire BRT.

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists.

3. An alternative that includes curbside bike lanes and center/median BRT lanes and stations should be evaluated.

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations.

Kent Strumpell

Kent Strumpell

Affiliations: City of Los Angeles Bicycle Advisory Commitee Los Angeles County Bicycle Coalition, Board Member 310-215-0114 kentstrum@aol.com 6483 Nancy St. Los Angeles, CA 90045 =

ii would like a stop on wilshire and wilton. is it possible? margaret sowma

--- On Tue, 10/20/09, Martha Butler <Wilshirebrt@metro.net> wrote:

From: Martha Butler <Wilshirebrt@metro.net> Subject: Comments Welcome on Wilshire BRT EIR/EA To: "sowma287@yahoo.com" <sowma287@yahoo.com> Date: Tuesday, October 20, 2009, 11:53 AM





Wilshire Bl Bus Rapid Transit Project Update

Many thanks to everyone who attended the recent public scoping meetings for the Wilshire Bus Rapid Transit (BRT) Environmental Impact Report/Environmental Assessment (EIR/EA). We received valuable feedback and appreciate your time and effort.

We still want to hear from you. We welcome comments throughout the study but comments during the Scoping Period - your opportunity to help shape the EIR/EA - must be received by this **Friday**, **October 23**, **2009**.

Please submit your comments, using any of the following methods:

US Mail: Martha Butler, Project Manager One Gateway Plaza Los Angeles, CA 90012

E-mail: wilshirebrt@metro.net

On-line: www.metro.net/wilshire. Click on "Contact Us"

Phone: (213) 922-2500

A copy of the presentation and other materials are available on our project website, <u>www.metro.net/wilshire</u>. Click on "News & Info".

The Wilshire Bus Rapid Transit Project EIR/EA project - a partnership between Metro, the City of Los Angeles and Los Angeles County - is evaluating alternatives to improve bus rapid transit service along Wilshire Boulevard.</P

This message was sent to sowma287@yahoo.com by:

Los Angeles County Metropolitan Transportation Authority

1 Gateway Plaza, 25th Floor Los Angeles, CA 90012 (213) 922-6000

Sent Using : SimpleSend www.simplesend.com

Unsubscribe: If you would like to be removed from this list, please <u>click here</u>. Subject: Comments Date: Tuesday, October 20, 2009 6:10 PM From: Roxane Stern <roxane.stern@gmail.com> To: WilshireBRT WilshireBRT@metro.net

I 'm sure you are referring to the rush hour only dedicated bus lanes for Wilshire Blvd. I testified at the scooping meeting at the Westwood hearing, but you have given me a chance to say it again.

Most of Westwood seems to believe that change is evil, but if we don't change we won't be able to adapt to the new world. We should be ready to meet the future, not hide from the reality that public transit is a very big plus in bringing down pollution, accidents, traffic jams. Please do what is necessary to make our community healthier, more productive and pleasant. Give us faster bus service, everyone will benefit.

Thank you, Roxane Stern 11053 Strathmore Dr Los Angeles CA 90024 310-443-1106 Subject: Comment for the record

Date: Tuesday, October 20, 2009 1:11 PM From: Kymberleigh Richards <krichards@socata.net> To: WilshireBRT WilshireBRT@metro.net

Southern California Transit Advocates, by unanimous vote of its membership, has taken a support position on the Wilshire Bus Rapid Transit project.

We feel that, as the extension of the Metro Purple Line will take many years to complete, and Wilshire Blvd. is the heaviest traveled corridor in the region, that any improvement in bus service is needed as an interim step. Given the high frequency of bus service in the corridor, adding service will not help unless the existing service can be operated more efficiently. We see the proposed bus lanes as a way to achieve that efficiency.

We are also hopeful that the city of Beverly Hills, which was unable to communicate its support in time for Metro to honor commitments on the funding timeline, will be able to participate fully as the process moves forward.

Kymberleigh Richards Public & Legislative Affairs Director Southern California Transit Advocates 16003 Gault St. #7 Van Nuys, CA 91406 818.781.0487 Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Tuesday, October 20, 2009 2:52 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Steve lastName: Strauss organization: emailAddress: stevestrauss@mac.com streetAddress: 10645 Wilshire Bl. city: Los Angeles state: CA 90024 zipCode: Tuesday, October 20, 2009 Date: Time: 02.52.56 PM

comments:

I'm currently out of the country on military deployment. But I'd like to voice my opposition to the Bus lane. I recently installed triple paned windows in an attempt to mitigate the noise along Wilshire. It windows do a great job but I could still hear loud motorcycles, sports cars, and the busses. Not only do I hear the busses, but I can feel the four story building I'm in move ever so slightly when the busses pass by. Busses just add to the conjestion on the streets AND they are a hazard to bicyclists. I try and commute to work as much as possible by bicycle along Wilshire to West Hollywood. I have nearly been hit several times by buses along my route. If you decide to go ahead with this project, I would like to see a dedicated bicycle lane at the very least, and maybe a way to muffle the exhaust noise. Thank You

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Tuesday, October 20, 2009 2:25 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Vito Grillo lastName: organization: emailAddress: vito.grillo@gmail.com streetAddress: 3456 Plata st, apt 1/2 city: Los Angeles state: са 90026 zipCode: Tuesday, October 20, 2009 Date: Time[.] 02.25.38 PM

comments:

I want to submit my input on the proposed Wilshire BRT. This is a vital link that the city of LA needs urgently. I want this built as soon as possible and I want to ensure that it will include the ammenities that the communites it will serve needs. It should have a way to queue and prepay so people can enter and exit quickly. The sidewalks should be redone to encourage bike and pedestrian activities. People in LA will never park their cars, unless they are provided with more attractive means to get places. That means frequent service, a pleasant atmosphere, walkable/bikeable ammenities when exiting the bus and good design. Design is very important. It has to enhanse our city and coax people out of their car. Think the Ramblas in Barcelona, the Rose Kennedy Greenway in Boston or the Highline in New York. Those are spaces people want to visit. Wilshire should be such a space. it is LA's unique downtown. More pedestians/bikes means more people on the street, means more business sales, means greater street life, means healthy life styles, less pollution and happier Angelenos!

Subject: Comments on Wilshire BRT DEIR Date: Wednesday, October 21, 2009 12:28 AM From: Alison Kendall <alison@kendallplanning.com> To: WilshireBRT WilshireBRT@metro.net Cc: 'Kent Strumpell' kentstrum@aol.com

Dear Metro

As a Los Angeles area planner and urban designer, I am supportive of the improvements such as signalization which will facilitate bus movement on Wilshire, but have significant reservations about the impact of removing curbside parking to facilitate express bus service, which I believe deserve further study in the FEIR.

Comments regarding the EIR scoping for the Wilshire BRT project concept.

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated. Locating the buses (or eventually streetcars) in the center of the street would reduce conflicts with both cyclists and pedestrians.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists. Ideally this would include a bike lane or bus stop and intersection protection for cyclists.

3. An alternative that includes curbside bike lanes and center/median BRT lanes and stations should be evaluated. This is an essential addition to this major boulevard which could increase its overall capacity without negative impacts on its pedestrians/

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations.

5. Oppose extending the curbside bus lane through Santa Monica and through Beverly Hills due to the danger and discomfort for pedestrians of high speed express buses passing adjacent to a major pedestrian and bicycle route, as well as the lack of alternatives to on street parking for small businesses.

6. Consider signalization and other improvements such as developing a dedicated bus or HOV lane on Wilshire without removing curbside parking, in order to decrease driving incentives and favor transit use, while still favoring cycling and pedestrian travel.

7. Wilshire is the most attractive boulevard in Los Angeles, and with the numerous historic buildings, is also a significant cultural resource. The impact of any transit changes to the street should consider the street as a cultural resource. Perhaps this means restoring street car service. Priority should go to accommodating pedestrian and bicycle travel and appropriate efficient transit which does not impact the ability of pedestrians and cyclists to enjoy this historic boulevard.

Thanks for the opportunity to comment.

Alison

Alison Kendall, AICP

KENDALL PLANNING + DESIGN

310.586.1557 phone alison@kendallplanning.com

October 2/_, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Natasha Harrell</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. My Children and megself we could get to Werre we have go on time, **B**/ and **B** on the form Sons I have astham reducing air pollution and greenhouse gases with have us,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 1505-100	natasta 36363A	yaha, Co	\mathbf{m}		
		1	*		
email		-hause		-	

phone:

October <u>21</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Emmonuel Giollo</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

We need this project immediately. Any more delays or the cancellation of this project would be devostating for the invironment and would be a set back to expand the mobility of bus videos

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

amil signature

contact address: 1140 Miller Ave los Angeles, CA 90063 email M. Anuel Crio 110 @ Minterpring. 40 phone:

October 2/ ,2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>EpperAM2A</u> <u>MAAD2</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>WS</u> <u>AUQUE</u> <u>MUSE</u> <u>FAUE</u> <u>DDID</u> <u>SEEPX</u> <u>AUQUE</u> <u>AUQUE</u> <u>AUGE</u> <u>AU</u>

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincereb signature 1 Cana contact address: 1 105, CH 90065 email phone: los

October <u>2/</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>BARBARA</u> <u>Lot 77-Howar</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

If me a truly concern about the inveroment these Only Lance an necessary. Af Jos hing eled is so phul of thing a world beader show it by adopting bus only lenes and get H.S. in the financing for clean air and tatch up with the pr called 3 the weath counter that are already doing it.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Berbara Jot Holland signature

contact address:

email bobellh & cheerful, com.

phone:

October 22, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Sunyoung Yong</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. Los Angeles will be a horn'ble place to live with Cars growing. Cars must be restricted on the very streets they run on. My niece is 21/2 yrs old. She's having respiratory issues as well as myself, developing allergy a constantly plagued by bronchitis which I rever had in my life before I moved to LA LA's transportation policy is killing its residents. We need a This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature	Converting roads to living breathable space for perfectoenjoy
contact address: <u>826</u> S. Gramery PI. #/	CA 90005
emailphone: (213)	618-2851

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

2/_____ de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>joge CEJA</u> y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

AMIVET ESTA VUENO DE QUE SÍ AGAN ESO UN CATTIL SOLO PARA AUTOBUSES POYQUE MITE YAVE QUE ASE BASTANTE CALOT NO LO SOPORTAMOS Y BASTANTE UMO CONTAMÍNADO QUE NOS PUEDE DAÑAR EL <u>PULMON VA BE COMO SE ESTA MULIE do MUNCHA GETE ENTO do ELMUNDO</u> DE CANSER ASMA PO CAUSA AESTO I PONGAN MAS ATOBUSES DE AITE LIMPÍO Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo m pronto posible sin más retrasos.

Sinceramente,

Jose Coja

domicilio: 13600 SHERMAN WAY APT. 7: VAN NUVS CA 91405

correo electrónico:_

no° teléfono:

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 국 수 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus Strile Man (HESTER) 2/21/05 4 CK Losangeles Rollinghand 715773 BLUC

Hich

xx: 1137, 3. Bronson AVZ #20 전화번호:213 ~ (11 - 2/1) 이메일____

2009년, 10월 😥 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>KANG Set NHO</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

59 Obu = 7 2 7 4/2 201

KANG SOON KO

至소:210W, 1h- 2+ 井川 이메일 ____전화번호:<u>213 - 6:23 - 3:25</u>6-

2009년, 10월 <u>고/</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>Flokes Yung SqC</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

사는 노유 비에는 일을 갖고하고 말한 구도 것이다. 으에고 나지는 적별자 형도를 인해 배에에까도 물 있지 방문 사제들이 어디지가 길이에 싸이하도 물 있지 하지 ~ 전에 많은 사제 특히 사제하다. 사람으로 사람 것 제가 세일, 제에는 위해 것 이다. 비스전용차선은 매우 중요한 알에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

Not Due

平소: 732, 5. BONNIE BRAE ST 井412 CALA 90057 이메일 ___전화번호:<u>2/3 - 4/3 - 4 5 9</u>2___

2009년, 10월 <u>2</u> 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>이당 위 한</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 32 3 3+ 52 5 52H 3/71 25401 Palen 8- 3 Izi- 8t 2'019 4 32 3+x17114 26 420

Ho with Bouch

주소: 4163 14. NROE ST #112 이메일_____전화번호:<u>5(2152505 7914</u>

2009년, 10월 🏒 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>(ATTY Y</u>) 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

AT 서하

74: 2111 Ellendale PL#115 LA. CA. 9:001 이메일 _____전화번호:<u>323 - 73/ - 7862</u>

2009년, 10월 <u>~/</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>이 가</u>이 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

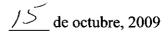
30 FR MES 94 3H 2 FHZ 22 M& 2/11 - 2/2/ 5/0 all 7 on 34215 1252

KJUN9 Sik

All Glendale PI LA CA 9000 주소:

이메일 __전화번호:*(323*)

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard



Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es Ma Haveir y urgo la implementación completa de 9.6
millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este
proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros
que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el
autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de
contaminación del aire y los gases invernaderos como resultado de este proyecto.
Un megos Servicio
· · · · · · · · · · · · · · · · · · ·

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

101 firma

domicilio: 1661 N. WIXTON KL. #J. Los angels CA. correo electrónico: _______no° teléfono: ______

October 12, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Manual Markan</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

helvene not also Sugtainable hol ilshine to

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Uni monthe

contact address: Mrandhly @ qcl.com Ŀ email phone (213) 385-8 267

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

fring Oz Cu. signature

contact address: 7009 Vick: DR. Whither 90606 phone: 2B) 500-1141 email heby ORUZCO 65 Cyahoo. com.

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Janaye Sallee</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

we need to be	aware of	our actions
and the toke	it takes	on the
Planet we call		

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincere signature

contact address: <u><u> </u></u>	phone:
email ehmnehn agmail com	

2009년, 10월 <u>之</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 관계 수 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

Bus 相关科性性智慧 对叶 刘汉教yu

Chrocky gon 성암

=1: 3100 S. Vermont Are 148 LA, CA 90007 이메일 ____전화번호:<u>323-1/33-5/80</u>____

2009년, 10월 ____일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>바 과 수</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

BUS राष्ट्र मेलड नेम राशके पद

Kwany Sook Park 성안

FA: 1200 S VINION AVE 90015-4542 CA CA 이메일_____전화번호:<u>213~4)~4450</u>

2009년, 10월 _ 10월 _ 10월

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>가</u>, <u>이</u>며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

TOU HA HAZ

1/2 (Willie Kong)

平小: 5740 VIA DEL COYOTE, YORBA LINIA, CA. 92887 이메일

2009년, 10월 <u>20</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>조 양값</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

水林水和 空气差别之 法们已 免经715 的差之 添きなんりり はちっちょうした。 え 2541 マス

75 た 성암

주소: <u>345 Culumbin AVE Los Angeles, CA 90017</u> 이메일______전화번호: (213) 978-6946

2009년, 10월 <u><u></u> 2 일</u>

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 _______이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

21/2 2/2/04 4/24 2122 2/2/2/2/24

75 1 9 성양

FA: 1034 SCATALINA ST 19 이메일_____전화번호:<u>213-380-5958</u>

2009년, 10월 <u>20</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>가 안 순</u> 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

BUS 社会社化学 福田 引刘就44

바이슈 성암

FA: 181 S BINSETTER PL 이메일_____전화번호:<u>323-34 위 (-3088</u>

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

<u>17</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>Jose</u> <u>A</u>[u_{MM} y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

YOPIENSO QUE ESTÀ BIEN QUE SEZAGAS MAS CARRILES DE AUTOBUSES

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

se alvar

domicilio: 1718 S. BURLINGTON AVELA (no° teléfono: (213 correo electrónico:

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 17, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

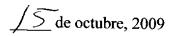
My name is Chame Nesbitk and I urge the full 9.6 mile implementation of the
Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel
time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract
more people to get out of their cars and use transit. I believe all residents of Los Angeles will
enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.
I think it il be allet better 50 people will
get to the places they need to go faster and tars nouldn't get in the way.
COLES NOVICINI GET IN THE WAY

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sinc	ærely,	1	
	11. 1		
	Mantle	1 leslitt	
sign	ure	1	

contact address:	90 6 40
email	phone:

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard



Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>CARLOS MIKAMONTES</u> y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

TIERPO A MI TRAVELO MEROS CONTAIN ACION

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Non Miacmont

domicilio: <u>698. S. Rowa</u> <u>AY</u> <u>L. A. C. A. J. <u>a.</u> <u>a.</u> <u>a.</u> <u>a.</u> <u>s.</u> <u>correo electrónico:</u> <u>no^o teléfono: <u>3.</u> <u>3.</u> <u>B.</u> <u>3.</u> <u>b.</u> <u>5.</u> <u>Y</u> <u>S</u></u></u>

October 17,2009

My name is <u>George (Arpio</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. It's and of the biggest \notin greated Projects in Los Angeles, It will run quickly like a subway train toth cheomest to the brt system will reduce all the cars and people will ride the Los more frequently.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

orge Carpio signature

contact address: 509 S. Westlake Ave 194 # 308 email______phone: (213)-413-6437

October //6_, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>franctic Charles</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The Bus Only Lance project is one of the few means that we can ensure environment of justice and equitable transportation services. Al support This 100% and demand that we see this completed.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

J. Charles

contact address: 6116 Radford ave apt 1 No Ho, Ca 91606 email <u>Charles</u> Oscuppscollege.edphone:

October 15, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

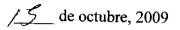
My name is <u>Montput</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>Don man Alguridag</u> <u>Jefferschurgersch</u>

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

Lama Non 312 Les (Myelli, 74. 900 17 phone: (213) 989-1678 contact address: email

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard



Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>Allongo R. Celever</u> y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto. Estariquien _____ _____

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente.

firma Alloreso R. led . 2. 20

domicilio: 950 VAN NUNJS HPA 15

correo electrónico: _______ no° teléfono: ______ *¶ O kt 517*

2009년, 10월 <u>17</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 선생 것 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

时防光 西西日期午日 TEL SHOFMA

2 Azza 성험

FA: 3500 W. WAGhington Blvd. L.A.CA. 900/8 이메일

2009년, 10월 <u>×</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>Junghee Lee</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

이용으로 공하를 흘아든것이 환경을 되거려 2) 3

È D 성함

주소: <u>25747</u> Silver Aspen Way #814 이메일jungheeus@hotmail.com전화번호: <u>217-475-4240</u>

2009년, 10월 _ **| 9**_ 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

石豆

주소:	
이메일	_전화번호: 2/3 ->- 4 - 726 2

2009년, 10월 19일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 **PAPA Pace**이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

35 3 Kg

버스전용차선은 매우[|] 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

이메일

2009년, 10월 <u>|</u>]일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 _______이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

5, senots

성함

平소: 100 cen tsh Bl welk (A9M) 이메일 Yokine Cym cm 전화번호: 323 241530°

2009년, 10월 <u>19</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>JA</u> <u>OUD</u> 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

1945 May 4/2 2 2 4 ny ce

(10)

₹1: 1909 WS # #616 1.12, 04. 20011 이메일 ____전화번호: <u>2/3 484 0901</u>

2009년, 10월 <u>19</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>Hee Joo Yoon</u> 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

卫星电话: 4621312, + 研究同長号 专门研放于于 彩色美	
Set 电对 0115 F2 + + + + + + + + + + + + + + + + + +	
HIN RUS ZINE NESTER FRANCE	

Hee Joo Yoon

주소: P25 S. Hobard Bl. #218 LA CA 90005 이메일 hj @ krcla.org 전화번호: 323-931-3118

2009년, 10월 <u>19</u> 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>박 상</u>의 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

방지 근 117 00 -7/21 25 四日营 午 别55 此刻 A. 0 入 到しないし - 018 20 0 3 MA महिर 1/2 11/2 219 QLE O 23 2733 ZINCH ZVIOC

A۲ 성향

주소: 23806 Ocean. Ave # 1 Towance, CA gobas 이메일 Ypark 67@krcla.org 전화번호: 323-937-3718

October 17_, 2009

My name is Ricia Mc Cauand I urge the full 9.6 mile implementation of the
Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel
time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract
more people to get out of their cars and use transit. I believe all residents of Los Angeles will
enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.
I think it's a good project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

12 Jui signature

29. SUNION AVE L-A CA, 90017 phone: 213 842-4073 contact address: email

2009년, 10월 <u>/ /</u> 일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>Vino, Hac Pol</u>Oin, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.

버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행해주시길 부탁드립니다.

2/2/2 주소 이메일 전화번호:<u>소승</u>

2009년, 10월 <u>/ 1</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>시 Teon 544</u> 이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다. 지원 사원자 관재 관재

지도 바스 국왕에게 드러 있어 오랜지 가지 시 바바스 지금 정 을 이 바로 한 외 수 공습 도로 부 가 다 다 나 다 드 드 이 가 오 감 파 가 다 시 것 이 너 도 것 알 것 공 도 지 나 다 다 오 같 지 다 이 너 리 가 습 지 수 가 고 시 것 이 너 도 것 알 것 공 도 지 나 다 다 오 같 지 다 너 이 너 리 가 습 지 수 가 고 시 가 이 바 방 강 한 가 한 다 한 것 같 것 나 너 구 국 다 당 이 너 리 가 습 지 수 가 고 더 도 모 바 시 한 도 한 것 같 것 같 것 나 너 구 국 다 당 이 너 리 가 습 지 수 가 고 더 도 모 바 시 한 도 한 것 같 것 같 지 수 다 나 다 고 한 것 수 가 도 기 은 버 스 전 용 차 선 은 매 우 중 요 한 엘에 이 환경 정책으로 빠른 시 일 내 에 시행해 주 시 길 부탁드립니다.

성암

平소: 1308.9. NEW HAMP SHIRE AV# 304 전화번호:(7/3) 386-3061 이메일

2009년, 10월 <u>기</u>일

교통국, 엘에이 시와 엘에이 카운티 및 환경영향 조사 담당자들에게,

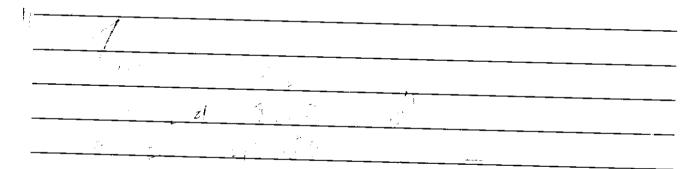
제 이름은 <u>() HEONGT, R. () M</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다 $\Delta \tilde{T}$ 1 8 (JA 6 511 버스전용차선은 매우 중요한 엘에이 환경 정책으로 빠른 시일내에 시행 부탁드립니다. CHEONE RAE KINKim Meng

FARATHON OF A CARATHON 이메일 전화번호:

2009년, 10월 🔄 👘 일

교통국, 엘에이 서와 엘에이 카운티 및 환경영향 조사 담당자들에게,

제 이름은 <u>이</u>이며, 발렌씨아에서 부터 쎈티넬라까지, 총 9.6 마일간에 윌셔 버스 전용 차선 실행을 지지합니다. 이 프로젝트는 윌셔 버스를 사용하는 수 천명의 승객들에게 이동 시간을 절약 하는 혜택을 주며 더 많은 자동차 이용자들이 대중교통을 이용하게 하는 효과도 갖어올겁니다. 자동차에서 나오는 대기 오염물질과 온실가스 배출을 줄이면 엘에이 주민 모두의 삶을 향상시킬수있습니다.



성암 주소:_<u>/</u> 7 1 --+-이메일 👘 ___전화번호: 🛴

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October <u>/7</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Leona</u> <u>Oariclizer</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

We at the to an destination faster Clean air is the goal & it gets people care flind be encienced

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

ne Sereclite signature

Sale Dr., Beverle Hel contact address: 2 email phone:

October 17_, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>OMMA</u> <u>GODLET</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

a grat ida

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Dodec signature

contact address:	
email DANNA GOOLET Phone:	<u> </u>

October _ 17 , 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Clinton Cameron</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

1 also support the Clean Air Economic Justice Plan Started by the Bus Riders Union, I support the reserves in fare increase and \$150 million for bus only lanes.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerety,

g Cumera ignature

contact address: 6006	Dauphin Ave	Los Angeles	CA	90034	
-----------------------	-------------	-------------	----	-------	--

email Yeska _ Soulman@ yahoo. Com

phone: (323) 528-1641

October <u>17</u>, 2009

My name is Fatima A and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Necesitamos mas buses, new enes. Necesitamos que se fimpien Buenos choferes Necesitamos que se les de tickes abs que i, y destrugen las busess project is a critical environmental breakthrough for Long

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address: 6626 22 3rd Ave LA. CK. 90023 email fjanaoute quail.com phone: 323 673-4207

October 17, 2009

My name is <u>PATOCOMME</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

lan Elshie Blod.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

contact address: 22233 email

phone: (818)366-

October 2009

My name is 30 n Wqk and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

rlad St ustim be n owning card and

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

6218 Focca S-+ H signature contact address: email phone

October 17, 2009

My name is <u>Shiffey</u> <u>COlling</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Appliate to FASTER.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Kruly Collin Ignature

contact address: 1902 W. GAGE AVE. email phone: 323 -602-90

October <u>5</u>, 2009

My name is David McGARE ______ and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. This wall help us by making it compared and when the to get avoid Many powents who depend on the was to get and from work as soon as possible. To the people who apose they shall see how difficult it is to wait for a bos when it is orgonal and it is stock

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely. signature contact address: 400 7 incetane email Paul Melander 8199 Anch con phone:_

Comments on Wilshire Boulevard Bus Rapid Transit EIR

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Maria Godinez and I urge the full 9.6 mile implementation of the
Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel
time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract
more people to get out of their cars and use transit. I believe all residents of Los Angeles will
enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.
This would help as by making it
faster to get around & help many
Pavents who depend on the bus to get
10 work asap.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

FG.

email <u>LIL LEER30, Yahoo Com</u>phone:_____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire Boulevard

<u>15</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es $\underline{F/ori}$ dalma y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

vs bueno por el trafico y la distancia

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Floridalung firma domicilio: (4)020

correo electrónico:

no° teléfono:

October <u>73</u>, 2009

My name is M_{1} T_{0} T_{0} T_{2} and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Marine Tostor. signature

contact address: 242 ROJEMONE 97.12 phone: 213.9157036 email_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October ____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>highlighting</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This we need this rend of project for Wilshoe Blud, since it's the moster

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

AL Preline Julsin signature

contact address: 311	phone: 310-623-25B
email	/C

October 22, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Marta Martage and I urge the full implementation of the Wilshire
Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time
savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more
people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy
the benefits of reducing air pollution and greenhouse gases as a result of this project.
IT'll be much easier to get to my tob, and
I'll have more time to spend with my family

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely sig

contact address: 229 W. Soly JOSE AUE phone: 909-670 8524 Coremon + CA 91711

October 23, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Khai Nguyun</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

hun nouver

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October <u>23</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>EDWARD</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

2(4 cars eoine around trattic concestion and ANG ALC LALAT allow) dhol カト R nul

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact ac				
email	edward @ haschhe . us	_phone:	+41763654739	

23 de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>Sulio</u> <u>Jucz</u> y urgo la implementación completa de 9.6
millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este
proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros
que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el
autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de
contaminación del aire y los gases invernaderos como resultado de este proyecto.
ES bUENO por que use D'ario
El BUS Rapid

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, firma

domicilio: 3944 in Gy AAM ST HS no° teléfono: 323 784 4560 correo electrónico:

 $\frac{23}{2}$ de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es $M_{\mu\nu\nu}$ (i) dc la (1) 2y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto. averennes buen servicio y aun no aurentar El costo del pasadero

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

ham 3944 1 domicilio: correo electrónico: _no° teléfono: 323 -

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October ____, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is \underline{ThomAS} $\underline{Hectrow}$ and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Think it my de mothwhile, drille merigdag from chronshow and willshire to the da, ka the morninge the Eightic ex - well ap to 1

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

tonas Herron &. signature

contact address: 4337 S. VANNESS AVE 77email______phone: (310)763-5045

October <u>?3</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is	Toc	and I urge the full 9.6 mile implementation of the
Wilshire Bus-Onl	ly Lanes/BRT project from	Valencia to Centinela. This project will bring travel
time savings for t	housands of bus riders like	me on the Wilshire Corridor. It will also attract
more people to ge	et out of their cars and use t	ransit. I believe all residents of Los Angeles will
enjoy the benefits $\overline{7}$	of reducing air pollution a	nd greenhouse gases as a result of this project.
L tave	or lo Bus	stines alove
and 1	hat Mal	Kes RUN Faster
ON They	Zalislan	<u>Ce</u> ,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

5 Walloce

contact address: 1834 W. Martin herbranking Bhd! email 195 ANGR 109 phone: 90062

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 2, 2009

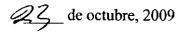
Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>INDER</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

use The back Door 123 vers chan.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,	J G	
contact address: <u>330</u>	S. Berardo St	L.A 90020
email	phone:	د



Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>et e Sa Savá</u> y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

109 109 auge Le domicilio: 1803 E no° teléfono:_13. correo electrónico:

23 de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es $\underbrace{J \cup n \cup n \cup n}_{i}$ y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es muy a portonte l'11 que nos bene sossanos muchos y traben et nurete vinsplud. y el nuberte global

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

domicilio: 1903-22. St. Snafa UDA'CD CN 90 404 no° teléfono: 3/02 399-21580 correo electrónico:

<u>22</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es OCSUS H y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto Seria Una accon muy importante para los Usuarios de este Servicio y Una Mejoria para el medro ambiente Saciar

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

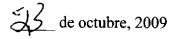
Sinceramente,

es115

firma

domicilio:

correo electrónico: ______ no° teléfono: ______



Estimado representantes del Métro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Augul CS Duz</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los

gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

no° teléfono: domicilio. correo electrónico:

23 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Angela Gorcia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

gela (jarcion arvard BLUL LP no° teléfonde: 9254912 domicilio: 291 212 correo electrónico: <u>blue angie a hat mails con</u> blue angiela hot mails com

<u>13</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>MMM</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

OA) Ma) Ma 1e nell. hes Nr.a

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

eward AVE no° teléfono: 2137368-0739 domicilio: correo electrónico:

$\underline{28}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Mana</u> <u>Quandk</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

porque asu chegana mas. Rapido à done. Ting

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Storde

domicilio: 367DVNJas no° teléfono: 3-8-0-7098 correo electrónico: <u>2</u>67

<u>23</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ambel (QM)5 y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Ilegarianos mucho mas rapido a nuestro destino. Menos contaminación de carros.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Enabl Lenne

domicilio: 1833 W 5th St Los Angles (Aros 90057 correo electrónico: Starlove-20@hot mall.com

October <u>13</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Mariang ESQUER</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Home to school every day. Less traffic -> less pollution

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Janana Esque contact address: email

2606______phone: 562-699-820\$

$\underline{33}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles.

Mi nombre es Maria Barera y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.

Tenul Mag Nexi Silidab. Redes Megur mas rapido.

·

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

m. 1. B. A

domicilio: 90018 no° teléfono: 323.594.7847

correo electrónico:_____

October <u>27</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is M_{crna} M_{frd} and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. $\frac{1}{255} \frac{5 \text{Mog}}{200} \frac{More}{200} \frac{Roc M}{200} \frac{far}{200} \frac{Parrents}{200}$

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

sionature

contact address: <u>2424</u> Wilshire blud phone: <u>213</u> 909 = 2603 email <u>Kill Ant 10.300 Hot 14 gil , co M</u>

October <u>2</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Sy 1/17 1011001 and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. under and hido the 1 Bange Themendous dy hNNG 0 THIN an o hour, IINA THAL , The UN IMU \mathcal{M}

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerely,

contact address: ____ email D_____ phone:

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>An Huy Mer and</u> and I urge the full 9.6 mile implementation of the Wilshire Bus O. L. L.
Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel
time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract
more people to get out of their cars and use transit. I believe all residents of Los Angeles will
enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.
less cars on the Road, botter Lus Lun time for Riders/
Run Fime for Riders/

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

contact address: 24 24 Wilshire bud / Apt 11/4 Testydes, 2/9051 email Kill Ant-10 BOQ Hetmai

Comments on Wilshire Boulevard Bus Rapid Transit EIR

October 23, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is Olm and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

high schools in East C. D. work at 2tra lee inplement; A a busionly reduce grea te time and aver le NONE 01

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

email michel of evologna here phone:	9 note
email my shell of an or and in the	1003.4
phone:phone:	

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u><u>y</u> urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.</u>

in marcha lo mas Supido posible por que nay mucho Trafico y a norolsor como

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma

domicilio: 5/2 5 Willing String _____ correo electrónico: Alvaro Samelyono Compos teléfono:

____ de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es Jairo pala 705 y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

este proyecto porque porquitilito el tas en la wilshime y pasto demociado tempo en -afico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

170 - 20firma

domicilio: 52.63 $rC_{FRRSQUERC}$ correo electrónico: no° teléfono: (2.63)956727

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

todo el tiempo uso e mejoraria mi vida al llegar a dande duc Ir,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Juana Martien

domicilio:_______ no° teléfono:(213)5316033_____ correo electrónico:

____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

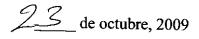
Mi nombre es <u>Mana</u> <u>Hernandez</u>y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

>ran **O**

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

ria l'lernandez.

domicilio: <u>1450 Ist</u>	L. VA 9005 Pho [®] teléfon	<u>:323) 2689890</u>
correo electrónico:		•



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es for gl flor f y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

MAIN SI no° teléfono: domicilio: correo electrónico:

October <u>23</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Silvance</u> <u>D</u>. AZ and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Ami me ayudara para llegar més pronto al trabajo.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address:		FREAX	
email	90019.	phone: 323-807-7131	

<u>(1</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juli Orto y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto. Pienso que Seria Deve Accoso

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

roid firma

domicilio: 146 N. Normand 10° teléfono: 213 388-17-47 correo electrónico:_____

<u>23</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es Joig Jonas y urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Tambien tomará menos tiempo para viajar deur Lugar a otro y reducir el impacto combiental por lo CFC's y el trafico.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firma 1

domicilio: 3683 Uhtah St. Jos Angeles CA correo electrónico: _______ no° teléfono: (323) 761 - 3696

<u>_2/</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>Jeck</u> <u>y</u> urgo la implementación completa de 9.6 millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

pues cono posani esta por projecto proque yo marto ne, va agudar mocho. espero que se pronto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

firm

domicilio: 1/419. FORTEAX AVE APT 12 correo electrónico: 19 _____no° teléfono:_____

___ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Cami lo Pablo.</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

este lycha meba a xyudar mucho para llegar mas zapapido en mitrabajo on en la phaya donce hoy

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

rapzinta pablo

domicilio: 12 42 W6 St____ no^o teléfono: 323 C correo electrónico:_____ 5294253

<u>7</u> de octubre, 2009

Estimado representantes del Metro, la ciudad, y el condado de Los Angeles,

Mi nombre es <u>Sra</u> , <u>Marcos</u> <u>Eventes</u> y urgo la implementación completa de 9.6
millas del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este
proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros
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autobús. Los residentes de Los Angeles, se benificiaron muchísmimo por la reducción de
contaminación del aire y los gases invernaderos como resultado de este proyecto.
De utiliza mucho la linea 720 de la
celilation y beneficia mucho porque
durante el día esta muy congestionado
de certos.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Markorfmenter

domicilio: 13225. Catalina #16. L. D. C. A. 90006 _____no° teléfono: 23 3871873 correo electrónico:

$\underline{\overline{X}}_{\underline{X}}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Yo do 24 For ulilyana mucho sta nuta Va 18-720. X os my defid pues la mayor parte del tompo nay duviación, y elleja uno tade a su trabajo y oraula Atle duz VELASCO,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Uneta Usa

	09.90006			
domicilio: 1141 W Kewsington	RD.L.A	no° teléfono: 213	858-8250	lef
correo electrónico:				

<u>_23</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Blanca</u> <u>Pena</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me va anjudar mucho para mais rapido Llegar ami destino

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Blanca Peña

domicilio: 1329 W 5th 90017 no° teléfono:_____

correo electrónico:_____

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>JEn</u><u>HWANG</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It will also help reduce correction across all mojor lanes, intersections, and near by Major transit quarters.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature

contact address: 630 5. Kemore, 90005 phone: email

October <u>3</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Drugs Plint and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los A igeles and needs to be implemented in full with no further delays. Thank you.

- signature

contact address: 427 5. Mariposa Ave #505 phone: (310) 9/6-8820 email_dpo//ini@usc.edu L.A., CA 90020



Dear Metro, Los Angeles City and Los Angeles County,

My name is **BRS FORG** ind I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result this project. The Angel A

signati contact address: phone: email

October <u>4</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Structure + Gval</u> Kand I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

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on Win win Bard.	only lavie, spear ally

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

nature signature

contact address: 4000 i phone:______ phone:______

email_____

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>ALLA</u> <u>EXBOR</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I am a student and I ride the bus weekly to get to my internship. I spend 4 hrs in transit evenytime Map my internship. I would really appreciate = Bus-Only because it would help shorten

This project is a critical environmental breakthrough for Los Argeles and needs to be implemented in full with no further delays. Thank you.

ature

contact address: 90007 _____ phone: email

October <u>4</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Mitch</u> Graw and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I believe in supporting bases over trains. The books lie ar ding together t know trains seen better, and they perform unimple work, but it we sacrifice as books we will lose much of ar dug's Fature.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Kew signature

contact address:	gav phone:	
email_ <u>giane usc.edu</u>	F	

October <u>4</u>th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Max Bittman and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

USSes head ACP and MONY ne m Só Serse

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely

signature

contact address: W28th St	Los Angeles phone:
email	- 90007

Dear Metro, Los Angeles City and Los Angeles County,

My name is **Alex Sham S** and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

as our city grows we need transit options-this is an aption that I will use I can attest to its success, h ridden a bus-only je sta, Colombra

This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

contact address: phone: email **QShams** O

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>MANGAGAM</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Longer NR V - Officer & to dead.

This r roject is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,	and the second second second second second second second second second second second second second second secon	 		
signature				
		l kan	ł	
contact address:	121 + 1		nhana (SIX	
email	1	 	phone:	

Dear Metro, Los Angeles City and Los Angeles County,

My name is **TANI IVEDA** and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to te implemented in full with no further delays. Thank you.

pheda hature

contact address: 438 W28 + 90007 phone: 206-992-5270 email 401, ike da@gmail.com

October <u>02</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Attended</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

signature J

828 151 900 Jphone:_____ contact address: email

October _ 4_, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ________ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, Left. Rame	
signature	
F000P	
contact address:	phone:
email Telling (7 inno)	

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _ 2 , 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Racket Tokenora</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I tide the bus often & fully support this plan. Thank you!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, Kachel A

contact address:	1438	\mathbb{V} .	295th	<1	nhana	
	LA,CA		90007		phone:	00000000
email						

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Keith Yamashita</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This is a good ided because less cars will be on the toad and there will be less traffic because buses will not block longs when they stop to pickup/ ottop off. _____

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Heites June Deily signature

contact address:

_ phone:____

email Ksyomash Gusciedu

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>factur</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Q. A.		1 5
_ because bijes	CALL Shake DUT. 1	i P
	and and pris 1	believe it will make
Vulshire much	more bike-friend	aly prividing aver
MARINE the fact of	N	1-+
More Mobility	for residents n	she choose to travel
by methods of	her than cor or	cannot travel by cor.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

fachel

contact address: 90007	phone:
email_bluesuedebox ayahoo.com	prono

October <u>5</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Angela Huang</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think this project will greatly benefit L.A. residents who frequently use the buses.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address:	90007	phone:
email <u>angela</u>	hu@usc.edu	

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>KAZUMA</u> <u>KAZEYAMA</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

PLEASE DON'T LET THE COMPLAINTS OF A FEW GET IN THE WAY OF THE PUBLIC'S WELL BEING AND L.A. BERUMING A BETTER CITY. THANKS.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

contact address: 3416 1/2 WALTIN AVE, L	os angeces phone:	65-2692802
email kazeyama @usc.edu		

Dear Metro, Los Angeles City and Los Angeles County,

My name is $\underline{A} = \underline{A}

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This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 104	1 mis+ 241+h ($ = LA_{1}(A) $	(502) 606-8402
email_was+tware	Dusciedu	phone	() () () () () () () () () () () () () (

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is And I urge the full implementation of the Wilshire
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the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely
signature
V
contact address: <u>AVUIDAN MEMOR -9000</u> Shone:
email()

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Descree Fontenot</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

esere mutul signature

contact address: 1335 Highland Ave, 91010 phone: ______phone: ______phone: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

Ø.

October <u>7</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Michaela</u> <u>Wagner</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I feel that one of the biggest factor bses being late. This measure would work to problem

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely, signature

contact address: 1438 W. 28th St. 90007 phone: 218-368-6682 email Chrisagnor COSCEder

October <u>7</u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Marea</u> <u>Perogos</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. <u>BUSES</u> M LA, especially on Wilstone, take will also

while amve 1D at their estination SD be, really helpful ٩r M. ane ON Sn

This project is a critical environmental breakthrough for Les Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,			
Andrea Signal			
signature			
contact address: 284 5. Mullen Ave	, LA, CA 90019	323-578-	903
email penagos @ USC.edu			

October <u></u>, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Taylor Gauz</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I support but only lanes, for the enviornmental	
and socio-economic bennetits,	

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

4to Ce

contact address: 1438 W. 28th	phone: (3(0) 922-0271
email taaute Iclark.edu	

<u>23</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Pab</u> <u>Perbb</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

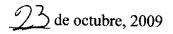
enso que esto esta muibien Salar se lleve a Caso es may impostante Por to do. JPN

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente, firma

5 bundy Dr. no° teléfono: 3/0 826 1063 domicilio: 17

correo electrónico:



Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>GYI Selda</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

of muy de accerdo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

Braunave. 9710 no° teléfono: 213-2849020 domicilio:

correo electrónico:

<u>23</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Geneero Vorquez y urgo la implementación completa del proyecto
de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el
servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire
como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes
de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los
gases invernaderos como resultado de este proyecto.
sora mejor para reducir la contaninoción, ganar un poco mas de trompo para los trabajadores y osus trabajas,
poco mas de trempo para los trabajadores y osus trabajas,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Genero Jarensoz.

domicilio: 1044 W. 17 thst. Apt #2 no° teléfono: (213) 663-3207 correo electrónico: MOMía - gua Clive. COM.

October $\underline{33}$, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Gregory</u> <u>Williams</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project. I think there should be a box only lare to cut down at making people late by work appts etc. Also it would promote more people to get by the bases to get places.

This project is a c itical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

contact address: \ email

phone:

$\underline{23}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Antonio</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apoyo esta obra para d' benefició de los asuarios de autobreses y por el bien de todas las personas que trabajan a largos d'Etancias.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

domicilio: 342 EDGE WARE PDHZ A no° teléfono: 818 2773438 correo electrónico:

 $\frac{25}{2}$ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>i un MMM M</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

_____ BUCHO firma

domicilio: $\underline{\mathcal{RU}}$ no° teléfono: $\underline{//}$

correo electrónico:_____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October _____, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is <u>Joseph</u> <u>RATAZYNS</u> and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

email_mad_met@hotmail.com

_____ phone:____

October <u>23</u>, 2009

Dear Metro, Los Angeles City, and Los Angeles County,

My name is <u>Dup Mm</u> and I urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

bus only lanes is a step privard creating a ong bus infrastmetive that und iddress the ciclis aneful enmental public heith problems. It huld reduce care we and help clean up the low air quality

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

uper finschool address

10:0 Columbia prenne box. 942 Clanement, dA Oscrippscollegeduphone: 9199195756 91711 contact address: email

<u>06</u> de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es <u>Auven</u> <u>Soucit</u> y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se benificiaron muchismimo por la reduccion de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Los peneficios de une checil para uns Aurobuspes son incomparables. Mejor smud, ma gente utilitado transporte publico, y minos trafico. Preo mis que Nada, tomeianos un gran paso para mejorar El Estilo de vida En cos Angeles.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

NO €irma

domicilio: 435 S. Averandom Ave #408	no° teléfono: <u>562-522 -6910</u>
correo electrónico: ALVALOSA USC. Edu	

Amanda Alvarez akalvare Eusc.edu 90007

Please support the full scope of the Wilshire Bus Rapid Transit Project to reduce congestion and greenhase gas emissions.

Mehdi Buhadori Mubuhudo Quscoedu Buckapitetranist Please support the full scope of Bus Rapid Transit project. Thank you.

Wilshire Bus Rapid Transit (BRT) Project Input Mame: Gabriela Gutterrez Organization: amouti@gmail.com <u>Email:</u> Address: 5238 TOWNSENDAVE City, Zip: LA CA 90041

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

<u>Name:</u> .	Wilshire Bus Rapid Transit (BRT) Project Inp	put
	ition: Environment California	
	tylersknox@gnail.com	
Address:	1	
<u>City, Zip:</u>	NA	

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Julian Petraholos <u>Organization:</u> The "Fun" <u>Email:</u>	
<u>Address</u> : 1259 N Zidnore Dsr. <u>City, Zip:</u> Los Ageles 90025 <u>Comments: I support the Give</u>	

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project InputName:Collect HeiderOrganization:Connorment CaliforniaEmail:Cheider fundstap.orgAddress:1616 Delta St ± 100 City, Zip:US Angeles, CA 900 L6Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will soverburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

Name: Cristi Serithansit (BRT) Project Input Organization: Environment Coliforniz/ Email: es you Chesnoryinhono, con Address: 330 N. Screenleef Dr. # 318 City. Zip: Bulback, CA 91505

Name: Natalie Poston Wilshire Bus Rapid Transit (BRT) Project Input Organization: Environment California Email: poston.natalie@gmail.com Address: 4634 Prospect Ave City, Zip: Los Angeles, CA 90027 Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will

cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

Mame: Cristina Quinares Vilshire Bus Rapid Transit (BRT) Project Input Organization: Environment California Email: Coopyque gmail.com Address: 5729 Tilden Aue Apt C City, Zip: Sherman Oaks, 91401

Wilshire Bus Rapid Transit (BRT) Project Input Name: Bryan Tucker Organization: Human Rights Campaign (The Fund for Email: B brandnewlife 53@yahos.com Public Interest) Address: 4055 Lankershim blvd apt. 409 City, Zip: Studio City, 91604

Wilshire Bus Rapid Transit (BRT) Project Input Name: Laura Simanonok Organization: Human Rights Campaign (The fund) Email: LSimanonok@fundstaff.org Address: 3435 Wilshire Blvd #380 LA Ca 90010

Wilshire Bus Rapid Transit (BRT) Project Input Name: Sett of Conto Organization: Hulling Produtes Campingn Au Fumil Fr the Produtes Interford Email: R=R441(astrojlet alment Address: Address: 10042 Astitun Cine City, Zip: 1/ c c Z ·/

Name: Jordan Brady Organization: Human Rights Campaign Email: Jurdan-patrick@hotmail.com Address: 237 Becendo St. LA, CA, 90010 City, Zip: LCS Angeles, 90010

Wilshire Bus Rapid Transit (BRT) Project Input Name: lsis Enriquez <u>Organization:</u> calping Email: Isistepozoaolcom Address: 424 Veteran #408 City. Zip: Los Angeles C.A. 90024

I don't have a car so I rely an public transportantion, this project would be ident to imprive our transportation. I and hundreads I fully support this, and

2

Wilshire Bus Rapid Transit (BRT) Project Input Name: Margaret Howe Organization: 7 ALPIRG <u>Email:</u> howe. margaret@ gmail. com <u>Address:</u> 1250 S. Holt \$102 City, Zip: Los Angeles, Ct 90035

want to take the bus more ?

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> (AMERON J. QUINN <u>Organization:</u> SMC STUDENTS FOR ScIAL JUSTICE <u>Email:</u> CAMSTAQUINN@GMAIL.com <u>Address:</u> 11811 Avon Way #3 <u>City, Zip:</u> Los Angezes, 90066

BUS LANES TO THE PEOPLE!

Wilshire Bus Rapid Transit (BRT) Project Input Name: NATASHA GORODNITSHI Organization: SMC ASSOCIATED STUDENTS, PIECTUR OF SUSTAINABILITY Email: SMC. AS. SUSTAINABILITY @ GMAIL. (OM Address: 11811 AVON WIAG #3, LATER, <u>City, Zip:</u> Los ANGELES, 50066

"Not to mention shipting L.A. residents to be "len dependent on other cars!

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name: Michael Jacobe</u> <u>Organization:</u> Cal PIRG <u>Email:</u> mehael-ilis-jave yales, com <u>Address:</u> Gil W. Olive 34. <u>City, Zip:</u> Tuglewood 90301

Name: Grow Wilshire Bus Rapid Transit (BRT) Project Input Organization: Calpirg Email: guoshiqiao19900715@intended com Address: 1428, 15th sureet Santa Monica, Jokok City, Zip: Santa Monica, Joxo4

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Chen Jivg <u>Organization:</u> Cal Pivg <u>Email:</u> Cather 13 Chost mail. 60m <u>Address:</u> 1428. 15th St. #201. SM - CA. Joke <u>City, Zip:</u> Somta Monica. CA. Jokev.

 Wilshire Bus Rapid Transit (BRT) Project Input

 Organization:

 Email:

 Address:

 City, Zip:

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Υ.

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Erez Miller <u>Organization:</u> CalPIRG <u>Email:</u> erezimiller@gmail.Com <u>Address:</u> 10919 Strathmore Dr. Apt #1 KasAngeles 90024 <u>City. Zip:</u> Los Angeles 90024

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Carla Orendorff Organization: SMC Calping Email: Inodelle@gmail.com Address: 18319 Hart St Apt #12 City, Zip: Reseda, 91335

our population grows. I am a student who takes the bus From my school is Santa Monica to my work in Downtown IAI and back to where I live, in the San Fernando Valley. The worst part of my commute is the 2 hours it, takes me to get from Santa Monica to Downtown IA. I love my city which is My I travel - there are so many opportuility but no fast, neliable public transportation to connect me to Mere I need to go in LA. A Witchine Bus-Only lave world at

Wilshire Bus Rapid Transit (BRT) Project Input Name: Elsa DannersLeat Organization: STUC CORPERTY Email: 2010 For Mot Martin com Address: 10 Regain Down City, Zip: Mission V for 92692 CA

Wilshire Bus Rapid Transit (BRT) Project Input Deniz Askin Name: Organization: Calpirg Email: Jeniz 199049 @gmail.com Address: 824 Bay Street City, Zip: Sanfu Monica Jo405

Wilshire Bus Rapid Transit (BRT) Project Input Name: ERIC NISSEN CalPIRG, SMC Organization: Come of 3690@ all. com Email: 14/10 marguesar hay #R Address: City, Zip: Marina Del Rey, CA 90292

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Wilshire Bus Rapid Transit (BRT) Project Input

<u>Name:</u> Avery Roper

<u>Organization:</u> CALPIRG

<u>Email:</u> avery-roper 12 Yahoo com

<u>Address:</u> 1551 North Stranno Ave

<u>City, Zip:</u> Los Angeles, CA
```

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> ISHARHTH TRIPURANENZ <u>Organization:</u> <u>Email:</u> bhorothtbcc@GMAIL·COM <u>Address:</u> 7740, 265604 BLVD, APT #213, RESEDA. <u>City, Zip:</u> G1335

۸.

Wilshire Bus Rapid Transit (BRT) Project Input Name: AARON COLON Organization: LALIRG AARON. (OLON(Q) gmail. Com 1051 FINROD (T) Email: Address: City, Zip: Westlake ULG, (A 91361

Wilshire Bus Rapid Transit (BRT) Project Input Name: Yolanda Torres Organization: SMC Email: Yoly-pink 6@ yahoo. com Address: 1416 E 41 PL. City, Zip: Los Angeles, (A. 9001)

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> feter CU2U | <u>Organization:</u> SMC <u>Email:</u> CU2U | 2.1 @ yahoo.com <u>Address:</u> 2729 Wynwood Lane <u>City, Zip:</u> Los Angeles, 90023

Wilshire Bus Rapid Transit (BRT) Project Input Name: Jarrer Lombard Organization: Email: date dof 3100, ad. con Address: 484 wast wat st. City, Zip: Ingleword 90302

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name: Ricardo Henriquez</u> <u>Organization: Calling</u> <u>Email: blinkingpacman80@ yahoo.com</u> <u>Address: 1231 West Blvd apt #302 1</u> <u>City, Zip: Los Angeles</u> CA, 90019

Wilshire Bus Rapid Transit (BRT) Project Input Name: James Acosta Organization: SMC Email: Alan Sheen 2000 @ gol. com Address: 15024 S. Corhran Are. City. Zip: L.A., 90019

Wilshire Bus Rapid Transit (BRT) Project Input Name: Cesar A-CostA Organization: SMC Email: Tersuya 2015@ Aol. COM Address: 19021/2 Coohnan Ave City, Zip: Los Angeles, C4 90019

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Charlene Avila <u>Organization:</u> SMC <u>Email:</u> Charlene n. avila@gmail.com <u>Address:</u> 2124 Beloit Ave. #312 Los Angeles CA <u>City, Zip:</u> 90025

Wilshire Bus Rapid Transit (BRT) Project Input Name: KYLE SZESNAT Organization: CALPIRG Email: ny_crack_@ yahoo.com Address: & VISTA TERRACE City, Zip: PACIFIC PALISADES, 90272

HELP PUBLIC TRANSIT

Wilshire Bus Rapid Transit (BRT) Project Input Name: Lali Ramirez Organization: Calpir q Email: tzitlali@ gmail.com Address: And 1900 PICO Blud. <u>City. Zip:</u> Santa Monica, CA 90405

Make Busies more available every 10 min.

Wilshire Bus Rapid Transit (BRT) Project Input Sharouna Simhawi Name: Organization: CALPRIG Email: Sharona Simhaci @ Jaha.com Address: 1122 S Mark Dr #1 LA, CA 90035 City, Zip: LA, CA 90035

Name: Mu-Honar alwang Organization: CMARC Email: alexchiagg2@ho+mail.com Address: 1034 17th St. Janta Monica, (A 9040?) Wilshire Bus Rapid Transit (BRT) Project Input

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Stephanie Calderon Organization: CALPRIC Email: Stephcald (gmail com Address: 25151/2 2nd Ave City, Zip: Cathe Los Angeles, CA 90018

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Felipe Carbonell Organization: CAIDIRG Email: Front Sorelle Minil.com Address: 2029 Clympic Bld City, Zip: Solta Potica, 157 904001

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Levin Organization: CALPIRES Email: Devinz717@/wemil.Com Address: 3700 S Sepulveda Blud Apr#236 City, Zip: (19034

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Abhi lalchandani <u>Organization:</u> SMC <u>Email:</u> Bitlet 15 @ Hotimai (.com <u>Address:</u> 2366 Greenfeld Are. <u>City. Zip:</u> Santa monica, 90064

Wilshire Bus Rapid Transit (BRT) Project Input Name: Billy Cho Organization: SAC Email: Billycho Shotwall com Address: 1918A 22nd st City, Zip: Sauta Monica 90404

Wilshire Bus Rapid Transit (BRT) Project Input Name: John Liptow Organization: SMC Email: Kingdom-Eternal @ Hotmil.com Address: 1507 7th Avenue, 1258 City, Zip: Sant Monica 90401

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Vince Sleven <u>Organization:</u> <u>Email:</u> Usleven Ognanlicon <u>Address:</u> Sochandford Are <u>City, Zip:</u> Los Angeles 9002 f

Name: Allisan Poland Organization: SMC/Calping Email: Dizzy Kitty 549 & yaloo.con Address: 1155 welleslay Ane #102 City, Zip: Los Argeles Ca 90049 Wilshire Bus Rapid Transit (BRT) Project Input

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name: Yenifer Graliciaa</u> <u>Organization:</u> SMC <u>Email: Yenifergaliciaa att Net</u> <u>Address:</u> 513 N. St. Andrews DIC. <u>City. Zip:</u> L.A 90004

Wilshire Bus Rapid Transit (BRT) Project Input Robert Raj 1 ton <u>Name:</u> Organization: Email: www.robertrailton@Gmail.com Address: 907 Pico Blvd City, Zip: SantamanicA CA 90265

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

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Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Jucheng, 5/2, <u>Organization:</u> Calpoirg <u>Email:</u> tim 19900820 @ hotmail.com <u>Address:</u> for 5. A lexandria Ave #105 6A, CA, 90020. <u>City, Zip:</u>

Wilshire Bus Rapid Transit (BRT) Project Input Organization: SMC Email: Chyng Town 89 Eyahas. com Address: 0513 BRynhurst Ave City, Zip: LOS Angeles, GA, 90093

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Sukcida Jones Organization: SMC Email: SSUKeida@ Yahoo.com Address: 6415 Brynhurst <u>City, Zip:</u> Los Angeles, 90043

.

Wilshire Bus Rapid Transit (BRT) Project Input Name: Ashiev Park Organization: SMC. Email: Yeasice hot mail. com Address: 1446 Armacost Ave #207. City, Zip: UA, CA, 90025.

Wilshire Bus Rapid Transit (BRT) Project Input Name: Emely Guevara Organization: SMC Calpira Email: happyemely17@yahoo com Address: 1301 w 60 th st. City, Zip: Los Angeles CA. 90044

Wilshire Bus Rapid Transit (BRT) Project Input Name: Elizabeth Naghieh Organization: Santamonica College. Email: ellicebellie@aol.com Address: 5530 inondale ave City. Zip: woodland hills, CA 91367

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Jasmine Normey <u>Organization:</u> SMC <u>Email:</u> PNZZYFVEAKAUQASL. COM <u>Address:</u> 4886 Septwella Blvd <u>City. Zip:</u> Shaman Oaks, CA

Wilshire Bus Rapid Transit (BRT) Project Input Name: Organization: (DRREAD)0667 @ Hotmail. (om 6651/2 W. RIGGIN ST Monterey Park CO 91754 Email: Address: City, Zip:

our population grows. Also Metro train is crucial to cutting congestion, especially as Union Station Downtown as A good thought?

Wilshire Bus Rapid Transit (BRT) Project Input Name: Jesse Ruiz Organization: Santa Manica Callege - Student Email: jesse mize att.net Address: 5950 Templeton St. <u>City. Zip:</u> Huntington Park, 90255

Name: Milshire Bus Rapid Transit (BRT) Project Input <u>Email:</u>

Address:

City, Zip:

-

Wilshire Bus Rapid Transit (BRT) Project Input Name: Juan lopez Organization: SMC <u>Email:</u> Address: City, Zip:

Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Daniel Cristobal <u>Organization:</u> Smc <u>Email:</u>

Address:

City, Zip:

Name: Seulki	Wilshire Bus Rapi	d Transit (BRT) P	roject Input
Organization: SM			*
Email:	a shere		
Address:			
<u>City, Zip:</u>			

Wilshire Bus Rapid Transit (BRT) Project Input Name: Elinton GRAMIJO Organization: SMC <u>Email:</u> Address: City, Zip:

Wilshire Bus Rapid Transit (BRT) Project Input Name: Som Farier Organization: 3Mc

Email:

Address:

City, Zip:

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Wilshire Bus Rapid Transit (BRT) Project Input Name: Tee Nava Organization: Email: DITER nava Ochmail, con Address: 1221 S. Fairfax Aue City, Zip: Los Angeles C4 90019

Wilshire Bus Rapid Transit (BRT) Project Input Name: HARUEY EDER Organization: PUBLIC Schar Power CODUTION/CALPIPOTE ECO-ACTION Email: Land and Contract CALPIPOTE ECO-ACTION CLUB, harveyederpspc@yahoo.com Address: 1218/2774, ST. \$25 \$ City, Zip: SANTA MONIGA CA, 9040/

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

+ PHOSE OUT NOT GOS BUSISACOUSE AS MUCH OR TO 70% MORE GLOREN WARMING GOES AS OTHER FOSSIL FUELS -MOTHINE CH4 HOS 25% THE GW LUPACT AS CO2-CONVERTS TO SOLOR ELECTRIC, SOLAR HYDROGON & AR SOLOR COMPROSED DIR . THE SUN MAPOS THE WIND BLOW, THE WATCH FLOW & THE PLONTS GROW ITS THE ENDINE OF OUR ECOSYSTEM

Wilshire Bus Rapid Transit (BRT) Project Input Name: Arion Baptist Organization: CALPIRC Email: Orron boptist @ yahu.cem Address: City, Zip: Los Angeles, inlitornia

Wilshire is very impested and always busy-

Wilshire Bus Rapid Transit (BRT) Project Input Name: Eveline Weary Organization: SMC Calpig Email: weary-eveling @gmail.com Address: 825 25 th St. St. St. City. Zip: Santa Monica, (A 90403 Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

Name: Nich Finken Organization: Cal-Pirg Email: NickFinken@Gmail.com Address: 3462 mentione AVE. #202 City, Zip: Los Angeles C.A. 90034

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

As a student at SMC & a member of cal Firg I know how the there that it is to get through the city as it is NOW, & how much polution is created from all the Cars on the road, I believe a dedicated bus Lane Will Fix a larg Part of both these Problems.

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

This is also a good Idea because their more propher for the for the los

Wilshire Bus Rapid Transit (BRT) Project Input Name: Frank Osonio Organization: Calping Email: Oborio.frag@sbcgldbal.net Address: 3851 Cimarron H. LA, CA City, Zip: acola2, Lk

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

yes I fully agree for it will help in tradit & global warming issue that support & centribute to our global crisis. Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Sebastran Blanc <u>Organization:</u> Cal Fing <u>Email:</u> blancsebastran@gmail.com <u>Address:</u> <u>City, Zip:</u> Los Angeles, 90025

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

The easier the better. Making public transit, bus fives, more easily accessible and more convenient to use will indivate people to take nide the bus. This will obviously reduce traffic conjection and instore environment freendly habits in people lives. Think convenient, think about our future. Wilshire Bus Rapid Transit (BRT) Project Input Name: Marco Lopez Organization: Contring Email: Marco Lopez eyanod Address: City, Zip: LA, 90037

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. There is to much traffic and poly fion and it takes me a long time to get to school

Wilshire Bus Rapid Transit (BRT) Project Input Organization: CAL-PTRY Email: jadjordan Oa@gmail.com Address: 6350 Arlington ave City. Zip: Los angeles, California, GUDY]

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

This will to fally smort idea.

Julie Ann Drive - Jodan

benefits.les traffic. It is a very

<u>Comments:</u> I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Mansportation is responsible for 40% of emissions released into the atmosphere, That is von acceptable and this would help prevent that. Wilshire Bus Rapid Transit (BRT) Project Input <u>Name:</u> Gianne Carlo Nelangan <u>Organization:</u> <u>Hereiterer</u> (ALPIRG <u>Email:</u> Gianne Carlo Ne gmail.com <u>Address:</u> 320 N. Bonnie Brae 54. <u>City. Zip:</u> Los Angeles: 90026

Wilshire Bus Rapid Transit (BRT) Project Input Name: JACK LOPEZ Organization: How CALARG Email: Peru- 182 @ yarob.com Address: 3024 5- WOLTON Ave City, Zip: 9000

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

The wilsher Bus Rapix Transit Project + 15 a grant prodect in any OPENION, because it leeps the wilsher streets smooth, nice, and will promot some decidents. Also, sup prosect will benefit a show and L-A. Box Success to be well consumed a proph

Wilshire Bus Rapid Transit (BRT) Project Input Name: INP Organization: Email: 01 Address: City, Zip:

<u>Comments</u>: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as

1855 Cars QU toansit, acor ιT lak (_____ Sion

Blake Fan . 90007 blakefan @ gmail.com Please support the BusRapid Transit Project. Traffic in

Brian Rodysill 90007 rodysillouscedy

Please support the full sugest the Wilshine Bus Rapid Transit Project to reduce congestion long term and reduce carlon emissions.

FIVEL Women's Killisa) Last name: Zhao Zip Code: gowot E-Mail: Xizhaorovsc.edu

Pla support the Witshire Buskopid Marsit Project tuil scope of

We do need more public transportation.

Ariana Verdu zip code : 90007 ariana. verdu@ gmail.com

Please Support the full scope of the bus rapid transit project. It will not only create thousands of jobs boo but also reduce green house emissions.

David Christophe 40007 dhehristalistedy Please support the Full scope of the Bus Ropid Transit project, as it will help reduce greenhause you emissions.

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Please support the full scope of Wilshore Bus Rapsel Transst Project.

Also, please support the Employee Free Choice Act,

Max Hoiland hoilandQusc.edu 90007 Please support the full scope of the Wilshire Bus Rapid Tionisit project.

Juliet Schwartz jules 291@gmail. Com Zip code: 90007

Carson Chin 90007 Carsonich@ USL.edu

Please support the TUIScope of the Willishire Bus Rapid Transfe Project. My norme is susan Gradamana, i live in the 90007 area and I support the full scope of Bus kapld Transit Project.

> 2apid from anich

Kyle Raines Kraines Ousciedu Zip: 90007

)

Please support the full scope of the Wilshire Bus Rapid Transit Project. Public transit is crucial to reduce traffic congestion and harmful carbon emissions.

Please support the full scope of the Willshire las rapid transit project. Thanks! Tolchinsky Ergmail.com Marina tolchinsky Ergmail.com marina. tolchinsky Ergmail.com Zip Code 90007

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Fei Fei Long 91007. long feifei_cz@msn.com.

please Support the Bus Rapid Transit project.

Hanlin Ziang 90089 hanlinji @ull-edy Please support the full scowp of the Mishire Bus Rapid. Transit project, to reduce congestion long term and reduce carbon emissions

Yvette Ferrer 90007 y Ferrer Qusc. colu

Please support the full scope of the Bus Bapid Transit Project to recluce traffic, improve LA smog, and improve the enviornment. Stop build more roads, its not the substan more public transit it.

Eliana Mata 90007 scoochic 311@ ad.com

Please support he full scope of the Wilshire bus rapid transit project.

October 21, 2009

Martha Butler, Project Manager Metropolitan Transit Authority One Gateway Plaza Los Angeles, CA 90012. Via email <wilshirebrt@metro.net>

INTRODUCTION - We often hear the saying, "It doesn't take a rocket scientist to understand this." The Wilshire Boulevard Bus Rapid Transit (WBRT) proposal is very complex, does take a rocket scientist, and I am one. Before I retired as Chief Scientist, Hughes Aircraft Company, Space and Communications Group, Systems Laboratories Directorate, I designed even more complex space satellite systems. For example, I was the chief architect of a proposal, in cooperation with CalTech, to put a radio telescope in a crater on the back side of the moon. (I have provided a current resume of as Appendix I.)

The WBRT project must satisfy a combination of social, political, construction engineering, traffic engineering, safety engineering, and environmental engineering requirements. In this letter, I will attempt to outline the problems and propose some solutions.

I am a Professional Engineer, registered with the State of California. I am a member of both the Westwood Homeowners Association and the Comstock Hills Homeowners Association. I was formerly a Vice President of each. I am currently a Director of the Comstock Hills Association, however, this letter does not represent the official position of either organization. I live within half a mile of Wilshire Boulevard in Westwood.

The MTA Notice of Preparation (NOP) starts its history in 2008. To me this is indeed Deja Vu all over again. So much so that I have appended my letter of June 15, 2000 (Appendix H.) as published in the MTA 2001 Final EIR for the Wilshire Bus Rapid Transit project. I also include the first four pages of that FEIR as Appendix C. This project has a much longer history than has been made apparent. The past studies (e.g. Appendix G - DOT Report to Council) and tests should not be ignored but used to guide the current effort. My letter of 2000, by itself, could be a valid response to this request for input with little changed but the date. However, in this letter I will update that nine year old response to accommodate the more recent changes.

My response to the NOP will address the concept of installing bus only lanes on Wilshire Boulevard by dealing with three major issues:

1. Why the entire concept is faulty and should be delayed to allow a more comprehensive analysis of costs, benefits, and impacts.

2. Why the Westwood corridor should once again be excluded as it was in the Final EIR of 2001.

3. Why, of the several "build" alternatives presented, the alternative to retain the existing jut-outs in the Westwood corridor is the least damaging alternative.

In addition, I wish to incorporate by reference the letters submitted by the Holmby Westwood Homeowners Association and the Comstock Hill Homeowners Association and the Los Angeles City Council File on this topic, Council File 03-2337-S1.

I also call to your attention the set of briefing charts I include as Appendix A and reference in the discussion to follow. These briefing charts present both the historical record of how this project has progressed from the year 2000 and the evidence for how and why the project is faulty.

I. The Concept, as Presented Through the Years, is Faulty and Should be Delayed until the Past Errors are Corrected and a Realistic and Accurate Cost, Benefit, and Impact Analysis is Accomplished.

A. The Curitiba Premise and Problems - As detailed in the briefing charts appended, this concept started in the 1980s with a visit to Curitiba, Brazil by Zev Yaroslavsky, now LA County Supervisor. The Supervisor was shown a well functioning bus only lane system soon after it was inaugurated. What he did not see was the analysis made soon thereafter which showed that the system was breaking down because of interference with increasing levels of automobile traffic and that even the initial success was based on much larger buses with a fare prepayment system and multiple doors which allowed the entire load of 270 passengers to enter and exit very quickly, much like a subway system. These assertions are documented both in the briefing charts and in the report by Darrell Clarke dated June 23, 2000, which is also submitted as Appendix B.

B. The Rosendahl Test - As documented in the briefing charts and Appendices E and F, Los Angeles Councilman Bill Rosendahl requested a test of the concept in his 6th Council District. The results were so catastrophic that he soon moved in the LA City Council that the test be stopped immediately. An analysis by the Los Angeles Department of Transportation (LADOT) provided the explanation. Just as in Curitiba, the delays in automobile traffic which resulted from the bus only lanes caused all lanes, bus lanes included, to bog down. Traffic diverted miles north and south to Sunset Boulevard and to Santa Monica Boulevard, causing a ripple of delays spreading outward from the tiny test zone.

C. The LADOT Analyses - At the request of Council, the LADOT conducted a series of analyses of the impact of instituting bus only lanes on traffic flow (e.g. Appendix G). Again the results were catastrophic. Delays at Fairfax were calculated at 109% increase. Delays at Beverly Glen were calculated at 124% increase. The only mitigations available seem to be diverting traffic onto alternate streets, many residential streets. However, even with these diversions onto residential streets the increased delays remain at serious levels (e.g. 69% increase at Beverly Glen).

D. Mitigation Costs - The 2001 County MTA FEIR pointed out that mitigations of the deleterious effects of instituting bus only lanes would be necessary. However, the approach contained in the EIR was that the impacts should be evaluated after the bus lanes were in place and that mitigations should

then be made and paid for by the City of Los Angeles. The shift of responsibility from County to City should not be allowed in the current EIR.

E. Performance - The studies and analyses which led up to the 2001 FEIR claimed that instituting the bus only lanes would improve total transportation passenger service by 41%. However, the studies were flawed in that they compared apples to oranges. They compared bus capacity (135 passengers) to car ridership (1.32 total). A more fair comparison would have been bus capacity to car capacity. Under these conditions, the dedicated bus lanes result in a 7 % decrease in total passenger service. This is documented in the briefing included as Appendix A.

The current study must guard against the possibility that the self interests might bias the results. The studies and preparation of the EIR should be conducted by an independent agency or, at the least, be reviewed and critiqued by independent practitioners before publication.

F. Effect on Bus Rider Traffic - The basic assumption of the previous studies has been that the original Curitiba experience could be duplicated in Los Angeles. As described in Section A above, the Curitiba system started to break down soon after it was so highly touted to Los Angeles visitors. The LADOT has made some studies to determine the effect on automobile traffic. The Rosendahl Test may be considered a pilot run to demonstrate such effects. What is needed is a very accurate computer simulation to determine whether and how much the bus rider's travel time will be helped by bus only lanes, supplemented by a pilot run to test the validity of the computer model.

Without an accurate prediction of bus rider improvement, the claims of vastly improved bus service may be deluding bus riders. Bus service is poor. Will this idea really help, or will the effect on automobile traffic so bog down intersections that the busses themselves will be mired in traffic? (See the report on the Curitiba experience in Appendix B.) Are the bus riders willing to take the word of the agency that has been failing them for years?

Summary - The basic premise of the Wilshire Bus Rapid Transit (bus only lane) Proposal is that dedicated bus lanes will increase the speed of buses in all segments of the corridor and therefore will increase the service of the buses to its ridership. At the same time it is promised that the reduction in automotive passengers will be overcome by the increase in total passengers carried by the combination of buses and passenger cars. Much of this argument has been shown to be in error and the remainder is not proven. Before this project is approved, the errors in past studies and study methodologies must be corrected, definitive studies must be done to demonstrate that the claimed benefits are real, that the bus ridership will actually be helped, that the total transportation ridership will be increased, that the deleterious impacts on automobile traffic will be mitigated, that the deleterious effects on residents living on and adjacent to the Wilshire corridor can be mitigated, and that the cost of the mitigations are accommodated within the project cost budget.

II. The Westwood Corridor Should be Excluded as it was in 2001.

The briefing charts (Appendix A) reproduce a portion of page 4 of the 2001 FEIR, also shown in original form in Appendix C-4. The studies performed by the MTA staff resulted in their reaching the conclusion that the Westwood corridor was the only portion of the Wilshire corridor in which

busses were able to run at maximum speeds and that bus only lanes were not necessary. They found that the potential for significant cut through traffic, most clearly at Comstock Avenue but likely at many locations in the residential Westwood corridor, was great. They found that the reduction in parking along the Westwood corridor would greatly impact residents. The combination of serious negative impacts and negligible positive benefit led them to exclude the Westwood corridor in 2001. This exclusion was confirmed in the Metro letter to Councilperson Gruel in 2006 (Appendix D).

In 2009 traffic still moves far better in this segment than anywhere else along the Wilshire corridor. The potential for cut through traffic and the impact of reduced parking remains serious. Conditions have not changed and the result of any unbiased study will also remain the same.

III. Of the Alternatives Presented, Retention of the Jut-outs in Westwood is the Least Damaging

If only the Westwood corridor segment is considered, and one has to choose among the "build" alternatives presented in the NOP, then alternative 2 is preferred. As described in the NOP:

"ALTERNATIVES: ...(2) the existing "jut-outs" on the north and south sides of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue would be retained, and the existing curbside traffic lane would be converted to a bus lane in each direction ..."

In the local Westwood corridor between Westwood Village and Comstock, two major impacts are created by the base plan, impacts on the residents of the condominium buildings on Wilshire and on those who live on the adjacent residential streets.

A. Impacts on Condominium Residents - In general the condominiums on Wilshire back up against single or multiple family residences. In most cases there are no alleys at the rear of the condominiums. Seldom are there loading docks or parking spaces for delivery trucks. They rely on the parking spaces on Wilshire for deliveries. The "jut-outs" protect the "cut-ins" so parking is possible on the boulevard. Removal of the jut-outs to allow widening of the street to add a bus lane removes these necessary parking spaces.

B. Impacts on the Wilshire Adjacent Residents - As was well documented in the LADOT report on the Rosendahl Test (Appendix E), and on other occasions such as installation of fiber optic cables on Wilshire Boulevard, as described in the briefing charts (Appendix A), when the curb lanes of Wilshire Boulevard have been denied to traffic, tremendous traffic jams have occurred. As a result, traffic has diverted to adjacent (and not so adjacent) streets. Along the Westwood corridor, almost all the adjacent streets are residential, and most are single family residential streets. Harried commuters seeking relief from traffic jams often speed and fail to observe stop signs in these residential neighborhoods. They present a clear danger to the children in our neighborhoods.

One extremely vulnerable location is the intersection at Comstock Avenue. To the west, Wilshire Boulevard is three lanes in either direction but the right-of-way is wide enough for four or more lanes. To the east, through the Los Angeles Country Club and Beverly Hills, the right-of -way narrows to allow only the three existing traffic lanes. If the jut-outs are removed and the Boulevard

is expanded to four lanes to the west of Comstock, this will allow three mixed traffic lanes plus a dedicated bus lane. To the east of Comstock, the dedicated bus lane must reduce the mixed flow lanes to two, creating a major problem.

Under these circumstances (jut-outs removed) automobile traffic flowing east from Westwood to Beverly Hills will experience a bottleneck as traffic is squeezed from three, down to two lanes. The natural escape route for these harried rush hour commuters is to take Comstock and Club View Avenues, both single family residential streets with children, to Santa Monica Boulevard and thence to reconnect to eastbound Wilshire in Beverly Hills where three traffic lanes will again be available. Instituting a deliberate narrowing at Comstock which encourages commuter traffic to divert to single family residential streets is a tragic disaster in the making, with the potential for consequent legal actions against the City and the MTA a foregone conclusion.

Of the three build alternatives presented, only number 2, to retain the jut-outs, can prevent this. The No Project Alternative will also protect against this potential disaster.

Having pointed out some of the problems associated with the Wilshire Bus Rapid Transit Project as presently conceived, I feel obligated as a Professional Engineer to offer more solutions than I have suggested in this short letter. Therefore I offer my services as a part time consult, without charge, to review the study and its methodology, to determine whether this proposed project will be effective, what its costs will be, and whether its benefits make the project worthwhile from the perspective of the society, politics, and the engineering.

Sincerely yours,

Charles Edelsohn, PE

Appendices

Appendix A	Briefing Charts
Appendix B	Report on the Curitiba, Brazil Bus Only Lane System
Appendix C (1-4)	2001 MTA FEIR pages
Appendix D	Metro Letter to Councilperson Gruel
Appendix E	LADOT Letter to Councilperson Gruel
Appendix F	Councilman Rosendahl Motion to Council
Appendix G	LADOT Report to Council
Appendix I	Resume

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CRE 10-10-09

WILSHIRE BUS RAPID TRANSIT THE PHOENIX RISES CE Charles Edelsohn 15 October, 2009

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CRE 10-40-05

Wilshire BRT Issues - October 2009

Some of the traffic problems:

- Per LADOT It will greatly increase delays at critical intersections. • It will put traffic on residential streets such as Ashton, Lindbrook, Comstock, and Club View.
- Contrary to MTA claims, it will decrease persons moved per day.

Some of the other problems:

- The current plan reverses the 2001 FEIR studies.
- The increase in traffic by 2009 has not changed the fundamentals.
- The new EIR studies in Westwood will not support the reversal.
- Adoption of the current plan will incense many.

Wilshire BRT History to October 2009

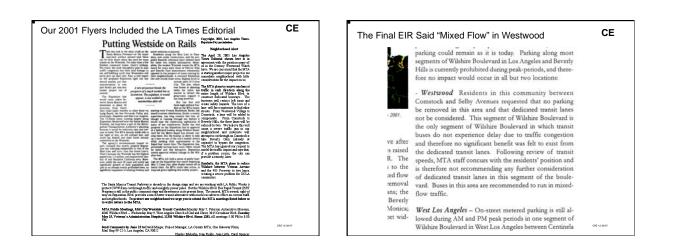
MTA introduced Concept in 2000.

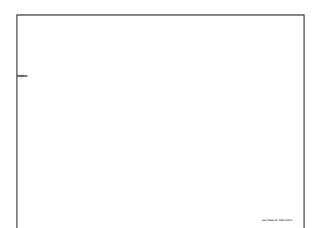
- Neighborhood response negative, LA Times editorial negative.
- We convinced the MTA that busways cause harm in Westwood.
- 2001 FEIR made exception from Selby to Comstock.
- In 2009, little has changed.
- This briefing covers the same logic and facts with some recent updates:
 - MTA errors. Curitiba problems.

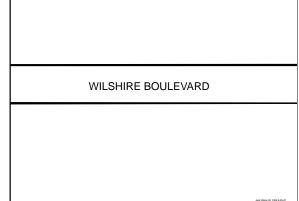
 - City Council actions 2005 2007. • Sudden revival - fall 2007 (Federal \$17M).
 - Sandy Brown actions.
 - City Attorney decision.

 - Transportation Committee Meeting 2009 Conclusions and Recommendations.

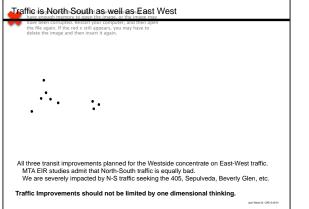
HISTORY CE Jack Weiss 02 CRE 8-25-01







2



Metro Rapio	buses do a marvelous job with little negative impact.
But dedicate	ed busways will have severe impacts:
This make	tapid Transit (BRT) removes one lane of traffic in each direction. no more sense than the old Diamond Lanes on the Freeway did. to ADD traffic lanes, not remove them.
BRT provide	s little improvement over Metro Rapid buses but brings a host of problems:
It causes b	ottled up traffic to cut through residential neighborhoods.
It creates r	najor bottlenecks - between the Village and the 405 Freeway and at Comstock.
Until they sh	ow how it can work in Westwood, we ask you to oppose it.
The MTA sa	ys these traffic problems can be solved by the cities after busways are installed

Wilshire Busway Problem at Comstock

West of Comstock Avenue, Wilshire will be three lanes each direction, plus the busway.

East of Comstock it will be two lanes each direction, plus the busway.

Even with three lanes in each direction, Wilshire East of Comstock is already heavily congested eastbound.

Reducing the lanes from three to two creates a severe bottleneck.

Beverly Hills inadvertently provided a test demonstration the last week in August.

To install concrete bus stops, one Eastbound lane was blocked inside Beverly Hills. During non-rush hours, Wilshire was backed up to Comstock. Drivers cut through single family residential streets, Comstock to Club View to Santa Monica and back to Wilshire.

If severe enough, the residential diversion will occur West of Comstock at Beverly Glen, Holmby, Westholme,

This did occur last spring when fiber-optic cables were laid under Eastbound Wilshire.

Jack Weiss 02 CRE 8-25-0

Wilshire Busway Problem Between Westwood and 405

Westwood and Wilshire is the nation's busiest intersection.

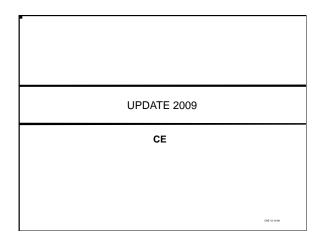
- Many commuters work at UCLA, live in the Valley and Beach communities, and drive the 405.
- The MTA BRT plan will reduce the present four lanes to three from Westwood to Veteran and to two from Veteran to the 405.

Making the busways RUSH HOUR ONLY will not help; that is the peak commute time.

Traffic will filter through the residential neighborhoods to seek alternate routes to the 405.

Jack Weiss 02 CRE 8-05-01

BRT Improvement Claims are False						
The performance improvement claimed in the MTA study is based on apples vs. oranges. They compare car OCCUPANCY to bus CAPACITY. They assume the buses are always FULL and the cars are always 3/4 EMPTY (1.32 each). A fair comparison actually shows a decrease in people moved per day						
	Perso	ns moved pe	er day			
MTA Study	MTA Rapi	id	MTA BRT			
Rapid (@ 90) 50,000 Cars (@ 1.32) Total		Capacity Occupancy	BRT (@ 135) v33,300 Cars (@ 1.32)	104,000 44,000 148,000		
% Change		+419	%			
Fair Comparison	MTA Rapi	id	MTA BRT			
Rapid (@ 90) 50,000 Cars (@ 4) Total	39,000 200,000 239,000	Capacity Capacity		104,000 133,200 237,200		
% Change		- 19	%		Jack Weiss 02 CRE 8-25-01	

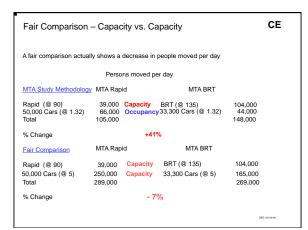


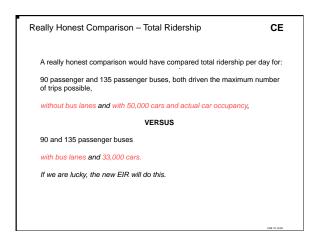
BRT Improvement Claims are False	CE
The MTA has claimed that installing bus only lanes will result in a 41% increat persons moved per day compared to normal bus use.	ise in
Their calculation was based on comparing bus capacity to automobile occu	pancy.
A 135 passenger bus was always full (135 passengers) But a five passenger car carried only 1.32 people.	
If apples are compared to apples, we get a very different result.	
If the bus is full (135) And five passenger cars carry just four passengers.	
The 41% increase becomes a 1% decrease.	

CRE 12-28-07

Fair Comparison – Capacity vs. Capacity CE							
A fair comparison actually shows a decrease in people moved per day							
Persons moved per day							
MTA Study Methodology	MTA Rap	id	MTA BRT				
Rapid (@ 90) 50,000 Cars (@ 1.32) Total		Capacity Occupancy	BRT (@ 135) 33,300 Cars (@ 1.32)	104,000 44,000 148,000			
% Change		+41	%				
Fair Comparison	MTA Rap	id	MTA BRT				
Rapid (@ 90) 50,000 Cars (@ 4) Total	39,000 200,000 239,000	Capacity Capacity		104,000 133,200 237,200			
% Change	% Change - 1%						

4





Curitiba

CE

Zev Yaraslavsky started to promote busways after he visited Curitiba Brazil, in about 1996.

The Curitiba busway system (including pre-paid fares) worked well at the time.

By 1998 the Curitiba system was breaking down. (See APTA Report in EIR)

As traffic and density increased, busses had to run so often (one per minute) that gridlock occurred.

Curitiba planners decided that the busways had to be elevated.

In 2009, Curitiba is still struggling to make the system work.

CRE 10-10-09

Curitiba Facts from BRT 2001 EIR

"Curitiba

"What IESSONS from the often-cited Curitiba model should we apply to a city like Los Angeles? There are important differences.

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"Prepayment of fares and level boarding, systems typically found in rail systems, create a very efficient boarding and deboarding process. A bi-articulated bus (a 5-door, 82-toot, bus built by Volvo and currently used only in Curitiba) with a load of 270 people can board or deboard in about 20 seconds. The average speed of buses using The busway is 13 miles per hour...

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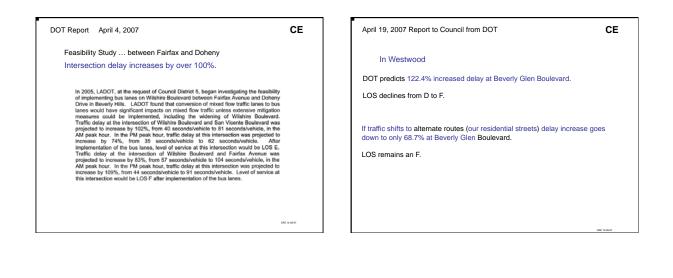
CE

Council Actions	CE
Through the years, the Los Angeles City Council has passed a support of the busway system.	series of actions in
This despite negative reports from the DOT that instituting busy severe negative impacts.	ways would have
	CRE 12-28-07

Rosendahl Test Run	CE
In 2005, Councilman Rosendahl instituted a test of the busway	/ in his district.
The response was not favorable.	
His businesses and residents were upset.	
Cut through traffic was severe.	
DOT verified traffic problems.	
Late in 2005, Rosendahl stopped the test.	
	CRC 13-29-07

Rosendahl Motion and DOT Report CE
October 11, 2005 Motion by Bill Rosendahl
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The City of Los Angeles still remains committed to the concept of the bus only lase for Wildhire Bouleauxi, however, the concells stretch in Conand Datrict 11 Model be removed until an agreement for a full implementation can be methed.
1 THEREFORE MOVE that the CBy Concell mapped the Wildsite Bookward haw-only have project and direct the Department of Transportation to take the necessary stops to transvers the controlled project productions and wildsiles Department in the transport Areas and the control and the other productions have a grant to implement the project from Development La Angula to Development Seam Monian.
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DOT Report	December 14, 2005	CE
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Boulevard BRT I Los Angeles an alternative for a in segments only when certified in City of Santa Mo	MTA, in August 2002 the MTA Board of Directors certified the FEIR for Project for the entire 13 miles of Wilshire Boulevard between Wester d Ocean Avenue in Santa Monica. Specifically, the MTA Board curb-lane, peak hour-only bus lane and that the bus lane wold be in where local jurisdictions have granted approval to do so. Additional 2002, did not recommend proceeding initially with the bus lanes in two notica due to severe parking impacts that could not be mitigated and Westwood between Comstock Avenue and Selby Avenue due to the total severe parking impacts that could not be mitigated and Westwood between Comstock Avenue and Selby Avenue due to the total severe parking impacts that could not be mitigated and Westwood between Comstock Avenue and Selby Avenue due to the total severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that could not be mitigated and the severe parking impacts that severe	n Avenue in adopted the nplemented y, the FEIR, o areas: the the "condo
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L	Veteran Ave.)	IS Delay-Comparison with Existing Condition		+42.8%	+39.1%		+17%	+8.4%
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DOT Report October 29, 2007

DOT: Another EIR is necessary.

MTA traffic modeling was inadequate

It is unclear what level of environmental clearance will be necessary for the Phase I project. The possibilities range from a Categorical Exemption to a full ER or EIS Some under CEQA. However, because the Wilshire bus lanes are expected to result in significant traffic impacts and involve street widenings, the project does not apopar to qualify for this type of clearance. Although a prior, abbreviated version of the Wilshire project was environmentally cleared by Meto in its 2002 Wilshie BRT Project Final EIR, BOE's Environmental Clearance and the board graphic and the traffic automatical strength and the street widenings, the project does not apopar to qualify for this type of clearance. Although a prior, abbreviated version of the Wilshire BOE's Environmentally cleared by Meto in its 2002 Wilshie BRT Project Final EIR, BOE's Environmental Clearance of the Clear and the strength of the traffic and the segments and the strength of the Clear and the segments about the control that were never satisfactority addresses of the Final EIR for the Wilshire BRT Project. In its Very Small Starts application, Metro states that no environmental clearance and expects to follow suit with a conforming CEGA clearance. Cm yat Mil Wils with the Clearances and the project attrough Clearance Clearances that may or may nob the necessary. It is inspricting the preparation of a new or Subsequent EIR would significantly affect the project schedule.

CRE 12-28-07

CE

Discussions with CD5 Staff	CE	Why the Revival of Interest Despite all the Negatives? CE
The CD 5 Staff has been informed about the past history, the prohibi plan in Westwood, and the negative effects anticipated. Paul Backstrom in September of 2006 Evan Gordon in summer of 2007 Jay Greenstein in fall of 2009	tion against the	Money appears to be the first motivation and Giving the appearance of doing something about traffic seems the second. The real problem is density outstripping the infrastructure. In mid 2007 MTA pointed out that Federal money was available. In the fall of 2007, the plan was revived the plan as part of the attempt to solve the Westside transportation problems. There were no new studies to show any improvement in traffic. There were no new plans to mitigate the problems found in 2001. The revived plan did not take into account the restrictions imposed for Westwood by the FEIR. There was no outreach to hear the concerns of the stakeholders.
	CRE 10-10-09	C6E 19-867

17 Million available from Federal Government	
On August 8, 2007, the Committee considered a CLA report prepared in response to the Committee request on July 25, 2007 relative to Whiteline Boulevard Peak Period Bus-Chily Lane Project. According to the CLA subsequent to July 25, 2007, it met informably on a number of costains with the relevant CLA generates and the KLA in regard to the Project of discuss the most appropriate Project options. It was agreed that dividing the Project into two phases sould be the most efficiency way to expedituacity more the project forward and scare functing. Sulf involves the CLA that the proposed project appeared to be eligible for a new Federal grant program. The FTA administers the Section 5309 Capital Investment Grant Program, which provides capital funds for major project analysis of project, specifically bus speak improvement projects. This Section new includes a new project category called "Very Small Starts". These projects are UNETFA. The Section 5000 Capital Investment Grant Program, which provides capital thands for major project analysis, project, specifically bus speak improvement projects. This Section new includes a new project category called "Very Small Starts". These projects are UNETFA. The Project that calls "The FTA program to this Project and in order to access this functing for Federal FY 2000, an application must be submitted by the Metro by September 7, 2007. If the Metro is successful in obtaining this funding. Funding would be available in October 2008.	
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Recent Actions

Late in December 2007, Sandy Brown found out about the plans and called.

I informed Sandy about the past history and provided documentation.

Sandy took the materials to the PLUM Committee who referred it to the City Attorney.

The City Attorney agreed that and EIR was necessary.

In September, 2009, the Transportation Committee held an informal hearing and voted to approve funding for the EIR.

In October, 2009, with MTA in the lead, a NOP for an EIR was published and four public outreach meetings were held.

CE

CRE 10-10-09

CONCLUSIONS - Plan Will Cause More Harm than Good CE

The basic premise (or promise) of improved people flow is based on false
assumptions.

2001 FEIR study found that bus lanes cause problems and do no good in Westwood.
This has not changed in 2009.

• 2001 FEIR left the mitigations to be solved and paid for by the City, after the fact.

- The Rosendahl test exposed the problems. DOT found the previous MTA studies were flawed. DOT quantified the resulting traffic delay problems. DOT verified the Rosendahl test problems.
- Most Stakeholders, throughout the Westside, oppose the current plan.

CRE 10-40-09

Recommendations

The impact of the Project on the transportation system as a whole, and especially on Westwood, must be thoroughly understood before construction is begun.

The 2007 LADOT reports agree with our 2001 conclusions of inadequate modeling and faulty analysis.

The new EIR should take full account of the impacts on the City of Los Angeles and on its citizens.

The City must play a major role in the computer simulation studies recommended in 2001 to determine negative effects and compare them to the positive effects.

- An independent expert must review the studies to validate their accuracy.
- The City must determine whether the negative effects can be mitigated, or not.

 If mitigation is possible, the City must determine the methods. The funding for the mitigations must be included as part of the construction process, not borne by the City after the fact.

If adequate mitigations are not possible, the funds should be re-allocated
to advance the Wilshire subway or the Exposition light rail projects as better alternatives.

CRE 10-10-09

CE



EXPOSITION LIGHT RAIL

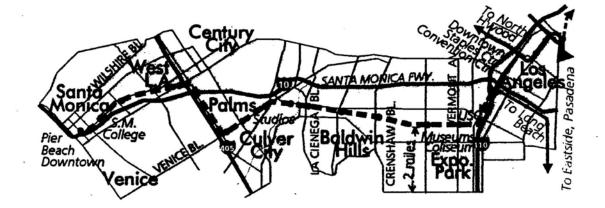
Response to the First Phase of the MTA Westside EIR

June 23, 2000

1

Submitted to: MTA, C/O Consensus Planning Group 444 South Flower Street, Suite 1300 Los Angeles, CA 90071 888-625-5440 fax: 213-438-1764

> Darrell Clarke East-West Transit Coalition P.O. Box 913 Santa Monica, CA 90406 310-393-9025 fax 310-393-9810 <u>exporail@aol.com</u> <u>www.exporail.net</u>



Light Rail Capacity and Speed



1 light rail train (228 seats)



= 4 Curitiba buses (@57 seats)

= 6 regular low-floor buses (@40 seats)

One 3-car train has the capacity of six regular buses (or four articulated buses). To meet the Blue Line's schedule of trains six minutes apart would require a bus a minute in each direction—a BUS EVERY THIRTY SECONDS. This is impossible: it would permanently block cross traffic!

The Pasadena Blue Line Corridor Study (Gannett Fleming, October 27, 1998) found that to match the capacity of light rail without stopping for or blocking cross traffic, a busway would have to be both entirely grade-separated and wider to accommodate passing lanes, at a cost of \$432 million more. Otherwise, a busway would be effectively limited to one-fourth the needed capacity. This is false economy — inadequate busway capacity at a greater cost per trip.

To build a busway with the intention of upgrading later to rail would more likely result in the permanent underuse of this valuable right-of-way and unmet Westside transit needs:

- The cost of laying heavy pavement and then tearing it out to lay track is substantial. It
 would be significantly cheaper to build light rail initially.
- The major disruption of service during rail construction further discourages change.
- The slower speed, limited capacity, and lower attractiveness to drivers of buses could well
 mean buses never get the ridership that would be considered necessary to upgrade to rail.

Light rail on Exposition would also share the existing investment in the last mile and a half of the Blue Line, including the subway under Flower Street.

Curitiba

What lessons from the often-cited Curitiba model should we apply to a city like Los Angeles? There are important differences.

Curitiba is a compact city. Its five main radial bus lines are only five to seven miles long, with an average bi-articulated bus **speed of just 13 mph**, too slow for longer trips.

Prepayment of fares and level boarding, systems typically found in rail systems, create a very efficient boarding and deboarding process. A bi-articulated bus (a

5

5-door, 82-foot bus built by Volvo and currently used only in Curitiba) with a load of 270 people can board or deboard in about 20 seconds. The average speed of buses using the busway is **13 miles per hour**....

There are five busways, each between **5 and 7.5 miles long**, radiating from the city center. ...

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The city is nearing the capacity limits of a busway. The peak-hour frequency of buses and the size of buses cannot be increased within the constraints of a busway operating at grade and intersecting city streets. The next step in the continuing evolution and improvement of the transit system is to create a grade-separated transitway (probably rail) in place of the busiest busways. Plans are to have the first grade-separated corridor in place in about 6 or 8 years. (APTA—International Transit Studies Program, Report on the Spring 1998 Mission)

A Curitiba bi-articulated bus (twice the length of a standard 40-foot bus) **seats only 57-its "270 passengers" are mostly standing!** This would hardly appeal to American riders, not to mention violating the Los Angeles MTA's consent decree with the Bus Riders Union to limit standees. By comparison, a new low-floor 40-foot bus seats about 40 people, 1/6 of a 3-car light rail train.

First, it is somewhat questionable if large numbers of Southern California riders will accept the degree of overcrowding that we observed in Curitiba for long trips. More important, however, the Consent Decree in Labor/Community Strategy Center v. MTA requires MTA to operate buses with a peak load factor (the ratio of total passengers at the peak load point of each line to the number of seats on the bus) of no more than 1.2:1 by 2002. The Curitiba loads of 270 were achieved on buses with 57 seats, a load factor of 4.74. (Thomas A. Rubin, "The Future for Transit in the San Fernando Valley", p. 23)

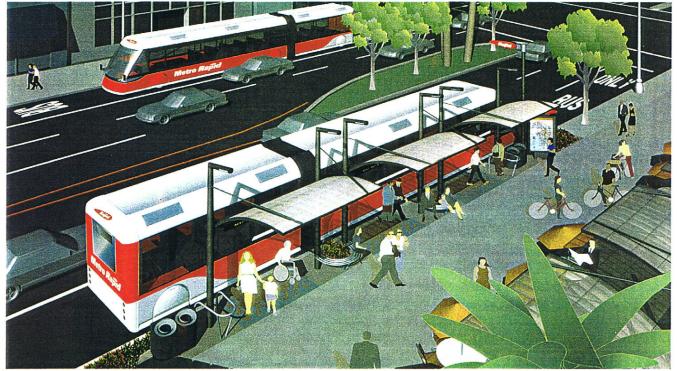


S-1 Final EIR- Purpose and Intended Uses

This Final Environmental Impact Report (Final EIR) has been prepared under the requirements of the California Environmental Quality Act (CEQA) to describe the environmental setting and consequences of the construction and operation of the Wilshire Bus Rapid Transit (BRT) Project to the public and involved local and state agencies. The report also identifies and evaluates alternatives, and proposes mitigation measures to reduce potentially significant environmental impacts. The Los Angeles County Metropolitan Transportation Authority (MTA) is the lead agency for compliance with CEQA. An EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives. The MTA Board of Directors will consider the information in the EIR along with other information, which may be presented to the agency, prior to the adoption of the project. Other agencies, such as the California Department of Transportation (Caltrans), the cities of Los Angeles, Beverly Hills, Santa Monica, and the County of Los Angeles will also have roles in reviewing and approving the project.

This Final EIR does not make recommendations regarding the approval or denial of the project.

View of Wilshire Boulevard depicting the higher capacity transit vehicles, enhanced station areas, repaired curb lanes and potential peak period transit lanes. Peak period transit lane would only be implemented if supported by the local jurisdiction.



INTRODUCTION

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 3.0 - Environmental Analysis

 4.0 - Effects Determined Not to Be Significant and Other

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 5.0 - Community Participation

 6.0 - References

 7.0 - List of Preparers

 8.0 - Distribution List

 9.0 - Responsed to Comments

 VOLUME TWO

 Engincering Design

For more information contact: Mr. David Mieger Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, MS 99-22-5 Los Angeles, CA 90012 E-mail- <u>MidCityWestside@mta.net</u> Project Hotline 310-366-6443

S-2 Environmental Process

Compliance with CEQA must be achieved before the proposed project can be approved. The goal of this legislative act is to ensure that local decision-makers are aware of the environmental consequences of a decision before it is made.

An extensive environmental review process has been conducted to date (the process completed prior to this Final EIR involved both federal and state environmental processes, therefore, some references below will include activities that were compliant with NEPA). Included in this process are the following:

<u>Notice of Preparation (NOP)</u>–A notice of preparation of an EIR was prepared by MTA and circulated by the State of California EIR Clearinghouse on May 8, 2000.

Notice of Intent (NOI) – A notice of intent to prepare an EIS was published in the Federal Register on May 19, 2000 (Vol. 65, No. 98). The NOI provided a brief description of the proposed project and invited comment on issues that would be addressed in the environmental document.

Public Scoping Workshops - To invite public comment about the project, six workshops were held between May 23 and June 8, 2000, which were attended by more than 380 persons. Letters of invitation were mailed to over 12,000 addresses along the Wilshire and Exposition alignments. The 30-day public scoping comment period extended through June 23, 2000, and all comments received about the project were documented and reviewed as a part of the preparation of the Draft EIS/EIR. Additionally, MTA staff attended more than 42 community meetings with business, civic and homeowners associations during the scoping period and subsequent preparation of the Draft EIS/EIR. Results of this public outreach were presented to the MTA Board of Directors in February 2000.

Public Comment Period - Following the release of the Draft EIS/EIR, a public comment period was held which extended from April 6, 2001 through June 15, 2001. The draft document was placed in public libraries and other repository sites as an effective way of providing ongoing information about the project. The document was also available on the MTA website (www.mta.net) and information about public hearings and other ongoing project activities was available via the project telephone line (310-366-6443). Public hearings were held on May 7, May 9, and May 15, 2001 to receive oral and written testimony on the Draft EIS/EIR from the general public. A total of more than 600 persons attended these hearings. The MTA provided notice of these public involvement meetings in compliance with CEQA and NEPA. For a detailed description of the environmental review process, and projectrelated public involvement opportunities, refer to the Community Participation section of the Final EIR.

<u>**Responses to Comments</u>** - Responses and to all comments on the Draft EIS/EIR were compiled subsequent to the public comment period and incorporated into the Final EIR. Please refer to the full Final EIR for a full presentation of comments and responses.</u>

<u>MTA Board Actions</u> - The MTA Board took action on June 28, 2001 on several elements of the project. First,

INTRODUCTION



Aerial view of Wilshire Boulevard, the "backbone of Los Angeles", a 17- mile commercial and residential spine looking east from Beverly Hills (center foreground), Miracle Mile, Wilshire Center and Downtown Los Angeles (background).

the Board adopted separate Locally Preferred Alternatives (LPAs) for the Wilshire Bus Rapid Transit (BRT) Route and for the Exposition Light Rail Transit (LRT) Route. The Board also gave the directive that the Exposition LRT Route be addressed in a separate environmental document to be released following completion of preliminary engineering design and studies for that specific transit route. Therefore, the LPA described in this Final EIR focuses on the implementation of a BRT Project along the Wilshire BRT Route only.

The Board also directed staff to consider a curb-lane BRT operation. The Wilshire BRT median and median-adjacent alternatives were eliminated from further consideration due to the significant impacts associated with them and the issues raised during the public comment period regarding these impacts. The Curb-Lane LPA for the Wilshire BRT Route significantly reduces these impacts. In particular, there are no longer any significant impacts associated with the removal of landscaped medians, the removal of on-street parking, or the impact to left-turns.

The MTA Board further specified that any dedicated bus lanes should not be implemented as a component of the project unless approved by the local City or County jurisdiction. To date, no such approvals have been granted, however, MTA staff will continue to work with each city to determine possible segments of the route where such lanes may be feasible. Peak period, dedicated bus lanes would initially be tested on a demonstration basis in the

RESOLUTION OF ISSUES

AM peak (7:00 am to 9:00am), prior to the opening of most stores and businesses. If successful after such trials, the program would be considered in the PM period (4:00 pm to 7:00 pm), and along additional segments of Wilshire Boulevard.

The project cannot be implemented until the Final EIR is certified with all necessary mitigation measures and an adopted Mitigation Monitoring Program. Following certification of the EIR by the MTA Board, the State Clearinghouse will consider the Final EIR and a Notice of Completion (NOC) will be filed for the project.



Over 600 people attended the Mid-City Westside project hearings in May 2001.

S-3 Resolution of Issues

The MTA Board took the actions described above after consideration of the areas of controversy and issues raised by the public and identified in the Draft EIS/EIR. The issues of concern identified by public comments to the Draft EIS/EIR included: the conversion of two mixed flow traffic lanes to 24-hour dedicated bus lanes; the removal and reconstruction of existing landscaped medians; the removal of on-street parking in Los Angeles and Beverly Hills; the removal of on-street parking in Santa Monica; the removal of left turn pockets; and possible street widening. Each of these issues are discussed below.

Issue #1: Landscaped Median Islands

Business leaders in the Wilshire Center, Miracle Mile, and Beverly Hills areas of the Corridor were concerned that the median-running BRT alternative would require the removal and reconstruction of the landscaped medians in the middle of Wilshire Boulevard.

<u>Resolution</u>: The MTA Board, by adopting the curb-lane BRT project, acknowledged this issue and selected an alternative that would not require the removal and/or reconstruction of the landscaped medians.

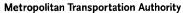
Issue #2: Removal of On-Street Parking in Los Angeles and Beverly Hills

Business and community leaders expressed opposition to the dedicated transit lanes because they would eliminate most of the on-street parking spaces along Wilshire Boulevard. These parking spaces are used by residents and businesses and were cited to be an important community asset that should not be removed.

<u>Resolution</u>: The MTA proposal has been revised to now only consider dedicated bus transit lanes only during peakperiods. During non-peak periods and weekends, on-street parking could remain as it is today. Parking along most segments of Wilshire Boulevard in Los Angeles and Beverly Hills is currently prohibited during peak-periods, and therefore no impact would occur in all but two locations:

- Westwood Residents in this community between Comstock and Selby Avenues requested that no parking be removed in this area and that dedicated transit lanes not be considered. This segment of Wilshire Boulevard is the only segment of Wilshire Boulevard in which transit buses do not experience delay due to traffic congestion and therefore no significant benefit was felt to exist from the dedicated transit lanes. Following review of transit speeds, MTA staff concurs with the residents' position and is therefore not recommending any further consideration of dedicated transit lanes in this segment of the boulevard. Buses in this area are recommended to run in mixedflow traffic.

West Los Angeles – On-street metered parking is still allowed during AM and PM peak periods in one segment of Wilshire Boulevard in West Los Angeles between Centinela and Federal Avenues. A total of 167-metered parking spaces are located in this area, which would be removed from service during peak periods (7:00am to 9:00am and 4:00pm to 7:00pm) if a dedicated transit lane were imple-



Metro

One Gateway Plaza Los Angeles, CA 90012-2952 213.922.2000 Tel metro.net

November 8 2005

Honorable Wendy Greuel Chair, Transportation Committee Attention: City Clerk Los Angeles City Council 200 North Spring Street Los Angeles, California 90012

Subject: Council File # 03-2337-S1, Wilshire Boulevard Bus-Only Lane Project

Dear Councilmember Greuel:

Following the Transportation Committee meeting on October 26, 2005, I agreed to provide more information about the status of the environmental clearance for a dedicated bus lane on Wilshire Boulevard.

In August 2002, the Metro Board of Directors certified the Final Environmental Impact Report (FEIR) for the Wilshire Bus Rapid Transit (BRT) project for the entire 13 miles of Wilshire Boulevard between Western Avenue in Los Angeles and Ocean Avenue in Santa Monica. This includes the two-block segment between Federal Avenue and Barrington Avenue in West Los Angeles where LADOT recommended the bus lane be removed. Please note the following key points related to the FEIR:

- The preferred alternative adopted by the Metro Board is for a curb-lane, peak-hour only bus lane.
- The Metro Board has specified that the bus lane would be implemented in segments only where local jurisdictions have granted approval to do so.

•

The FEIR, when certified in 2002, did not recommend proceeding initially with the bus lanes in two areas – the City of Santa Monica due to severe parking impacts that could not be mitigated and the "condo canyon" area of Westwood between Comstock Avenue and Selby Avenue due to lack of congestion.

Beyond discussion of the FEIR, I would also like to note some key points relative to discussion at the Committee meeting on October 26 regarding extending the bus lane across the San Diego Freeway and into the Westwood Village portion of CD 5.

Honorable Wendy Greuel Page 2 November 8, 2005

- Metro engineers have also noted specific challenges in extending the bus lane through the Westwood Village portion of Wilshire Boulevard across Sepulveda Boulevard. It is felt that that the on-ramps and off-ramps for the San Diego/405 Freeway result in a great deal of weaving and potentially unsafe movements. Additional time to address this area is necessary and may require bus lane improvements to be integrated with future improvements to the freeway.
- Recent discussions between Metro staff, Supervisor Yaroslavsky's office, CD 5, and Beverly Hills have focused on bus lanes in the Robertson/Doheny to Fairfax segment including the portion of Wilshire Boulevard in CD 5 to the east of the Beverly Hills city line.

I hope this provides the information you were seeking. Please call me if you have additional

questions. Very truly yours, John B. Catoe. Jr/ Deputy Chief Executive Officer

CITY OF LOS ANGELES INTERDEPARTMENTAL CORRESPONDENCE

Date:	November 7, 2005
То:	The Honorable City Council c/o City Clerk, Room 395, City Hall Attention: Honorable Wendy Greuel, Transportation Committee
From:	Frances T. Banerjee, Interim General Manager Department of Transportation Junes Convert
Subject:	WILSHIRE BOULEVARD PEAK PERIOD BUS ONLY LANES - COUNCIL MOTION 03-2337-S1

This report is in response to Council Motion 03-2337-S1 directing the Department of Transportation (LADOT) to take the necessary steps to remove the curbside, peak period bus-only lanes on Wilshire Boulevard between Federal Avenue and Centinela Avenue, until the other jurisdictions have agreed to implement the project from Downtown Los Angeles to Downtown Santa Monica.

RECOMMENDATION

That the City Council, subject to the approval of the Mayor:

- 1 DIRECT LADOT to retain the peak period bus only lanes between Barrington Avenue and Centinela Avenue without change.
- 2 Direct LADOT to defer the operation of the peak period bus only lanes for the twoblock segment between Federal Avenue and Barrington Avenue, including the westbound approach to Federal Avenue; remove the bus only lanes and restore Wilshire Boulevard to its previous condition in this segment; and coordinate the reinstallation of the two blocks of the peak period bus only lanes when MTA is ready to extend the bus only lane easterly towards the 405 Freeway. This action will return these two blocks to mixed flow traffic during this interim period.

DISCUSSION

The bus lanes, which have been in operation since March 8, 2004, have had some benefits for buses but have had a negative impact on traffic flow with resulting increases

The Honorable City Council

in delay and congestion along Wilshire Boulevard, especially at the intersections of Wilshire/Barrington and Wilshire/Federal, and traffic diversion into surrounding neighborhoods. As shown on Table A, PM peak hour delay has increased by more than 50%. The bus lanes have reduced eastbound mixed flow capacity during peak periods in a critical segment of Wilshire Boulevard between Westgate Avenue and Federal Avenue from three lanes to two lanes (approximately one-third of a mile.) Before the bus lanes were installed, "Tow Away/No Stopping Anytime" restrictions were in effect on eastbound Wilshire Boulevard all day between Barrington Avenue and Federal Avenue. "Tow Away/No Stopping" restrictions were also in effect on westbound Wilshire Boulevard between Federal Avenue and Barrington Avenue during peak periods. The curb lanes between Barrington and Federal were heavily used by mixed flow traffic during the peak periods, particularly in the eastbound direction.

Residents in the neighborhoods north of Wilshire Boulevard around Barrington Avenue have complained of significant increases in traffic on northbound Barrington Avenue and eastbound Sunset Boulevard since implementation of the bus lanes. The Department's field observations and data collection have confirmed that traffic has diverted from Wilshire Boulevard. Eastbound traffic on Wilshire Boulevard normally destined for the northbound 405 Freeway appears to have diverted up to Sunset Boulevard to avoid congestion and delays resulting from the reduced capacity on Wilshire Boulevard. Southbound 405 Freeway traffic has similarly diverted south toward Santa Monica Boulevard. "Before" and "after" traffic count data indicate an approximate 22% increase in northbound traffic on Barrington north of Wilshire and a corresponding decrease in traffic volumes in both directions on Wilshire Boulevard during the AM and PM peak periods.

FISCAL IMPACT

As part of the demonstration project, MTA had agreed to pay for any removal costs for the bus lanes, so there will be no cost to the City for removing the signs and striping in the two block segment of Wilshire Boulevard.

COORDINATION

DOT has worked in partnership with Metro to improve transit performance by implementing the Transit Priority System (TPS) which allows extended green time for buses at signalized intersections and by installing and implementing bus lanes at selected locations in the City. Mayoral staff and Council District 11 staff have been kept informed of developments in the Wilshire Boulevard Bus Lanes project. DOT is working with Metro, Caltrans and the Los Angeles County Department of Public Works in studying the feasibility of extending the bus lanes eastward from Federal Avenue.

Attachment Table A

	WILSHIRE BUS LANES DEMONSTRATION PROJECT	FRATION PROJECT		
BEFOR	BEFORE AND AFTER PROJECT IMPACTS ON MIXED FLOW TRAFFIC	NIXED FLOW	TRAFFIC	
		Before Project*	After Project**	
		(PM Peak Period)	(PM Peak Period)	Change
		5-6 PM	5-6 PM	
	4 MVII-bits / Developed	D	u.	Deterioration
Level of Service (LOS)		(V/C 0.635)	(V/C 1.52)	(140%)
		LL.	UL.	Deterioration
		(V/C 1.06)	(V/C 1.51)	(42%)
	1. Eastbound Wilshire BI. at Barrington Ave.	1678	1446	-14%
				(reduction)
Traffic Volumes	2 Westhound Wishire BL at Barrington Ave	1888	1477	-23%
		000		(reduction)
	3 Northhound Barrington Ave at Montana Ave	743***	607**** 907	22%
				(increase)
* Feb 2004 ** Jun 2005				

		Before Project* (PM Peak Period) 4-7 PM	Before Project* After Project** (PM Peak Period) (PM Peak Period) 4-7 PM 4-7 PM	Change
<u>Travel Time</u> (Mixed Flow Traffic)	Eastbound (Centinela to Federal)	3.6 min.	5.5 min.	53% Increase (1.9 min. more)
* Feb/Mar 2004 ** Aug 2004	*** Dec 2003 **** Jun 2005			

TABLE A

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TRANSPORTATION OCT 1 1 2005

MOTION

Dedicated bus lanes are an enhancement to bus service and are intended to improve the transit experience and make transit an alternative to personal automobiles. They are seen as especially useful in corridors where traffic and transit use are already at high levels, operating at or near capacity, and where opportunities to provide significant new roadway and transit capacity are difficult to achieve in a timely manner.

A typical trip from the Metro Red Line Station at Wilshire/Western to Downtown Santa Monica takes almost 70 minutes during rush hour. Many bus riders who travel from homes on the Eastside to jobs on the Westside travel for up to 2 hours in each direction for a transit trip of less than 25 miles.

Bus lanes on major transit corridors such as Wilshire Boulevard have the potential to keep transit passengers moving during rush hour periods where they would otherwise grind to a halt. They have the potential to make transit a viable option in the City of Los Angeles by reducing the time spent commuting. A dedicated bus lane from Downtown Los Angeles to Downtown Santa Monica should be a goal of the Department of Transportation.

Currently, the dedicated bus lane on Wilshire Boulevard exists only in Council District 11, between Federal Avenue and Centinela Avenue. Jurisdictions outside of Council District 11 have proven either unwilling or unable to extend the bus lane into their jurisdictions. The residents and merchants in the current one-mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project.

The City of Los Angeles still remains committed to the concept of the bus only lane for Wilshire Boulevard, however, the one-mile stretch in Council District 11 should be removed until an agreement for a full implementation can be reached.

I THEREFORE MOVE that the City Council suspend the Wilshire Boulevard bus-only lane project and direct the Department of Transportation to take the necessary steps to remove the curbside, peak period bus-only lanes on Wilshire Boulevard between Federal Avenue and Centinela Avenue, until the other jurisdictions have agreed to implement the project from Downtown Los Angeles to Downtown Santa Monica.

PRESENTED BY

BILL ROSENDAHL Councilmember, 11th District

SECONDED BY

OCT 1 1 2005

CITY OF LOS ANGELES INTERDEPARTMENTAL CORRESPONDENCE

Date: April 19, 2007

To: The Honorable City Council C/o City Clerk, Room 395, City Hall Attention: Honorable Wendy Greuel, Transportation Committee

Gloria J. Jeff, General Manager Hlorea From:

Subject: WILSHIRE BOULEVARD BUS LANES – COUNCIL FILE 03-2337-S1

On April 11, 2007, the Department of Transportation (LADOT) presented a status report on the Wilshire Boulevard bus lanes project to the Transportation Committee. The report included a history of the Wilshire bus lanes project, a description of LADOT's research into Bus Rapid Transit technology and three project options to improve bus service on Wilshire Boulevard: 1) Option A: Peak Period End-to-End Bus Lanes, 2) Option B: All Day Mini Bus Lanes, and 3) Option C: Engineering Enhancements Only.

LADOT has completed its analysis of the benefits, impacts and costs of each of these three options.

RECOMMENDATIONS

That the City Council, subject to the approval of the Mayor:

- 1. DIRECT LADOT to implement Option A: Peak Period End-to-End Bus Lanes.
- 2. DIRECT LADOT to work with Metro on funding, implementation and public outreach for Option A.
- 3. AUTHORIZE LADOT, after establishment of a funding source, to issue a Request for Proposals for public outreach services in an amount not to exceed \$500,000.
- 4. DIRECT LADOT to report back to Council on funding and public outreach results and recommend an implementation strategy for Option A.
- 5. DIRECT LADOT to remove the peak period bus lanes between Barrington Avenue and Centinela Avenue and replace them with mixed flow lanes during the peak periods. Restore the peak period bus lanes in this segment in coordination with

implementation of other portions of Option A.

- 6. DIRECT LADOT to establish a monitoring program and report back to Council on a six-month schedule after Option A has been implemented.
- 7. DIRECT LADOT to develop as part of its Strategic Transportation Plan an approach for implementing Bus Rapid Transit measures along other transit corridors.

BACKGROUND

In March 2004, LADOT began operation of peak period bus lanes along Wilshire Boulevard between Federal Avenue and Centinela Avenue in West LA as part of a Bus Lane Demonstration Project in conjunction with the Los Angeles County Metropolitan Transportation Authority (Metro). In September 2004, the bus lanes were made permanent by the City Council, and in its action Council expressed support for Metro's efforts to extend the bus lanes east and west along Wilshire Boulevard. In May 2006, at the recommendation of LADOT, the bus lanes were removed in a two-block segment between Federal Avenue and Barrington Avenue to alleviate traffic congestion on Wilshire Boulevard.

In November 2006, LADOT, began studying the feasibility of implementing end-to-end bus lanes on Wilshire Boulevard between Downtown Los Angeles and the City of Santa Monica. Traffic modeling indicated that conversion of mixed flow lanes to bus lanes would have adverse impacts on mixed flow traffic.

At the same time, LADOT, in collaboration with Metro, began work on a Bus Speed Improvement Project study for Wilshire Boulevard. The study identifies locations along Wilshire Boulevard where buses experience delay (average speeds of less than 10 mph) and proposes specific bus speed improvement measures, including street widening and traffic engineering improvements, for those locations, with the goals of improving average bus speeds and reducing bus travel times to match the best runtimes of the daytime period. The study covers all jurisdictions along Wilshire Boulevard, including the City of Los Angeles, City of Beverly Hills, County of Los Angeles (Veterans Administration property) and the City of Santa Monica.

As part of its work on the Wilshire bus lanes project, LADOT has researched Bus Rapid Transit technology in other cities around the world and reviewed national studies of bus lane operations. One FTA-sponsored study, "Operational Analysis of Bus Lanes on Arterials" (1997), suggests an A-F Level of Service (LOS) criteria for bus speeds on arterials with 1-3 bus stops per mile (similar to Metro Rapid bus service):

LOS A	21.2 mph or higher	<2.8 min./mile	Excellent - free flow
LOS B	16.2-21.1 mph	2.8-3.7 min./mile	Very good
LOS C	11.0-16.1 mph	3.8-5.5 min./mile	Good

LOS D	7.9-10.9 mph	5.6-7.6 min./mile	Fair - some delay
LOS E	6.0-7.8 mph	7.7-10.0 min./mile	Poor – delay worsens
LOS F	under 6.0 mph	>10.0 min./mile	Very Poor - stop & go

Metro Rapid bus service on Wilshire Boulevard, with average daytime speed of 11.7 mph, currently operates at the lower end of LOS C. With comparatively good bus speed for Metro Rapid service, the question may be asked, is it worth improving bus speed on Wilshire Boulevard further?

Wilshire Boulevard is a major transit corridor with approximately 100,000 weekday transit boardings. This number exceeds weekday boardings on the Metro Orange Line busway (21,428), the Metro Blue Line (74,484), the Metro Green Line (35,900) and the Metro Gold Line (17,564). Only the Metro Red Line (124,105) exceeds Wilshire Boulevard's weekday transit boardings. Wilshire Boulevard's further development as a Bus Rapid Transit facility will help it to continue functioning as a major transit facility in lieu of heavy rail. As described in Metro's Wilshire Bus Rapid Transit Final EIR/EIS (2002): *"this alternative provides an interim solution to the expansion of the Metro Red Line and serves the high transit volume on the Wilshire Corridor at a low cost. The Wilshire BRT allows faster speeds than Metro Rapid Bus in the future as congestion grows."*

The Wilshire Bus Rapid Transit Final EIR/EIS also states that "the Corridor's transit trips are expected to increase at a much higher rate than total trips, by 26%, from the 1998 level of 662,000 to 834,000 by 2020 (based on the assumption of no major transit improvements in the east-west corridor.) Several key points can be concluded from the analysis which point to the importance of future transit service:

- The Mid-City/Westside Corridor is a highly significant origin and/or destination point for trips in southern California, especially for transit trips, over 41% of which has one end in the Corridor.
- The Corridor has a significantly higher transit mode split than the region as a whole, and the trend is expected to increase (from nearly 2.5 to 2.8 times the regional mode split.)
- The Corridor currently has very high internal trip retention (over half of all trips), and despite growth in regional trips, is expected to maintain these high internal trip retention percentages.

Existing Metro Rapid buses experience slower operating speeds in Beverly Hills and Westwood/I-405 segments of the corridor due to operations in mixed flow congested traffic."

It should also be noted that there has been public interest expressed in creating a "subway to the sea" along Wilshire Boulevard, and Metro is studying an extension of the Metro Purple Line (Union Station to Western Avenue) heavy rail subway.

Improving bus service on Wilshire Boulevard is a practical and logical step to building ridership for such a mass transit project.

Given that it is worth improving bus speeds on Wilshire Boulevard, what package of Bus Rapid Transit measures works best for this corridor?

DISCUSSION

LADOT has analyzed the benefits, impacts and costs of three different Bus Rapid Transit packages to improve bus speeds along Wilshire Boulevard:

- Option A: Peak Period End-to-End Bus Lanes. Convert the curb lanes of Wilshire Boulevard within the City limits from mixed flow to bus and right turn-only operation between Downtown LA and the Santa Monica City limit during weekday peak periods (7-9 AM and 4-7 PM). Also, implement the engineering enhancements identified in Phase I of the Bus Speed Improvement Project conducted jointly by Metro and LADOT. These engineering enhancements include enhanced transit signal priority, bus stop relocations, pavement repair and some on-street parking space removals to improve bus speeds, improve schedule reliability and reduce overall bus travel times. Metro has also proposed to install 200 new concrete bus pads at all bus stops and signalized intersections along Wilshire Boulevard as part of the Bus Speed Improvement Project. Option A includes retention of the existing bus lanes between Barrington Avenue and Centinela Avenue.
- Option B: All Day Mini Bus Lanes. Implement all day mini bus lanes in selected segments, street improvements, and the engineering enhancements identified in Phase I of the Bus Speed Improvement Project study. The existing bus lanes between Barrington Avenue and Centinela Avenue could be removed and replaced with mixed flow lanes that would operate during peak periods.
- Option C: Engineering Enhancements Only. Implement only the engineering enhancements identified in Phase I of the Bus Speed Improvement Project. The existing bus lanes between Barrington Avenue and Centinela Avenue could be removed and replaced with mixed flow lanes that would operate during peak periods.

24/7 (All Day) Bus Lanes

In developing the Bus Rapid Transit options, LADOT, in cooperation with Metro staff, examined the feasibility of implementing full-time bus lanes that would operate 24 hours a day, seven days a week. Buses on Wilshire Boulevard do not generally experience delay at night and weekends, and Metro has not sought to improve bus speeds during those times. Metro Rapid Line 720 on Wilshire Boulevard shows significant improvement in speeds both eastbound and westbound between 7 PM and

6 AM.

24/7 bus lanes were also found to have deleterious impacts on surrounding communities. They would significantly impede access to commercial, institutional and residential land uses fronting on Wilshire Boulevard because of their full-time prohibitions against parking and stopping. They would eliminate over 450 on-street parking spaces plus all Commercial Loading Zones, Passenger Loading Zones and Taxi Zones on Wilshire Boulevard. Annual parking revenue loss to the City would be over \$650,000.

For these reasons, 24/7 bus lanes were eliminated from further study. Other options exist to improve bus speeds during the times when buses experience delay. Option B, with its all-day mini bus lane segments, would relieve bus delay throughout the daytime period (7 AM-7 PM). Option A's peak period end-to-end bus lanes would relieve bus delay during the peak periods.

Option A: Peak Period End-to-End Bus Lanes

Option A is consistent with the characteristics and performance thresholds recommended in the USDOT's "Operational Design Guidelines for High Occupancy Vehicle Lanes on Arterial Roadways" (1994), the <u>Journal of Public Transportation</u> Vol. 5, No. 2 (2002) and SCAG's warrant criteria for arterial bus lanes (1991):

- Bus lanes at least 10 km (6.2 miles) in length
- Serving many communities and business centers
- Travel time savings of at least 8-10 minutes
- Heavy bus corridor with at least 30-40 buses in the peak hour and 300 buses daily

The bus lanes would require an aggressive level of traffic enforcement to maintain bus travel time and speed benefits. This would mean active enforcement of prohibitions against stopping and parking and driving of non-transit vehicles in the bus lanes. Ticketing and towing of stopped and parked vehicles could be handled by LADOT's Wilshire Boulevard Tiger Team over the long term, but additional Traffic Officers would be needed during the first 3-6 months of operation to mount an aggressive enforcement campaign and change driving patterns.

BENEFITS

Option A would result in significant improvement for bus travel times and speeds. Endto-end Metro Rapid bus travel time within the City would be reduced by an average of 11.7 minutes from 48.0 to 36.3 minutes, or 24%. Average Metro Rapid bus speed would increase by 32%, from 11.9 mph to 15.7 mph. (See Table A, attached.)

IMPACTS

Traffic and Related Air Emissions:

Conversion of the curb lanes from mixed flow to bus and right-turn only operation would mean that Wilshire Boulevard could carry fewer mixed flow vehicles during peak periods, resulting in significant adverse impacts on mixed flow traffic. The traffic impact analysis indicates that mixed flow travel time on Wilshire Boulevard in the peak periods would increase by an average of 26% (11 minutes). Average vehicle delay would increase by 33% (29 seconds/vehicle) at major intersections in the peak periods. (See Table A, attached.) Total vehicle delay would increase by 40.1% in the AM peak period and by 27.9% in the PM peak period at sixteen major intersections. Level of Service would deteriorate at six of these intersections. (See Table C, attached.) This would mean increased congestion on Wilshire Boulevard and possible diversion of traffic into surrounding neighborhoods.

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These impacts would diminish over time if drivers find new routes or switch to transit. With a 10% mode shift of drivers to transit, mixed flow travel time on Wilshire Boulevard in the peak periods would increase by an average of 15% (6 minutes). Average vehicle delay would increase by 18% (15 seconds/vehicle) at major intersections in the peak periods. (See Table B, attached.) Total vehicle delay would increase by 21.8% in the AM peak period and by 14.4% in the PM peak period at sixteen major intersections. Level of Service would deteriorate at six of these intersections. (See Table D, attached.)

Air emissions (carbon monoxide, nitrogen oxide and volatile organic compounds) related to mixed flow traffic would increase by 20%-25% at major intersections before any mode shift. With a 10% mode shift, these increases would be reduced to 2%-10% at individual intersections. (See Tables A and B, attached.) Air emission modeling was performed with Synchro software.

LADOT's analysis, based on Highway Capacity Manual software, includes AM and PM peak periods of 7-9 AM and 4-6 PM, hours for which traffic count data is available, at sixteen major intersections. Additional traffic count data is needed for the 6-7 PM hour to complete the analysis for the entire PM peak period when the bus lanes would operate. Some intersection traffic counts date back several years; those counts were increased by a 1% annual growth rate to the current year. The analysis also incorporates pedestrian volumes. Except for Metro's proposed widening of Wilshire Boulevard between Barrington Avenue and Bonsall Avenue for a new bus lane, the analysis assumes that the bus lanes would be installed by simply converting existing mixed flow curb lanes to bus and right-turn only operation within the existing roadway.

As part of its Wilshire Bus Rapid Transit project, Metro is proposing to widen Wilshire Boulevard between Barrington Avenue and Bonsall Avenue (on the Veterans Administration property) in West LA to create new capacity for an eastbound peak period bus lane. This would be an easterly extension of the existing eastbound peak period bus lane between Barrington Avenue and Centinela Avenue. Metro is funding the LA County Department of Public Works to prepare preliminary engineering plans for the street widening in both the City portion (Barrington Avenue to Federal Avenue) and County portion (Federal Avenue to Bonsall Avenue). This widening, with its additional street capacity, was assumed in the analysis for the intersection of Wilshire Boulevard and Federal Avenue.

As a result of the increased congestion on Wilshire Boulevard, traffic may divert to parallel arterials. These include Third Street, Sixth Street and Olympic Boulevard east of Beverly Hills and Santa Monica Boulevard and Olympic Boulevard west of Beverly Hills. These streets have certain limitations with respect to available capacity and continuity:

- Third Street, a Secondary Highway about 0.5 miles north of Wilshire, terminates near Santa Monica Boulevard in Beverly Hills. It carries substantial commuter traffic during peak periods.
- Sixth Street, a Secondary Highway about 0.25 miles north of Wilshire, ends at San Vicente Boulevard and runs through single-family residential neighborhoods. It also carries substantial commuter traffic during peak periods.
- Olympic Boulevard, a Major Highway Class II about 0.5-1.5 miles south of Wilshire, carries heavy traffic volumes through Koreatown, Beverly Hills and Century City but should have available capacity in Miracle Mile and West LA.
- Santa Monica Boulevard, a Divided Major Highway Class I about 0.5-1.0 miles south of Wilshire, carries heavy traffic volumes through Century City and West LA.

On-Street Parking:

Since the bus lanes would operate only during peak periods (7-9 AM and 4-7 PM), and on-street parking is prohibited during those times, the bus lanes would not impact onstreet parking or parking meter revenue. Commercial Loading Zones, Passenger Loading Zones and Taxi Zones have already been relocated to side streets during peak periods as part of LADOT's Tiger Team enforcement strategy. However, as a result of the proposed engineering enhancements, there would be a loss of 10-15 midday on-street parking spaces at various locations, resulting in a loss of approximately \$15,000 in annual parking meter revenue to the City. (See Table A, attached.)

Street Pavement:

It is anticipated that operation of the bus lanes in Option A would have a significant impact on the curb lane pavement due to the concentration of bus activity in the curbside lanes. The new 60-foot articulated buses, with a gross vehicle weight of 68,000 lbs. and rear axle load of 30,000 lbs., are much more damaging to pavement than 40-foot buses, with a gross vehicle weight of 42,000 lbs. and rear axle load of 28,000 lbs. This would be especially problematic between Western Avenue and San Vicente Boulevard, where the pavement and concrete gutters are in generally poor condition. The curb lane pavement condition is also a problem for buses: Metro's bus operators are instructed to stay out of the Wilshire Boulevard curb lanes where possible.

1 2

As part of the Bus Speed Improvement Project, Metro is proposing to install 120' long concrete bus pads at all bus stops and intersection stops along Wilshire Boulevard (200 total), at a total cost of \$6.8 million. This would substantially mitigate impacts to the pavement at locations where buses are most likely to stop.

MITIGATION MEASURES

Traffic and Related Air Emissions:

In order to mitigate some of Option A's traffic impacts, certain segments of Wilshire Boulevard could be widened to create additional capacity for the new bus lanes:

- Wilshire Boulevard/Sepulveda Boulevard LADOT has proposed to add northbound and southbound right turn pockets at this busy intersection. This project was funded through the 1999 Call for Projects as part of the Sepulveda Reversible Lane Project (\$11.3 million total cost) and is now in design and environmental clearance.
- <u>Selby Avenue to Comstock Avenue</u> The City received \$7.5 million in the 2001 Call for Projects to remove existing sidewalk bump-outs along Wilshire Boulevard in Westwood. Construction work has not yet begun pending finalization of engineering design. It would cost an additional \$216,000 to remove a remaining bump-out just west of Selby Avenue.
- San Vicente Boulevard to Fairfax Avenue The north side of Wilshire Boulevard could be widened by reducing the sidewalk width, which is currently 20-23 feet, to create capacity for a new westbound bus lane. This would leave a 10-13 foot width sidewalk along the north side. To create additional capacity for any eastbound traffic diverted from Wilshire Boulevard due to the eastbound bus lane, an additional northbound left turn pocket could be created on eastbound San Vicente Boulevard at Fairfax Avenue and the intersections of Wilshire/San Vicente and Wilshire/Fairfax could be widened to facilitate right turns. This would cost approximately \$5-\$6 million. It should be noted that the Wilshire Community Plan prohibits widening of the Wilshire Boulevard roadway between Hoover Street and San Vicente Boulevard (at the Beverly Hills City limit), so this mitigation measure would require a General Plan Amendment.

The additional cost for these mitigation measures, above that which has already been

received through the Call for Projects, would be approximately \$6 million.

If Option A is selected for implementation, LADOT recommends that there be no bus lane designated on westbound Wilshire Boulevard between Veteran Avenue and the 405 Freeway due to the complex lane channelization approaching the freeway ramps. There are currently five westbound lanes in this segment that should remain in mixed flow operation. This would help alleviate level of service and delay impacts from the proposed project at the intersection of Wilshire Boulevard and Sepulveda Boulevard.

On-Street Parking:

LADOT will investigate options to mitigate the loss of 10-15 mid-day parking spaces removed in Option B.

Street Pavement:

Option A includes some curb lane repair work between Western Avenue and Fairfax Avenue as recommended by the Bureau of Street Services (BOSS) in its report to the Transportation Committee on October 17, 2006. Based on Metro's estimates, the cost for this repair work would be approximately \$3-4 million. BOSS emphasized that the repairs would be temporary and would start showing signs of cracking with some failures within a few years. Additional funding from Metro to fully reconstruct Wilshire Boulevard's curb lanes is not expected to be available until 2013.

As part of the Bus Speed Improvement Project, Metro is proposing to install 120' long concrete bus pads at all bus stops and intersection stops along Wilshire Boulevard (200 total), at a total cost of \$7-8 million. This would substantially mitigate impacts to the pavement at locations where buses are most likely to stop.

Option B: All Day Mini Bus Lanes

The recommended improvements in the Metro/LADOT Bus Speed Improvement Project comprise Option B. Staff from both agencies jointly identified more than 40 bus speed problem locations along Wilshire Boulevard through extensive field investigation and agreed upon proposed solutions for each location. The goal was to match the best bus run times of the daytime period (6 AM - 7 PM) by reducing average bus travel times by up to 15 minutes, or 18%. The result is a package of all-day improvements that include Intelligent Transportation System technology, all day mini bus lane segments, traffic engineering improvements, minor modifications of transit infrastructure and selective street widening projects.

This option could be implemented in two phases, with engineering enhancements completed in Phase I and more complex capital improvements completed in Phase II.

Phase I:

- Enhanced Transit Priority System, including near-side signal priority, reduced signal recovery period, added green time for Wilshire Boulevard, etc.
- Pavement markings to clear out congested intersections
- Relocation of selected bus stops to improve bus operations
- Removal of some on-street parking spaces to facilitate bus operations
- Repair of curb lane pavement in selected segments
- Installation of 200 concrete bus pads at all signalized intersections and bus stops

Phase II:

- Widening of selected segments to create wider curb lanes for buses and/or to create all day mini bus lanes adjacent to:
 - La Brea Avenue eastbound widening
 - Fairfax Avenue widening in both directions
 - San Vicente Boulevard widening in both directions
 - Federal Avenue eastbound widening
 - Barrington Avenue eastbound widening
- Conversion of mixed flow lanes and removal of on-street parking spaces to create all day mini bus lanes adjacent to:
 - Vermont Avenue (3 blocks eastbound and westbound)
 - Normandie Avenue (3 blocks westbound; St. Andrews to Mariposa eastbound)
 - Western Avenue (3 blocks westbound; St. Andrews to Mariposa eastbound)
 - Westwood Boulevard (westbound only from Selby to Gayley)

Street widenings could be accomplished either by removing existing sidewalk "bumpouts" or reducing sidewalk widths. Many segments of sidewalk along Wilshire Boulevard are 15-20 feet or greater in width and could be reduced to 10-12 feet without significant impact on pedestrian movement.

It should be noted that the Wilshire Community Plan prohibits widening of the Wilshire Boulevard roadway between Hoover Street and San Vicente Boulevard (at the Beverly Hills City limit), so some of the proposed street widenings in Option B would require a **General Plan Amendment**. The All Day Mini Bus Lanes option is consistent with several of the characteristics and performance thresholds for bus lanes and bus lane alternatives recommended in LADOT's Bus Rapid Transit research:

• Serving many communities and business centers

100

- Travel time savings of at least 8-10 minutes
- Heavy bus corridor with at least 30-40 buses in the peak hour and 300 buses daily
- Traffic signal priority at locations with heavy stops and/or priority lanes at locations of heavy traffic congestion

The all day mini bus lanes would require an aggressive level of traffic enforcement to maintain bus travel time and speed benefits. This would mean active enforcement of prohibitions against stopping and parking and driving of non-transit vehicles in the bus lanes. Ticketing and towing of stopped and parked vehicles could be handled by LADOT's Wilshire Boulevard Tiger Team over the long term, but additional Traffic Officers would be needed during the first 3-6 months of operation to mount an aggressive enforcement campaign and change driving patterns.

BENEFITS

Option B would result in fairly significant improvements for bus travel times and speeds. End-to-end Metro Rapid bus travel time within the City would be reduced by an average of 8.7 minutes from 48.0 minutes to 39.3 minutes, or 18%. Average Metro Rapid bus speed would increase by 22%, from 11.9 mph to 14.5 mph. (See Table A, attached.)

IMPACTS

Traffic and Related Air Emissions:

The traffic impact analysis indicates that mixed flow traffic and related air emissions would not be adversely impacted by Option B. Changes in mixed flow travel time and average vehicle delay at major intersections on Wilshire Boulevard would be negligible. (See Table A, attached.) Total vehicle delay would increase by 1.9% in the AM peak period and would decrease by 1.4% in the PM peak period at sixteen major intersections. Level of Service at these intersections would either remain the same or improve slightly. (See Table C, attached.)

With a 5% mode shift of drivers to transit, mixed flow travel time on Wilshire Boulevard in the peak periods would decrease by an average of 4% (2 minutes). Average vehicle delay would decrease by 2% (2 seconds/vehicle) at major intersections in the peak periods. (See Table B, attached.) Total vehicle delay would decrease by 0.7% in the AM peak period and by 3% in the PM peak period at sixteen major intersections. Level of Service would either remain the same or improve at these intersections. (See Table D, attached.)

LADOT's analysis, based on Highway Capacity Manual software, includes AM and PM peak periods of 7-9 AM and 4-6 PM, hours for which traffic count data is available, at sixteen major intersections. Additional traffic count data is needed for the 6-7 PM hour to complete the analysis for the entire PM peak period when the bus lanes would operate. Some intersection traffic counts date back several years; those counts were increased by a 1% annual growth rate to the current year. The analysis also incorporates pedestrian volumes.

On-Street Parking:

Sixty-five to seventy (65-70) on-street metered parking spaces at various locations along Wilshire Boulevard would have to be removed from mid-day operation, possibly impacting some land uses fronting on Wilshire and resulting in annual parking meter revenue loss to the City of approximately \$85,000. There would be no removal of Commercial Loading Zones, Passenger Loading Zones or Taxi Zones. (See Table A, attached.)

Street Pavement:

Operation of the all day mini bus lanes would have a significant impact on the pavement in curbside lanes where they are implemented. The new 60-foot articulated buses, with a gross vehicle weight of 68,000 lbs. and rear axle load of 30,000 lbs., are much more damaging to pavement than 40-foot buses, with a gross vehicle weight of 42,000 lbs. and rear axle load of 28,000 lbs. This would be especially problematic between Western Avenue and San Vicente Boulevard, where the pavement and concrete gutters are in generally poor condition and in need of replacement. The curb lane pavement condition is also a problem for buses: Metro's bus operators are instructed to stay out of the Wilshire Boulevard curb lanes where possible.

As part of the Bus Speed Improvement Project, Metro is proposing to install 120' long concrete bus pads at all bus stops and intersection stops along Wilshire Boulevard (200 total), at a total cost of \$7-8 million. This would substantially mitigate impacts to the pavement at locations where buses are most likely to stop.

Land Use:

Option B would impact the Land Use Element of the City's General Plan. The Wilshire Community Plan prohibits widening of the Wilshire Boulevard roadway between Hoover Street and San Vicente Boulevard (at the Beverly Hills City limit). Option B proposes roadway widenings at La Brea Avenue and between Fairfax Avenue and San Vicente Boulevard within the Wilshire Community Plan area.

MITIGATION MEASURES

On-Street Parking:

LADOT will investigate options to mitigate the loss of 65-70 mid-day parking spaces removed in Option B.

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Street Pavement:

Option B includes some curb lane repair work between Western Avenue and Fairfax Avenue as recommended by the Bureau of Street Services (BOSS) in its report to the Transportation Committee on October 17, 2006, and further curb lane repairs at Comstock Avenue. The cost for this repair work would be approximately \$3.4 million. BOSS's report emphasized that the repairs would be temporary and would start showing signs of cracking with some failures within a few years. Additional funding from Metro to fully reconstruct Wilshire Boulevard's curb lanes is not expected to be available until 2013.

Land Use:

The impact to the City's General Plan created by the widening of the Wilshire Boulevard roadway between Hoover Street and San Vicente Boulevard in the Wilshire Community Plan area could be mitigated with a General Plan Amendment.

Option C: Engineering Enhancements Only

This option includes only engineering enhancements identified in Phase I of the Bus Speed Improvement Project.

BENEFITS

Option C would result in modest improvements for bus travel times and speeds. Endto-end Metro Rapid bus travel time would be reduced by 4 minutes, from 48.0 minutes to 44.0 minutes, or 8%. Average Metro Rapid bus speed would increase by 9%, from 11.9 mph to 13.0 mph. (See Table A, attached.)

IMPACTS

Traffic and Related Air Emissions:

There would be no impact on traffic or resulting air emissions as a result of Option C. (See Tables A and B, attached.)

On-Street Parking:

Option C would result in the loss of 10-15 mid-day on-street parking spaces at various

locations, resulting in a loss of approximately \$15,000 in annual parking meter revenue to the City. (See Table A, attached.)

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MITIGATION MEASURES

On-Street Parking:

LADOT will investigate options to mitigate the loss of 10-15 mid-day parking spaces removed in Option B.

Existing Peak Period Bus Lanes

The existing peak period bus lanes between Barrington Avenue and the Santa Monica City limit continue to create impacts on traffic congestion along Wilshire Boulevard. Eastbound traffic queues up heavily in both the AM and PM peak periods. This segment of Wilshire Boulevard is not especially problematic for bus speeds, so removal of the bus lanes may not have a significant impact on bus travel times, especially if current peak period parking restrictions are retained. The curb lanes could provide needed capacity for both buses and mixed flow traffic in both directions during peak periods.

Metro, as part of its Wilshire Bus Rapid Transit project, is proposing to widen eastbound Wilshire Boulevard in the Los Angeles County (Veterans Administration property) segment to provide a new eastbound dedicated bus lane approaching the 405 Freeway. As part of this project, Wilshire Boulevard between Federal Avenue and Barrington Avenue, adjacent to the County portion, would need to be widened to dovetail with the County widening and extend the eastbound bus lane into the City. The new bus lane, created from new street capacity, would provide a dedicated bus facility where it is needed most without impacting traffic operations along Wilshire Boulevard or fronting along sensitive land uses. LADOT has submitted an application in Metro's 2007 Call for Projects for funding the proposed widening of Wilshire Boulevard and has been coordinating with Metro on the project. Metro is funding the Los Angeles County Public Works Department \$250,000 to begin preliminary engineering for the County and City portions of the widening. This widening was assumed in the modeling for both Options A and B.

Public Outreach

LADOT has not conducted public outreach for the bus speed improvement options yet. Once Council and Mayoral direction has been given, LADOT will coordinate with Metro on outreach to businesses and residential communities along Wilshire Boulevard and report back to Council on the results before proceeding.

Schedule

The following schedules are effective only after 1) funding has been approved by

Metro and the City; 2) public outreach has been completed; and 3) staffing resources have been established.

Option A: Peak Period End-to-End Bus Lanes

This option could be implemented in two phases. Phase I, engineering enhancements and most of the end-to-end bus lanes, could be implemented within eighteen (18) months, depending on how quickly the curb lanes can be repaired by the Bureau of Street Services. The bus lane project has already been cleared environmentally by Metro through its Wilshire Bus Rapid Transit Project Final EIR (2002). Phase II, the remaining portion of the bus lanes west of the 405 Freeway, could be implemented upon completion of the widening of eastbound Wilshire Boulevard between Barrington Avenue and Bonsall Avenue in West LA, as proposed by Metro. This widening project will require environmental clearance, engineering and construction, which will take approximately 3-5 years to complete.

Option B: All Day Mini Bus Lanes

This option could be implemented in two phases. Phase I (engineering enhancements) could be completed within eighteen (18) months. Phase II (capital improvements) would take 3-5 years to complete because of street widening work.

Option C: Engineering Enhancements Only

Engineering enhancements could be completed within eighteen (18) months. No environmental clearance should be needed.

Removal of West LA Bus Lanes

Removal of the existing peak period bus lanes between Barrington Avenue and Centinela Avenue in West LA could be completed within two (2) months. The bus lane striping, pavement markings and signage would be removed and replaced with standard mixed flow lane striping and signage.

Cost

Option A: Peak Period End-to-End Bus Lanes

The cost of implementing this option, including engineering enhancements, would be \$14-16 million. This would include widening of Wilshire Boulevard between Barrington Avenue and Federal Avenue, minor curb lane repairs between Western Avenue and San Vicente Boulevard and installation of 200 concrete bus pads. (See Table E, attached.) Additional street widening projects to help mitigate Option A's traffic and air emission impacts would cost approximately \$6 million.

The \$14-16 million cost would cover additional traffic and parking enforcement

measures needed in the first months of operation of the peak period end-to-end bus lanes. Annual enforcement costs would range between \$250,000-\$500,000, depending on the level of need.

Public outreach would cost \$500,000.

Option B: All Day Mini Bus Lanes

The cost of implementing this option in the City portions only would be \$22-25 million. Phase I engineering enhancements would cost \$11-13 million; Phase II (capital improvements) would cost \$11-12 million. This includes widening of Wilshire Boulevard between Barrington Avenue and Federal Avenue as well as other segments. (See Table E, attached.)

The \$22-25 million cost would cover additional traffic and parking enforcement measures needed in the first months of operation for the all day mini bus lanes. Annual enforcement costs would range between \$100,000-\$250,000.

Public outreach would cost \$500,000.

Option C: Engineering Enhancements Only

The cost of implementing this option would be \$11-13 million. (See Table E, attached.) There would be no public outreach or annual enforcement costs.

Removal of West LA Bus Lanes

The cost to remove the existing peak period bus lanes between Barrington Avenue and the Santa Monica City limit in West LA would be approximately \$20,000.

All costs are preliminary estimates.

Conclusions

Of the three options examined in this report, Option A provides the greatest benefit for transit. Bus travel times would improve by an average of 24%. Bus speeds would improve by 32%. Option A also creates a dedicated bus facility that would maintain these benefits over time.

Option A also impacts traffic congestion and related air emissions, some of which could be mitigated with street widening projects. Immediately after implementation of the bus lanes, Option A would have a significant adverse impact on traffic congestion and related air emissions. With a gradual mode shift of 10% of drivers to transit, these impacts would be somewhat reduced.

Option A would cost \$14-\$16 million to implement. Additional street widening projects

to help mitigate traffic impacts would cost \$6 million. These street widening projects would necessitate a General Plan Amendment for the Wilshire Community Plan. Public outreach would cost \$500,000, and annual enforcement is estimated to cost \$250,000-\$500,000.

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Most of Option A could be implemented within eighteen (18) months depending on how quickly the curb lanes could be repaired. The remaining segment of the bus lanes could be installed upon completion of the widening of Wilshire Boulevard between Barrington Avenue and Bonsall Avenue, which could take 3-5 years.

Option B also provides significant benefits for transit, but to a lesser degree than Option A. Bus travel times would improve by an average of 18%. Bus speeds would improve by an average of 22%. Option B also creates dedicated bus lane segments that would help maintain bus travel time and speed benefits over time.

Option B would have no adverse impacts on traffic congestion and resulting air emissions. With a mode shift of 5% of drivers to transit, Option B would have a slightly positive impact on traffic congestion and air emissions.

The street widening projects proposed in Option B would necessitate a General Plan Amendment for the Wilshire Community Plan.

Option B would cost \$22-25 million to implement, which could be done in two phases. Phase I engineering enhancements would cost \$11-13 million and could be implemented within eighteen (18) months. Phase II capital improvements would cost \$11-12 million and would take 3-5 years to implement. Public outreach would cost \$500,000, and annual enforcement is estimated to cost \$100,000-\$250,000.

Option C provides the smallest benefit for bus service. Bus travel times would improve by an average of 8%. Bus speeds would improve by an average of 9%. Option C does not create any dedicated bus facilities that could maintain bus travel time and speed benefits over time. Option C also has no measurable impacts on traffic congestion or air emissions. Option C would cost \$11-13 million and could be implemented within eighteen (18) months. There would be no public outreach or annual enforcement costs.

This comparative analysis of benefits, impacts and costs indicates that Option A is the best package of Bus Rapid Transit improvements for Wilshire Boulevard to maximize benefits to transit. If the goal is to balance benefits to transit while minimizing impacts on mixed flow traffic, Option B is the best package.

FUNDING FISCAL IMPACT

LADOT will work with Metro to obtain funding for public outreach and the capital costs of the selected bus speed improvements. Some of the engineering enhancements

that are part of all three options can be implemented within LADOT's regular operating budget.

If the Option B All Day Mini Bus Lanes option is implemented, it would result in a loss of approximately \$85,000 in annual parking meter revenue to the City. If Option A Peak Period End-to-End Bus Lanes or Option C Engineering Enhancements Only is implemented, it would result in a loss of approximately \$15,000 in annual parking meter revenue to the City.

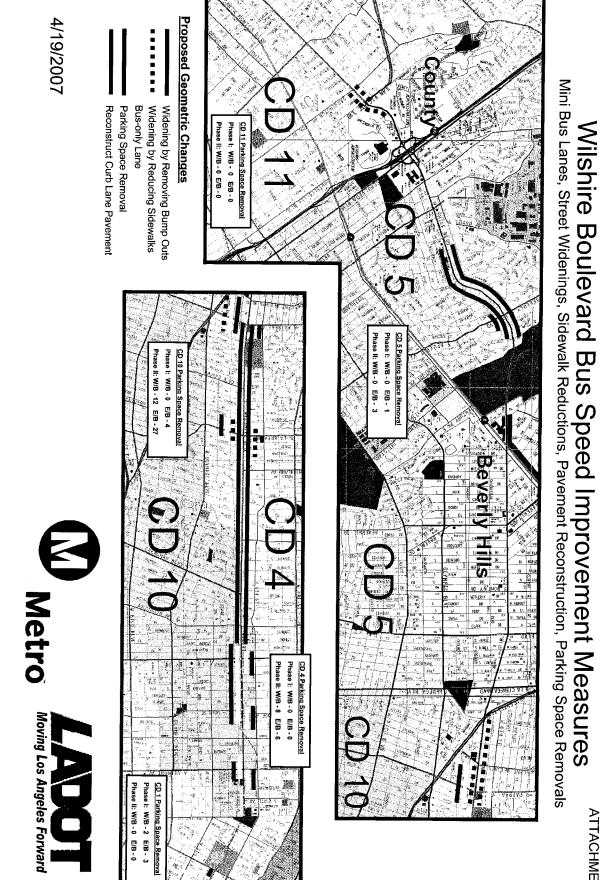
It would cost LADOT approximately \$20,000 to remove the existing bus lanes in West LA.

COORDINATION

LADOT is working with the Mayor's Office, affected Council District Offices, other City departments and Metro to improve transit operations along Wilshire Boulevard.

Attachments:

- 1. Wilshire Boulevard Bus Speed Improvement Measures (map)
- 2. Table A: Wilshire Blvd. Overall Impact Analysis (No Mode Shift)
- 3. Table B: Wilshire Blvd. Overall Impact Analysis (Mode Shift)
- 4. Table C: Wilshire Blvd. Major Intersection Delay Analysis (No Mode Shift)
- 5. Table D: Wilshire Blvd. Major Intersection Delay Analysis (Mode Shift)
- 6. Table E: Summary of Improvements
- 7. Wilshire Boulevard Bus Rapid Transit Project Final EIR Cover Page



ATTACHMENT 1

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		Optio	Option A	Optic	Option B	Option C	n C
	Condition	Peak Period ¹	Period ¹	All Day Min	All Day Mini Bus Lane	Engineering Enhancements	hancements
		End-to-Enc	End-to-End Bus Lane			Only	١
			A		$\mathbf{\nabla}$		Ā
Bus Travel Time	47.96 min ²	36.31 min ³	- 24.29%	39.33 min⁴	- 17.99%	43.97 min ⁵	- 8.33%
Bus Average Speed	11.91 mph	15.73 mph	+ 32.08%	14.52 mph	+ 21.94%	12.99 mph	+ 9.09%
Bus Level of Service (LOS)	U		3	J	0	O I	
Mixed Flow Traffic Travel Time	41.63 min ⁶	52.52 min ⁷	+ 26.16%	41.64 min ⁷	+ 0.03%	41.63 min ⁸	%0
Average Vehicle Delay at Major Intersections	87.40 sec/veh	116.40 sec/veh	+ 33.18%	87.50 sec/veh	+ 0.11%	87.40 sec/veh	%0
Traffic Emission A (CO, NOX, VOC)		+ 20-	+ 20-25%	Negli	Negligible	Negligible	gible
Parking Loss / Revenue Loss Per Year		11 Spaces	11 Spaces / \$14,650	67 Spaces / \$84,700	; / \$84,700	11 Spaces / \$14,650	/ \$14,650
Cost within City of Los Angeles [®]		\$14-16	\$14-16 million	\$22-25 million	million	\$11-13 million	million
	Phase I	18 mc	18 months	18 mc	18 months	18 months	nths
Timeframe ¹⁰	Phase II	3-5 y	3-5 years	3-5 y	3-5 years	N/A	٩

¹ Peak periods: AM = 7 - 9, PM = 4 - 6

² Bus travel time from Downtown to Santa Monica (excluding City of Beverly Hills) calculated using TPS loop data.

³ Option A travel time calculated using Metro derived data.

⁴ Option B travel time derived from comprehensive LADOT and Metro study.

⁵ Option C travel time derived from comprehensive LADOT and Metro study.

⁶ Bus travel time less bus total dwell time.

⁷ Existing travel time plus average difference in delay at all intersections.

⁸ Existing travel time. Impact on mixed flow traffic is negligible. ⁹ Preliminary cost estimate only.

¹⁰ Timeframe effective after funding obtained and public outreach completed.

TABLE B: WILSHIRE BLVD. OVERALL IMPACT ANALYSIS (Mode Shift)

	Existing Condition	Option A Peak Period ¹ End-to-End Bus L	Option A Peak Period ¹ End-to-End Bus Lane	Opti Ali Day Min	Option B All Day Mini Bus Lane	Opti Engineering E Or	Option C Engineering Enhancements Only
		States and the second se	∇		$\mathbf{\nabla}$		A
Bus Travel Time	47.96 min ²	36.31 min ³	- 24.29%	39.33 min⁴	- 17.99%	43.97 min⁵	- 8.33%
Bus Average Speed	11.91 mph	15.73 mph	+ 32.08%	14.52 mph	+ 21.94%	12.99 mph	+ 9.09%
Bus Level of Service (LOS)	c	B	£)	U	~	0
Mixed Flow Traffic Travel Time	41.63 min ⁶	48.03 min ⁷	+ 15.39%	39.88 min ⁷	- 4.21%	41.63 min [®]	%0
Average Vehicle Delay at Major Intersections	87.40 sec/veh	102.80 sec/veh	+ 17.62%	85.70sec/veh	- 1.95%	87.40 sec/veh	%0
Traffic Emission ∆ (CO, NOx, VOC)		+ 2-10%	10%	Negli	Negligible	Negl	Negligible
Parking Loss / Revenue Loss Per Year		11 Spaces	11 Spaces / \$14,650	67 Spaces	67 Spaces / \$84,700	11 Space:	11 Spaces / \$14,650
Cost within City of Los Angeles [®]		\$14-16 million	million	\$22-25	\$22-25 million	\$11-13	\$11-13 million
	Phase I	18 mc	18 months	18 mc	18 months	18 m	18 months
Timeframe ¹⁰	Phase II	3-5 years	ears	3-5)	3-5 years	N	N/A

¹ Peak periods: AM = 7 - 9, PM = 4 - 6

² Bus travel time from Downtown to Santa Monica (excluding City of Beverly Hills) calculated using TPS loop data.

³ Option A travel time calculated using Metro derived data.

⁴ Option B travel time derived from comprehensive LADOT and Metro study.

⁵ Option C travel time derived from comprehensive LADOT and Metro study.

⁶ Bus travel time less bus total dwell time.

⁷ Existing travel time plus average difference in delay at all intersections.

⁸ Existing travel time. Impact on mixed flow traffic is negligible.

⁹ Preliminary cost estimate only.

¹⁰ Timeframe effective after funding obtained and public outreach completed.

**Assumptions

1.2 persons/vehicle at Barrington Ave., Federal Ave., San Vicente Blvd., Fairfax Ave., La Brea Ave., Higland Ave., Crenshaw Blvd., Western Ave., Vermont Ave., and Alvarado St.

1.5 persons/vehicle at Beverly Glen Blvd., Westwood Blvd., Veteran Ave. and Sepulveda Blvd. Option A - Assumes 10% of people switch from mixed flow to bus

Option B - Assumes 5% of people switch from mixed flow to bus

ATTACHMENT 4

TABLE C: Wilshire Blvd. Major Intersection Delay Analysis (No Mode Shift)

	Cross Street		7-9	AM Ave	rage	4-6	PM Aver	age
			Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	19.5 sec	19.5 sec	19.0 sec	52.1 sec	52.1 sec	51 sec
1	Centinela Ave.	Level of Service	В	В	В	D	D	D
		I/S Delay Comparison with		00/	0.70/		0%	2 20/
		Existing Condition		0%	-2.7%		0%	-2.3%
			Existing	Option A	Option B	Existing	Option A	Option B
	Bundy Ave.	Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec	81.2 sec
2	(0.30 mi. from	Level of Service	Е	E	D	F	F	F
	Centinela Ave.)	I/S Delay Comparison with		0%	-24.6%		0%	-24%
		Existing Condition		070	-24.070		070	-2470
			Existing	Option A	Option B	Existing	Option A	Option B
	Barrington Ave.	Intersection Delay (sec/veh)	49.8 sec	51.6 sec	49.3 sec	71.4 sec	72.0 sec	70.8 sec
3	(0.50 mi. from	Level of Service	D	D	D	E	E	<u> </u>
	Bundy Ave.)	I/S Delay Comparison with		+3.7%	-1.2%		+0.9%	-1%
		Existing Condition						
			Existing	Option A	Option B	Existing	Option A	Option B
	Federal Ave.	Intersection Delay (sec/veh)	129.0 sec	171.2 sec	127.5 sec	135.9 sec	147.0 sec	135.3 sec
4	(0.10 mi. from	Level of Service	F	F	F	F	F	F
	Barrington Ave.)	I/S Delay Comparison with		+35.8%	-1.2%		+8.2%	-0.5%
		Existing Condition	Name of the Constitution		ou: D	T	Oution A	Oution D
		T (/ D 1 (/1)	Existing	Option A	Option B	Existing 283.2 sec	Option A 328.8 sec	Option B 283.2 sec
	Sepulveda Blvd.	Intersection Delay (sec/veh)	144.3 sec	187.6 sec	144.3 sec		528.8 Sec F	285.2 sec F
5	(0.60 mi. from	Level of Service	F	F	F	F	<u> </u>	Г
	Federal Ave.)	I/S Delay Comparison with		+31%	0%		+16.1%	0%
		Existing Condition	Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	111.6 sec	160.1 sec	111.6 sec	240.3 sec	312.5 sec	240.3 sec
6	Veteran Ave. (0.20 mi. from	Level of Service	F	F	F	F	F	F
Ŭ	Sepulveda Blvd.)	I/S Delay Comparison with						
		Existing Condition		+44.6%	0%		+30.9%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
	Westwood Blvd.	Intersection Delay (sec/veh)	109.8 sec	155.8 sec	150.9 sec	72.4 sec	84.6 sec	78.0 sec
7	(0.20 mi. from	Level of Service	F	F	F	Е	F	E
	Veteran Ave.)	I/S Delay Comparison with		1 42 80/	120 10/		+17%	+8.4%
		Existing Condition		+42.8%	+39.1%		+1/70	10.470
			Existing	Option A	Option B	Existing	Option A	Option B
	Beverly Glen Blvd.	Intersection Delay (sec/veh)	50.9 sec	115.2 sec	50.9 sec	46.7 sec	110.7 sec	46.7 sec
8	(1.10 mi. from	Level of Service	D	F	D	D	F	D
	Westwood Blvd.)	I/S Delay Comparison with		+122.4%	0%		+137.2%	0%
		Existing Condition		122.770				
			Existing	Option A	Option B	Existing	Option A	
I	San Vicente Blvd.	Intersection Delay (sec/veh)	97.0 sec	137.1 sec	68.8 sec	58.5 sec	96.2 sec	48.0 sec
9	(2.20 mi. from	Level of Service	F	F	E	E	F	D
1	Beverly Glen Blvd.)	I/S Delay Comparison with		+41.3%	-29.4%		+69.6%	-16.3%
		Existing Condition						

	Cross Street		7-9	AM Ave	rage	4-6	PM Avei	rage
			Existing	Option A	Option B	Existing	Option A	Option B
	Fairfax Ave.	Intersection Delay (sec/veh)	98.5 sec	151.5 sec	82.0 sec	93.9 sec	153.3 sec	65.6 sec
10	(0.60 mi. from	Level of Service	F	F	F	F	F	Е
	San Vicente Blvd.)	I/S Delay Comparison with Existing Condition		+57.5%	-14.7%		+66.1%	-29.1%
			Existing	Option A	Option B	Existing	Option A	Option B
	La Brea Ave.	Intersection Delay (sec/veh)	64.3 sec	98.7 sec	62.9 sec	98.9 sec	132.5 sec	84.15 sec
11	(1.00 mi. from	Level of Service	E	F	Е	F	F	F
	Fairfax Ave.)	I/S Delay Comparison with Existing Condition		+55%	-1.9%		+34.8%	-14.3%
			Existing	Option A	Option B	Existing	Option A	Option B
	Highland Ave.	Intersection Delay (sec/veh)	33.8 sec	41.4 sec	33.8 sec	58.4 sec	64.5 sec	58.4 sec
12	(0.33 mi. from	Level of Service	С	D	С	E	Е	Е
	La Brea Ave.)	I/S Delay Comparison with Existing Condition		+22.5%	0%		+10.4%	0%
	<u></u>		Existing	Option A	Option B	Existing	Option A	Option B
	Crenshaw Blvd.	Intersection Delay (sec/veh)	85.0 sec	95.3 sec	85.0 sec	88.3 sec	119.3 sec	88.3 sec
13	(1.10 mi. from	Level of Service	F	F	F	F	F	F
	Highland Ave.)	I/S Delay Comparison with Existing Condition		+12%	0%		+37.5%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
	Western Ave.	Intersection Delay (sec/veh)	44.7 sec	71.3 sec	71.3 sec	58.6 sec	81.8 sec	81.8 sec
14	(0.58 mi. from	Level of Service	D	E	Е	Е	F	F
	Crenshaw Blvd.)	I/S Delay Comparison with Existing Condition		+50.7%	+50.7%		+38.6%	+38.6%
			Existing	Option A	Option B	Existing	Option A	Option B
	Vermont Ave.	Intersection Delay (sec/veh)	72.9 sec	96.9 sec	96.9 sec	106.1 sec	136.9 sec	136.9 sec
15	(1.00 mi. from	Level of Service	E	F	F	F	F	F
	Western Ave.)	I/S Delay Comparison with Existing Condition		+33.4%	+33.4%		+28.3%	+28.3%
			Existing	Option A	Option B	Existing	Option A	Option B
	Alvarado St.	Intersection Delay (sec/veh)	20.9 sec	62.3 sec	20.9 sec	21.4 sec	38.0 sec	21.4 sec
16	(1.00 mi. from	Level of Service	С	E	С	С	D	C
	Vermont Ave.)	I/S Delay Comparison with Existing Condition		+192.5%	0%		+77.6%	0%

Total Delay (sec)

lay (sec)	1204.9	1688.4	1228.3	1592.8	2036.9	1571.1
Δ		+40.1%	+1.9%		+27.9%	-1.4%

Notes:

- 1 Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.
- 2 Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)
- 3 The default ideal saturation flow rate of 1900 vehicles per lane per hour is used for most intersections except at Veteran Ave., Sepulveda Blvd., Westwood Blvd., San Vicente Blvd., and Fairfax Ave., where 1500 is used because of special traffic characteristics.

ATTACHMENT 5

🧭 TABLE D: Wilshire Blvd. Major mtersection Delay Analysis (Mode shift)

(Cross Street		7-9	AM Avei	rage	4-6	PM Avei	rage
			Existing	Option A	Option B	Existing	Option A	Option B
		Intersection Delay (sec/veh)	19.5 sec	19.5 sec	19.0 sec	52.1 sec	52.1 sec	51 sec
1	Centinela Ave.	Level of Service	В	В	В	D	D	D
		I/S Delay Comparison with Existing Condition		0%	-2.7%		0%	-2.3%
			Existing	Option A	Option B	Existing	Option A	Option B
	Bundy Ave.	Intersection Delay (sec/veh)	72.9 sec	72.9 sec	53.2 sec	106.7 sec	106.7 sec	81.2 sec
2	(0.30 mi. from	Level of Service	Е	Е	D	F	F	F
	Centinela Ave.)	I/S Delay Comparison with Existing Condition		0%	-24.6%		0%	-24%
			Existing	Option A	Option B	Existing	Option A	Option B
	Barrington Ave.	Intersection Delay (sec/veh)	49.8 sec	49.15 sec	49.3 sec	71.4 sec	71.65 sec	70.8 sec
3	(0.50 mi. from	Level of Service	D	D	D	E	E	Е
5	Bundy Ave.)	I/S Delay Comparison with Existing Condition		-0.1%	-1.2%		+0.2%	-1%
			Existing	Option A	Option B	Existing	Option A	Option B
	Federal Ave.	Intersection Delay (sec/veh)	129.0 sec	160.8 sec	127.3 sec	135.9 sec	146.6 sec	135 sec
4	(0.10 mi. from	Level of Service	F	F	F	F	F	F
	Barrington Ave.)	I/S Delay Comparison with Existing Condition		+26.8%	-1.3%		+8%	-0.8%
			Existing	Option A	Option B	Existing	Option A	Option B
	Sepulveda Blvd.	Intersection Delay (sec/veh)	144.3 sec	162.2 sec	144.3 sec	283.2 sec	285.1 sec	283.2 sec
5	(0.60 mi. from	Level of Service	F	F	F	F	F	F
	Federal Ave.)	I/S Delay Comparison with Existing Condition		+12.6%	0%		+0.7%	0%
	· · · · · · · · · · · · · · · · · · ·		Existing	Option A	Option B	Existing	Option A	Option B
	Veteran Ave.	Intersection Delay (sec/veh)	111.6 sec	142.5 sec	111.6 sec	240.3 sec	294.6 sec	240.3 sec
6	(0.20 mi. from	Level of Service	F	F	F	F	F	F
Ŭ	Sepulveda Blvd.)	I/S Delay Comparison with Existing Condition		+28.2%	0%		+23%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
	Westwood Blvd.	Intersection Delay (sec/veh)	109.8 sec	129.9 sec	140.9 sec	72.4 sec	79.3 sec	78.0 sec
7	(0.20 mi. from	Level of Service	F	F	F	E	E	E
	Veteran Ave.)	I/S Delay Comparison with Existing Condition		+18.9%	+29.7%		+10.5%	+5.7%
			Existing	Option A	Option B	Existing	Option A	Option B
	Beverly Glen Blvd.	Intersection Delay (sec/veh)	50.9 sec	87.4 sec	50.9 sec	46.7 sec	82.55 sec	46.7 sec
8	(1.10 mi. from	Level of Service	D	F	D	D	F	D
ľ	Westwood Blvd.)	I/S Delay Comparison with Existing Condition		+68.7%	0%		+76.6%	0%
			Existing	Option A	Option B	Existing	Option A	Option B
	San Vicente Blvd.	Intersection Delay (sec/veh)	97.0 sec	112.3 sec	63.4 sec	58.5 sec	67.4 sec	47.4 sec
9	(2.20 mi. from	Level of Service	F	F	E	E	E	D
Í	Beverly Glen Blvd.)	I/S Delay Comparison with Existing Condition		+17%	-35.1%		+17.4%	-17.3%

Cross Street			7-9 AM Average			4-6 PM Average		
			Existing	Option A	Option B	Existing	Option A	Option B
10	Fairfax Ave. (0.60 mi. from San Vicente Blvd.)	Intersection Delay (sec/veh)	98.5 sec	127.4 sec	78.9 sec	93.9 sec	126.6 sec	62 sec
		Level of Service	F	F	Е	F	F	E
		I/S Delay Comparison with Existing Condition		+31.3%	-17.2%		+37.4%	-32.5%
			Existing	Option A	Option B	Existing	Option A	Option B
11	La Brea Ave. (1.00 mi. from	Intersection Delay (sec/veh)	64.3 sec	81.4 sec	62.9 sec	98.9 sec	111.5 sec	81.7 sec
		Level of Service	Е	F	Е	F	F	F
	Fairfax Ave.)	I/S Delay Comparison with Existing Condition		+27.6%	-1.9%		+13.1%	-16.4%
			Existing	Option A	Option B	Existing	Option A	Option B
	Highland Ave.	Intersection Delay (sec/veh)	33.8 sec	35.05 sec	33.8 sec	58.4 sec	59.6 sec	58.4 sec
12	(0.33 mi. from	Level of Service	С	D	С	Е	Е	E
	La Brea Ave.)	I/S Delay Comparison with Existing Condition		+3.7%	0%		+1.5%	0%
		<u> </u>	Existing	Option A	Option B	Existing	Option A	Option B
	Crenshaw Blvd.	Intersection Delay (sec/veh)	84.95 sec	94.75 sec	84.95 sec	88.3 sec	117.6 sec	88.3 sec
13	(1.10 mi. from	Level of Service	F	F	F	F	F	F
	Highland Ave.)	I/S Delay Comparison with Existing Condition		+11.3%	0%		+36.5%	0%
	, — , — , — , — , — , — , — , — , — , —		Existing	Option A	Option B	Existing	Option A	Option B
	Western Ave.	Intersection Delay (sec/veh)	44.7 sec	58.4 sec	64.5 sec	58.6 sec	66.1 sec	73.4 sec
14	(0.58 mi. from	Level of Service	D	E	Е	Е	Е	E
	Crenshaw Blvd.)	I/S Delay Comparison with Existing Condition		+25.7%	+37.4%		+12.5%	+24.6%
			Existing	Option A	Option B	Existing	Option A	Option B
	Vermont Ave.	Intersection Delay (sec/veh)	72.9 sec	85.95 sec	90.9 sec	106.1 sec	120.1 sec	128.1 sec
15	(1.00 mi. from	Level of Service	Е	F	F	F	F	F
	Western Ave.)	I/S Delay Comparison with Existing Condition		+18.2%	+25%		+12.8%	+20.1%
			Existing	Option A	Option B	Existing	Option A	Option B
16	Alvarado St.	Intersection Delay (sec/veh)	20.9 sec	47.9 sec	20.9 sec	21.4 sec	34.25 sec	21.4 sec
	(1.00 mi. from	Level of Service	С	D	C	С	C	C
	Vermont Ave.)	I/S Delay Comparison with Existing Condition		+124.7%	0%		+60.1%	0%

Total Delay (sec)

(sec)	1204.9	1467.5	1196.8	1592.8	1821.8	1545.1
Δ		+21.8%	-0.7%		+14.4%	-3%

Notes:

- 1 Option A is for end-to-end peak-period (7-9AM, 4-7PM) bus lanes.
- 2 Option B is for "mini" bus lanes at selected intersections all day. (7AM-7PM)
- 3 The default ideal saturation flow rate of 1900 vehicles per lane per hour is used for most intersections except at Veteran Ave., Sepulveda Blvd., Westwood Blvd., San Vicente Blvd., and Fairfax Ave., where 1500 is used because of special traffic characteristics.
- 4 A mode shift of 10% is assumed for Option A (except where bus lanes exist)
- 5 A mode shift of 5% is assumed for Option B where bus lanes are proposed.

ATTACHMENT 6

	Improvements	Capital Cost	Schedule
Option A (Peak-Period End-to- End Bus Lanes)	1. Convert existing curb lanes to bus lanes from Downtown to Santa Monica City Limit (excluding City of Beverly Hills)	\$1 Million	12 months
	2. Widen between Federal Avenue and Barrington Avenue to add an EB bus lane	\$2 Million	3-5 years
	3. Engineering Enhancements (Option C)	\$11-13 Million	18 months
	Total	\$14-16 Million	3-5 years
Option B (All Day Mini Bus Lanes)	 Convert existing curb lanes to bus lanes at: Vermont Avenue Normandie Avenue Western Avenue Westwood Boulevard (WB only) 	\$0.3 Million	6 months
	2. Widen between Fairfax Ave and San Vicente Boulevard to add a bus lane for both directions	\$6.5-7.5 Million	3-5 years
	3. Widen between Mansfield Avenue and Cloverdale Avenue to add an EB bus lane near La Brea Avenue	\$2.2 Million	3-5 years
	4. Widen between Federal Ave. and Barrington Ave, to add an EB bus lane	\$2 Million	3-5 years
	5. Engineering Enhancements (Option C)	\$11-13 Million	18 months
	Total	\$22-25 Million	3-5 years
Option C (Engineering Enhancements Only)	 Enhanced Transit Priority System (TPS) Bus stop relocations On-street parking removal Other traffic engineering improvements 	\$1 Million	12 months
	Curb lanes pavement repair between Western Avenue and San Vicente Boulevard	\$3-4 Million	18 months
	Concrete bus pads at 200 locations	\$7-8 Million	18 months
	Total	\$11-13 Million	18 months

TABLE E: SUMMARY OF IMPROVEMENTS

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ATTACHMENT 7

MID-CITY/WESTSIDE TRANSIT CORRIDOR WILSHIRE BUS RAPID TRANSIT PROJECT Final Environmental Impact Report (EIR) State Clearinghouse No. 2000051058 Volume I

Prepared for Los Angeles County Metropolitan Transportation Authority

> Prepared by EIP Associates Terry A. Hayes & Associates Korve Engineering Meyer, Mohaddes Associates Manuel Padron Associates The Robert Group Consensus Planning Group

In Association with Suisman Urban Design Greenwood and Associates Hatch Mott MacDonald Harris Miller Miller & Hanson, Inc. Wagner Engineering & Survey, Inc. W. Koo & Associates, Inc.

August 1, 2002

JUN 2 0 2000

SCANNED IN RMC

CHARLES EDELSOHN

0334 WILKINS AVE. LOS ANGELES, CA 90024

June 15, 2000

Mr. David Mieger, Project Manager Mid City / Westside Transit Corridor Los Angeles County MTA One Gateway Plaza MS 99-22-05 Los Angeles, CA 90012

Dear Mr. Mieger,

I am providing this letter of comment and suggestion in response to the preliminary plans for the Mid City / Westside Transit Corridor. I am a resident of the affected area.

I. I want to call to your attention the possibility of an adverse environmental impact on my immediate neighborhood. I live in the area South of Wilshire, West of Club View Drive, North of Santa Monica Boulevard and East of Beverly Glen Boulevard. This area has already been noted as impacted by the Santa Monica Transit Parkway (SMTP) EIR and traffic mitigation measures have been included in the MTA recommendations for the SMTP.

The plans which you and your staff showed to the public at the May and June open houses includes widening of that section of Wilshire Boulevard West of Comstock Avenue to three traffic lanes in each direction, plus the designated busway, while the section East of Comstock shows two traffic lanes in each direction, plus the busway. Wilshire East of Comstock is a heavily congested traffic zone even with the present three lanes in each direction. My concern is that reduction of the number of lanes from three to two creates the potential for a severe bottleneck for Eastbound traffic at Comstock. If this is the case, a driver who encounters this bottleneck will be tempted to avoid the congestion by turning South on Comstock and proceeding though our single family residential area to Santa Monica Boulevard and then East to Beverly Hills. If the backup is severe enough, the diversion of traffic through residential areas could occur on streets significantly West of Comstock including Beverly Glen, Holmby, Westholme, etc. (There is also the possibility of a similar bottleneck in the Westbound direction, depending on the relative width of Wilshire Boulevard further East in Beverly Hills compared to the Santa Monica to Comstock section.)

With this concern in mind, I suggest to you that three steps be taken now:

1. Computer simulation studies should be done to assess the impact of this proposed transition to two lanes not only on Wilshire Boulevard traffic but also in residential areas North and South of Wilshire Boulevard, taking into account the projected increase in traffic levels for the next 10 to 50 years.

2. If the Wilshire Boulevard route is adopted, I believe Wilshire Boulevard should be widened from Comstock Avenue to Santa Monica Boulevard to avoid such a bottleneck. The simulation studies should include this option.

3. If Wilshire Boulevard cannot be widened to avoid such a bottleneck, consideration should be given to protective traffic mitigation measures on the North boundary of our neighborhood, such as the chokers recommended by the MTA for the South boundary of our neighborhood, which is Santa Monica Boulevard. The simulation studies should include this option for comparison also.

II. I would further suggest to you that, if not already included, you should study the effect of the proposed East West transit improvements on North South traffic. Improved flow on Wilshire Boulevard and on the SMTP may act as a magnet to draw more San Fernando Valley commuter traffic on to Sepulveda Boulevard, the 405 Freeway, Roscomare Road, Beverly Glen Boulevard, Benedict Canyon, etc.

III. While they do not affect my immediate neighborhood, it is my belief that every reduction in the number of traffic lanes available for passenger vehicles should also be subject to similar studies for impacts on traffic flow on Wilshire Boulevard and for spillover into adjacent neighborhoods. For example, the reduction from three to two lanes from San Vicente to Santa Monica during peak rush hours, when parking is presently prohibited in Beverly Hills, is very likely to severely affect traffic flow and cause spillover to Charleville and Gregory Way.

Similarly, the reduction from four lanes presently, to three planned, at Westwood Boulevard and from three to two from Veteran to the 405 Freeway is likely to seriously affect the rush hour traffic to and from UCLA for this section of highway which has already earned it the title of most heavily traveled in the country. The effect on Westwood Village and the surrounding residential area must be considered. As a member of the Westwood Homeowner's Association Board, I will urge my group to be vigilant on this issue.

It is my belief that no lane reductions should be made on any street where rapid transit is introduced. You and our government elected officials must prove to the electorate that no deleterious effects are being instituted where the assured benefits do not outweigh the obvious harm. I call to your attention the public outrage which ensued when the first Freeway Diamond Lanes were instituted without compensatory widening of the freeways and the hasty reversal which occurred in the face of this public outrage.

IV. I also call to your attention the recent Public Broadcast System (PBS) television special in which even transportation experts questioned the applicability of rapid transit to suburban areas such as the Los Angeles Westside. They point out that rapid transit was developed in about 1900 to allow people to get away from the ultra high density housing (now called tenements) of areas such as lower Manhattan. These conditions do not exist in the year 2000 on the Los Angeles Westside.

Alternatives such as adaptive control of signal lights to maximize traffic flow under changing traffic conditions, use of underutilized rights of way such as Exposition, vertical expansion of the freeways to incorporated additional automobile lanes and/or rapid public transit, reversal of traffic flow on streets and freeways to accommodate rush hour traffic, and other solutions are available in our area which do not reduce presently available traffic flow. The Metro Rapid system of express buses being instituted on June 24 without dedicated busways may be sufficient by itself for our sub-urban population density. I urge you, the MTA and the County Supervisors to be extremely sure that the solution adopted is the right solution.

As a California Registered Professional Engineer who has been engaged in the practice of Systems Engineering and Operations Research for most of my career, I know full well the advantage of predictive analysis over fixing a problem after it is cast in concrete. Please accept my concerns and suggestions in the spirit in which they are intended, as an aid to your process of providing an optimum design for the citizens of the Westside and all of Los Angeles County.

Please call on me if I can be of any further assistance in your difficult studies.

Sincerely yours,

1 Miluto

Charles Edelsohn

California Board of Registration for Professional Engineers E 7224 CS 3599 10334 WILKINS AVE. LOS ANGELES, CA 90024

RESUME

•Introduction - I enjoy being an engineer. I like solving problems. Although I have done a lot of engineering management, and wrote a Masters Thesis on the subject, solving technical problems is more appealing than solving management problems.

•Problem Solving - My problem solving is inventive rather than handbook oriented, cutting to the core quickly. I describe this as finding the eigenvectors or natural dimensions of the problem, to visualize it in a way that makes the solution simple. I tend to interpret a problem geometrically before I write the equations.

•Physical Parameters - I prefer parametric solutions which allow rapid investigation of multiple variables. I used to do this with nomograms, such as those I contributed to the Air Force Space Planners Guide. Now it is easier to accomplish this with spreadsheets. I also prefer simulations done with Labview or Matlab, which provide ready reference to the physics of the problem, to maintain contact with my engineering intuition.

• Presentation Skills - Explaining things orally, or in viewgraph presentations, or in written reports comes easily to me. I have spent a lot of my career writing good proposals, many of which have won.

•Disciplines - My career has ranged over many engineering disciplines. At Purdue my major interest was control systems theory. My first job was designing television receivers. My TV inventions include a built-in antenna covering both VHF bands, a delay line synchronization system and a noise reduction system. In the Los Angeles aerospace industry, I worked on missile guidance systems, became Electronics Manager for the Eagle missile and then Chief Engineer for Systems Research at Bendix. At Aerospace Corporation I did Operations Research, cost benefit optimization, evaluated proposals to the Air Force, and designed a Soviet ABM system for an intelligence need. Planning Research Corporation assignments included analyzing multiple systems, leading a Navy Navigation Study, and managing Navy studies of Radar Satellites performed by Hughes and North American.

During my 23 years at Hughes Space I worked mainly on classified programs and proposals. In the open world, I led a 100 meter antenna reconnaissance satellite study, wrote proposals for new weather satellites, invented a passive, coherent, microwave synthetic array imaging system, led the systems engineering support for GM at Hughes Space when Hughes was bought by GM, led the development of an automotive simulation laboratory and the application of aerospace analysis and simulation to anti-lock brakes, traction control, and active suspension systems for GM cars. I conceived and designed an aperture synthesis radio telescope for deployment on the back side of the moon and, in conjunction with Cal Tech, led the Grant Proposal effort for a single spacecraft launch to deploy both the moon based telescope and a communications relay station at the libration point. My title was Chief Scientist.

•Entrepreneur - Upon retirement, Hughes leadership encouraged me to pursue my coherent synthetic array imaging systems. I obtained two prime contracts from the Air Force and hired Hughes and Raytheon as my subcontractors. This effort was completely successful in demonstrating the capabilities of the invention. We produced recognizable microwave images and the performance matched analytic predictions to within a fraction of a dB.

•Intent - I am lucky to have found a career I like. I am very good at inventive, analytic engineering. I can enhance an organization or a project by providing creative solutions to problems.

•Details - A full CV detailing my career and published papers as examples of my work are both available.

Charles Edelsohn

Oct.21, 2009

Re: Wilshire BRT project

Some of these queries re the Environmental Impact Report on the Wilshire BRT were asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the list as of that date was given to Ms. Litvak at that meeting. This question list is updated, and is the one whose questions must be addressed. It is being sent by electronic and postal mail to Martha Butler at MTA.

Jerome Brown, M.D. President The Diplomat Condominium Association 10350 Wilshire Bl. LA, CA 90024

First I wish to make a very general observation about the process which is taking place: I attended prior meetings about the proposed BRT project, during which time numerous requests were made to define in detail what exactly the project was. Often, the answer was to the effect that "we don't know", that someone not in attendance would get the answer for us, or that the answers would be forthcoming during the second round of hearings, a round which never occurred. Consequently, questions asked have never been answered, and the specifics of the project upon which we are supposed to be commenting remain a mystery to us. Seven or eight months ago, the last outreach about this project to the citizenry of Los Angeles occurred. Why, in a period of a few weeks, has the process dramatically accelerated, with no further delineation of the project itself? And why such short notice re the scoping meetings and so few days to respond? MTA has had **years** to prepare and certainly the likelihood that a full EIR would be needed did not just arise!

Questions to be answered by MTA in its environmental impact report regarding the Wilshire Boulevard bus only lane

- 1. What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
- 2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
- 3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address

the issues of resultant increased air and noise pollution, and concomitant decrease in property values.

- 4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jut outs, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself
- 5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself?
- 6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on a BRT project
- 7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R.T. lane
- 8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours. The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project
- 9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
- 10. Explain how the creation of a bus only lane, and that these streets can handle such? 10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the "bottle" without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
- 11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
- 12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
- 13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a \$31 million project?. The cost of restriping would be essentially zero, and the benefits easily seen immediately.. Could it be that, in fact, simple solutions to

Subject: FW: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets Date: Wednesday, October 21, 2009 2:55 PM From: Litvak, Jody Feerst <Litvakj@metro.net> To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

From: Kent Strumpell [mailto:kentstrum@aol.com]
Sent: Wednesday, October 21, 2009 2:50 PM
To: sealnbear@aol.com
Cc: Paul Backstrom; David Ewing; Len Nguyen; Litvak, Jody Feerst;
Matthew Hetz; Jay Ross
Subject: Re: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets

Bill Pope's comments about the "drastic" reduction in capacity of bus-only lanes vs. mixedflow lanes assumes that we want to continue prioritizing private vehicle use over transit use on Wilshire Blvd. I believe we need to be going in the opposite direction and begin prioritizing transit on Wilshire because:

1. Wilshire is the most destination-rich corridor in Los Angeles. It is essentially a "linear downtown" defined by a corridor of high-rise buildings along most of it. There is simply too much travel demand created by this density and too little roadway capacity for single-occupant vehicles to accommodate that need for access.

2. Wilshire is the most heavily used used transit corridor in the city.

3. Buses are regularly stuck in traffic on Wilshire.

4. We need to explore ways to provide alternatives to congestion, such as transit priority. Simply stating that most of the passengers on Wilshire are in private cars does not mean they should be entitled to use a mode that clogs the system. It is a poor use of a limited public resource. Without implementing potential solutions like bus-only lanes, we are resigning ourselves to a system that will be continually dysfunctional at peak hours.

To make another point relative to the discussion, I think the EIR for this project needs to evaluate the use of center median bus-only lanes and stations to avoid the operational

compromises of curbside bus-only lanes, even if this requires additional reduction of lanes and/or on-street parking.

Kent Strumpell

On Oct 21, 2009, at 11:06 AM, sealnbear@aol.com wrote:

For a "layman's response", Paul, that was pretty good! Thanks, Bill Pope, for your input, which I am forwarding to the rest of the CD11 T-Committee. My list of our committee's scoping comments/ concerns will come out shortly, and I urge you all (if you're so inclined) to contact Jody Litvak of Metro (Litvakj@metro.net) who has done great work both on the Wilshire BRT project and the Wilshire Subway project.

I am forwarding Jay Ross' comments to you all right after this one. It is my belief that both Bill and Jay's comments are both replete with excellent insights and--whether they're "correct" or not--issues that MUST be addressed as we move forward on this Wilshire BRT issue.

(My own \$.02 is that regional commuters to Wilshire Blvd. need much, much bus and parking connections than what currently exist to ensure access to the Wilshire BRT as well as to obviate the need for streetside parking while also enhancing the business/ economic opportunities for the community, and without inappropriately forcing car commuters to curbside parking on adjacent residential streets) Cheers,

Ken Alpern

Co-Chair, CD11 Transportation Advisory Committee

Sent: Wed, Oct 21, 2009 9:51 am Subject: Re: Dedicated Bus Lanes Vs. Transit Priority Signals and Streets

Hi Bill,

Transit Signal Priority operates on two levels: 1. System Priority and 2. Local Intersection Priority. LADOT has worked with Metro to establish Transit Signal Priority on every Metro Rapid route.

System Priority refers to providing priority to buses over the entire bus route. The system knows the schedule of each bus on the route and monitors arrival times to ensure buses are arriving according to schedule. If they are not arriving according to schedule, green time is adjusted along the route to give the route priority to move the bus/buses along (within certain constraints because we still have to move pedestrians and traffic at the cross streets).

Local Intersection Priority refers to priority at a specific intersection. Transit signal priority loop detectors are placed at the beginning and terminus of an intersection. Transponders on the buses trigger these loops when they pass over them to let the signal know that a bus is approaching and give it a few additional seconds to pass through the intersection and also let the signal know when the bus has passed through the other side.

That's my layman's understanding. I hope that helps.

On a final note, I don't believe it's signal priority vs. bus lane here. Both can work well together to enhance our transit system in the right application and each application will have its own specific set of factors to consider.

I don't purport to be an engineer or a BRT expert for that matter but off the top of my head a few other items to consider relative to dedicated bus lanes would be the enhancement of system reliability (buses arriving at stops and destinations on time) by providing a dedicated lane which is always attractive to transit users and reducing travel times which again is always a big plus for transit users.

PAUL BACKSTROM

>>> "Bill Pope" <billpope1@verizon.net> 10/21/2009 12:33 AM >>> Dedicated Bus Lanes Vs. Transit-Priority Traffic Signal (or Bus-Priority Streets)

Dedicating vehicle-lanes to buses does not make the optimum use of that precious real estate for the following reasons:

• One lane, on a street that shares equal time with cross traffic, can carry about 750 private vehicles per hour.

• If buses were given exclusive access to a lane that could also be used by private vehicles, it would take 15 buses, carrying an average of 50 passengers each, just to accommodate the drivers of the private vehicles pushed out of the lane.

• To get 15 buses an hour, you have to have enough buses on the line to run them every 4 minutes (at 4-minute headways).

L.A. (and the other cities who run most of the buses in L.A.) only have enough buses to run them at 5 - 10 minute headways, depending on the route. This equates to carrying only 300 to 600 commuters per hour, as opposed to at least 750 in private vehicles, or more if private vehicles carry multiple commuters.

• Therefore, dedicating lanes to buses today would drastically reduce the lane's carrying capacity.

I believe LADOT's plan for aiding bus transit is the best plan. LADOT's plan is usually referred to as Transit-Priority Traffic Signals or Transit-Priority Streets, i.e., traffic signals controlled by buses. Buses nearing an intersection can hold the traffic signal "green" until they clear the intersection.

LADOT is also getting developers to pay the expense of moving bus-stops from the near corner of an intersections to the far corner of the intersections. While this may being done primarily to prevent buses for blocking private vehicle traffic from making Right Turns while a bus is stopped to exchange passengers, it also aids bus riders. It allows buses to quickly pull back into a relatively empty travel lane (after making a 10 to 15 second stop at the far corner) while the traffic competing for that lane is still stopped on the near side of the intersection. Buses also then have relatively little competition for the lane for almost the next quarter mile.

My proposed enhancement to LADOT's current plan is the same thing I proposed in 2007. Every additional trip added by a land development project should be considered a "Significant Impact" and must be mitigated. Make land developers pay a Commuter Accommodation Fee for every additional trip their project adds. Channel the money to the appropriate transit agency, and use that money to 1) move all the bus-stops to the far corner, then 2) buy more buses.

As more buses are added to a lane, more private vehicles are displaced from the lane. But that's OK because more riders can be accommodated on the newly added buses. Over time, the lane become pretty much "dedicated" to buses.

My above description of LADOT's Transit-Priority Signal plan is based partly on what I know and partly on my rational of what it should be.

Paul Backstrom, can you verify that I have correctly described LADOT's Transit-Priority Signal plan? If not, please correct our understanding.

Ken Alpern, please forward this to the other T-Committee members, such as Alex and the gentleman sitting across from him as I do not have their email addresses.

Thanks,

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Date: October 7, 2009

Martha Butler, Project Manager Metro, One Gateway Plaza Los Angeles, CA 90012

Re: Bus Lanes on Wilshire Blvd

Dear Mrs. Butler,

On behalf of 108 concerned homeowners at Ten Five Sixty Wilshire Condominium Association we would like to express our displeasure regarding the proposed Wilshire Bus Rapid Transit Project.

This proposal is very detrimental and dangerous to our community because the majority of the highrise buildings on the corridor have their main entrance on Wilshire Boulevard. To make matters worse, one of the most important issues here is that the majority of the residents in the community are senior citizens between the ages of sixty (60) to eighty (80) years of age with generally slower reaction times. There have been serious accidents caused by people trying to exit their driveways onto Wilshire Boulevard in this area and rapid traveling buses would only exacerbate this situation.

This project would prelude service vehicles from parking on Wilshire Blvd and force them to park in the neighborhood side streets increasing travel on these streets. If the "jut outs" were also removed that would only make the situation worse. These streets additionally require city parking permits. It is our understanding that previous Environmental Impact Reports indicated that traffic flow through our area was not obstructed. It is for all the stated reasons that we believe that our corridor area should be exempt from this project.

We hope that you will take seriously our concerns with regard to implementation of this project in our area.

Sincerely,

Board of Directors

Ten Five Sixty Wilshire Condominium Association

Cc: wilshirebrt@metro.net

10560 Wilshire Boulevard Los Angeles, California 90024 Telephone 310/470-1006 Fax 310/470-7017

Tract No. 7260 Association, Inc.

Serving the area between Santa Monica and Pico, and Beverly Glen and Century City *www.tract7260.org*

President Mike Eveloff	Ms. Martha Butler Project Manager Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza
Vice-President	Los Angeles, CA 90012
Treasurer Darius Gagne Board of Directors Clyde Augustson Marie Epstein Michael Eveloff Darius Gagne Mike Green Richard S Harmetz Kurt Herrmann Patty Hoffen Shirley Kiley Don Parker Mark Robbins Richard Smith C. Z. Wick Diane Witz Kurt Wortman	Sent via Email to Wilshirebrt@metro.net
	October 21, 2009
	Ms. Butler:
	Please accept this letter as Tract No. 7260 Association's comments with regard to the Wilshire BRT project scoping process.
	The Tract No. 7260 Association area is comprised of over 1300 residences and is bounded by Pico and Santa Monica Boulevards and Beverly Glen and Century City. Our Association has been exceptionally involved in development-related activities in West L.A. and has a deep commitment to supporting improvements to the infrastructure.
	Our Association works closely with the homeowner associations which are directly adjacent to the project, including Westwood Homeowners Association, Comstock Hills Homeowners Association and the Holmby-Westwood Homeowners Association.
	Overview
	Tract 7260 is located approximately a half mile from the project. Due to the interrelated nature of West L.A. traffic, interaction with past development agreements and the use of Wilshire by our members, Tract 7260 has several areas of interest with regard to the Wilshire BRT project.
	We are primarily concerned with traffic, public safety, the lack of a regional transportation plan and overall transportation policy.

In the case of the proposed project, we have concerns over access to the 405 freeway, the UCLA medical center, several schools and religious institutions and ingress/egress for residential properties and communities along the project's path. This includes concerns relating to reductions in roadway capacity for passenger vehicles as lanes are taken for project use.

Our detailed questions/scoping requests are provided below.

Scoping Requests:

- 1. We request a complete review of ingress and egress from residential and hotel properties on Wilshire Boulevard. Special attention should be given to the age demographic of the residents.
- 2. We request a complete review of accelerated road degradation along the bus lanes including speed reductions associated with degraded road surfaces.
- 3. We request a complete review of interaction with the ATCS system. The ATCS system was installed at several intersections as mitigation for other development projects. A full review of interactions with prior development agreements must be included.
- 4. We request a complete review of all north/south roadways which intersect Wilshire Boulevard for a minimum of several blocks in each direction. Signalization and impacts on access to businesses should be included.
- 5. We request a complete study of the impacts of the project on access to the 405 freeway, with an emphasis on passenger cars merging across bus lanes.
- 6. We request a full review of the aesthetic impacts of the project with an emphasis on Wilshire Boulevard's status as a scenic highway.
- 7. We request a full review of all turn movements from residential neighborhoods onto Wilshire Boulevard and how they will be impacted by the project.
- 8. We request a full review of the impact of the project on parallel streets such as Santa Monica and Olympic Boulevards which may see increased auto traffic as bus traffic and reduced capacity impact Wilshire.
- 9. We request a full review of crossover streets between alternate east/west routes and the project. This includes Beverly Glen, Westwood and Sepulveda Boulevards.
- 10. We request a review of the project's impact at the intersection of Santa Monica and Wilshire Boulevards. This intersection is highly traveled and serves as one of the primary pathways to Century City.
- 11. We request a review of air quality impacts of the project given that the number of lanes available to passenger cars will be reduced, thus increasing queue times at numerous intersections.
- 12. We request a full review and disclosure of any signalization changes which may be proposed and how the changes might impact first responder access to surrounding neighborhoods and the UCLA medical center.
- 13. We request a complete ridership analysis for each segment to validate the project's usefulness in each segment. This should include the marginal increase in ridership over baseline conditions.
- 14. We request a complete analysis of the project's consistency with each community and specific plan which is adjacent to or is impacted by the project. This includes the Wilshire/Westwood specific plan and the Scenic Highways Plan.
- 15. We request an analysis of how the project will work within the city of Beverly Hills (if they participate) and at the interface between Los Angeles and Beverly Hills if they do not participate.
- 16. We request a thorough evaluation of pedestrian traffic at all potential pedestrian crossings along each route, including an evaluation of and Safe School routes which cross the project's path.
- 17. We request a complete review of the interaction the project will have with bike lanes and bike riders.
- 18. We request a complete review of parking intrusions which may occur as riders seek to park and ride.
- 19. We request a complete review of noise impacts from increased bus traffic.
- 20. We request a complete review on the impacts to schools and religious institutions on Wilshire Boulevard. This includes traffic mitigations put in place to address the needs and traffic generated by the temple at Wilshire and Beverly Glen.
- 21. We request a complete review of the impact of the project on Veterans Administration activities.

- 22. We request a complete review of the impact of the project on FBI deployment from the Federal Building.
- 23. We request a complete review of the impact of frequent protests at the Federal Building and how the project will handle the removal of the right-most lane as a result of protests.
- 24. We request an evaluation that the presence of the project will have on possible funding for the much-needed subway extension.
- 25. We request a full analysis of decreases projected for bus transit time as well as increases expected for passenger vehicle transit time. The analysis should be consistent with the test of a BRT lane on Wilshire which showed a decrease in bus transit time of 30 seconds and an increase in auto traffic of 2.6 minutes.
- 26. We request an analysis of projected collisions as a result of the project. Special attention should be placed on drivers who will be merging into the bus lane to turn into their homes, neighborhoods or into local businesses.
- 27. We request an analysis of the cost of enforcement of the bus only lane.
- 28. We request a complete review of cut-through patterns that may emerge as passenger vehicle capacity is restricted during peak periods. This includes a review of the adequacy of all turn queues along the project path.
- 29. We request a complete review of aesthetic impacts from new bus shelters along the project route, including any and all plans for 3rd party advertising integrated into those shelters.
- 30. If federal funds are to be used or the project will traverse federal lands, we request full compliance with NEPA.

We look forward to the inclusion of each area of concern into the Draft Environmental Impact Report.

Thank you for this opportunity.

Sincemly,

Minael veloff President Tract No. 7260 Homeowners Association

Subject: FW: Wilshire Comments Date: Wednesday, October 21, 2009 12:42 PM From: Litvak, Jody Feerst <Litvakj@metro.net> To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

From: Yogi Hendlin [mailto:yhendlin@ucla.edu] Sent: Wednesday, October 21, 2009 12:15 PM To: WilshireBRT Subject: Wilshire Comments

Hello Mrs. Butler:

1. Due to the operational compromises of curbside bus-only lanes, the benefits and challenges of center lanes and stations should be thoroughly evaluated.

2. The impact of bus-only lanes on cyclists should be evaluated. Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still have the need to travel there to reach destinations. Plus they will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists.

3. An alternative that includes curbside bike lanes and center/ median BRT lanes and stations should be evaluated.

4. An alternative that allows bicycles to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so they are able to travel around buses stopped at stations. Doctoral Student UCLA Political Science yhendlin@ucla.edu Subject: FW: Wilshire BRT Project Date: Wednesday, October 21, 2009 11:14 AM From: Litvak, Jody Feerst <Litvakj@metro.net> To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

From: Alexander the Great [mailto:alek3000@sbcglobal.net]
Sent: Wednesday, October 21, 2009 9:35 AM
To: WilshireBRT
Subject: RE: Wilshire BRT Project

Dear Sir or Madam,

I am in support of the project,

however -

1) I would strongly recommend that Beverly Hills portion be included as well! Among the entire segment, Beverly Hills is the **most** congested portion of the route, thus it definitely needs a dedicated bus lane.

Also,

2) I hope the Wilshire BRT will not take away any funding from the Westside Subway extension,

because honestly - I believe the Subway project is far more important, and far more promising, than a BRT project.

I believe, more attention, and **much higher priority**, should be given to the **Subway** extension than the BRT project.

In addition.

3) Bicycle lanes should be placed in addition to BRT lane. Perhaps, sidewalks could be narrowed in some areas

(there are not too many pedestrians anyway) which would give room to the Class II Bike Lanes.

Finally,

4) Landscaping should be significantly improved along the entire length of Wilshire Blvd.

Currently, Wilshire Blvd is an urban corridor (which is great) but has very unattractive landscaping,

lacking benches, trees, and other pedestrian-friendly facilities.

All we see on our L.A. streets is concrete, dust, and more conrete and dust. (for exampe, between Fairfax and La Brea there are barely any trees...) I believe, improving landscaping would benefit the environment, our pedestrian life, and will improve the overall appearance of our wonderful Wilshire Boulevard!

Thank you kindly for your time and consideration. Yours truly,

Alexander Friedman, mass transit advocate, MTA patron Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 2:13 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Allyson lastName: Pfeifer organization: emailAddress: allysonblair@gmail.com streetAddress: city: state: zipCode: Date: Thursday, October 22, 2009 Time: 02:13:05 PM

comments:

I support the Wilshire Bus Rapid Transit Project. This

project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. I would use this more efficient public transit system. I would love to support fast and reliable public transit in my area. Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 6:52 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Alyssa lastName: Curran organization: UCLA emailAddress: aac1218@roadrunner.com streetAddress: city: Los Angeles CA state: 90024-1314 zipCode: Thursday, October 22, 2009 Date: Time: 06:52:39 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows

Subject: Comments on the Wilshire Blvd BRT Date: Thursday, October 22, 2009 11:40 PM From: Carol Spencer <cc_neighborhood@earthlink.net> To: WilshireBRT WilshireBRT@metro.net Cc: Jan Reichmann jreichmann@sbcglobal.net, Jay Greenstein jay.greenstein@lacity.org, Paul Koretz paul.koretz@lacity.org, CHHOABOARD CHHOABoard@yahoogroups.com

Caroline M. Spencer

10316 Wilkins Avenue

Los Angeles, CA 90024

310-785-0619

Martha Butler, Project Manager

Metropolitan Transit Authority

One Gateway Plaza

Los Angeles, CA 90012

Via email wilshirebrt@metro.net

October 21, 2009

My comments regarding the proposed Wilshire BRT are in the following areas;

1- The idea that a fast express bus running east and west along a popular route will get persons out of their cars and onto a bus tends to serve only those persons intending to go to a destination along that route.

a. Los Angeles roadways and transportation systems were built to serve the automobile.

b. The city grew to the west around the City of Beverly Hills

c. East – West traffic is restricted in the Westwood area due to the cities fast growth and poor planning. IE: On the western edge of Beverly Hills is the Los Angeles Country Club Golf course running from Sunset Blvd to Santa Monica Blvd with only Wilshire Blvd dividing it. Then from Santa Monica Blvd to Olympic Blvd is the Beverly Hills High School Campus and Century City again limiting east – west traffic.

d. To remove 2 lanes of traffic from Wilshire Blvd at the rush hour for a bus and bicycle only traffic lane may create monumental traffic jams.

2- If the Wilshire BRT is to become a reality the following problems must be studied – and solutions found.

a. Study traffic at the signalized intersection of Comstock Avenue and Wilshire in addition to other streets listed in the study.

b. Study the effect of the Wilshire BRT following completion upon cars exiting the Comstock Hills HOA area wanting to head eastbound on Wilshire Blvd. (Comstock Hills HOA area runs from Wilshire to Santa Monica Blvd and Club View Drive to Beverly Glen Blvd)

c. Will the residents of Comstock Hills become unable to exit their neighborhood in an eastbound direction during peak traffic hours? Note: Santa Monica Blvd currently has right turn – westbound traffic only on the southern border.

d. Study the problems residents of Comstock Hills will have exiting their neighborhood during a crisis situation if it occurs during peak hours.

e. Study the problems emergency vehicles will have accessing residents of Comstock Hills during peak hours.

f. A possible solution to congestion at Comstock/Wilshire is Widening Wilshire Blvd east of Comstock Avenue to avoid traffic congestion heading east bound at peak hour

3- If the entire Wilshire BRT is to gain a faster more accurate time schedule please analyze the effect of bicycle riders upon the speed of the bus in an area close to a major University where students want to ride their bikes.

a. Analyze the safety of the bike rider with a bus bearing down on them in congested traffic.

4- And lastly – analyze the effect that a Dash type bus as a step towards making a Dash Bus linking Westwood Village and Century City a reality. It would link known the shopping/ business areas of UCLA/Westwood Village and Century City. The suggested route from UCLA will run south on Westwood Blvd - Turning left onto Wilshire Blvd heading eastbound to Beverly Glen blvd. Then turn right onto Beverly Glen heading south to Santa Monica Blvd. Then left onto SMB and enter Century City at Century Park West. It could circle the shopping center before heading back to UCLA via the same route.

a. This Dash type bus would link areas that residents frequent making it easier to use public transportation and not drive their cars. Note: the current local busses require 2-3 transfers for this route.

b. Note: there are bus stops along this route so no new construction is required. (Currently busses on this route are express and go to downtown LA and to Santa Clarita)

c. When I mentioned the Dash bus linking Westwood Village/UCLA and Century City at both BRT and Subway hearings I was stopped by persons telling me that this is exactly what is required in the Westwood area. Also, the Bus Riders Union complimented me on mentioning this need at the October 2009 Wilshire BRT hearing.

Please consider my comments as you analyze the proposed Wilshire BRT.

Thank you,

Sincerely,

Caroline Spencer

Debbie & Howard Nussbaum 516 Cashmere Terrace Los Angeles, CA 90049 (310) 476-4342

October 22, 2009

Martha Butler Project Manager,Metro One Gateway Plaza Los Angeles, Ca 90012 wilshirebrt@metro.net

Subject: Notice of Preparation of an EIR Wilshire Bus Rapid Transit (BRT) Project

Comments on the scope of the environmental document:

- The following comment will generally address the scope of BRT on Wilshire as it relates to traffic (time) and the environment (pollution) between the city of Beverly Hills and Bundy Dr. in West LA. The Wilshire BRT project will eliminate 1/3 of the current available street surface currently used by car commuter, car pools and neighborhood residents along Wilshire Blvd.
- 2. The Wilshire bus routes have the highest county ridership, must mean that its working well and that people are taking the bus regardless of speed. What percent in new ridership is expected and what reduction in car traffic is expected for the am and pm peak commute times? Within the first 3 months, 6 months of opening the dedicated bus lane? After a year? Where is the anticipated ridership coming from and where is the ridership going at the end of the day? What increase in ridership during the am or pm peak hours would deem the project a success?
- 3. How does this benefit Wilshire commuters who currently use the on ramps to the I-405 to commute north or south of Wilshire?
- 4. What is the estimated increase in lost time to car and van pool commuters created by eliminating 1 of the existing 3 east bound and again 1 of the 3 existing west bound car lanes on Wilshire Blvd. when 1/3 of the existing traffic is forced to wait in the remaining two lanes for their turn traveling on Wilshire during peak am & pm commute times? Please discuss additional travel delays and pollutions generated from additional idle time of cars. What is the cumulative effect as traffic migrates to other streets like Santa Monica, Sunset, Olympic or Pico? What about north/south streets?
- 5. Same question as above but please discuss in terms of the Beverly Hills to Bundy segment of Wilshire Blvd.
- 6. Wilshire BI. from Beverly Hills to Bundy Dr. is heavily traveled by cars and by buses. How much time is expected to be saved per bus in this section on an east bound AM peak commute? On a west bound AM peak commute? How much time is expected to be saved per bus on a west bound PM peak commute from Beverly Hills to Bundy Dr. St.? How much time is expected to be saved per bus on an east bound PM peak commute from Bundy Dr. to Beverly Hills? How much addition time will be added to the commute time to car travel from Beverly Hills to Bundy Dr because of fewer lanes available?
- 7. How much time does a 7:30 AM west bound ride from Valencia St to Centinela Ave currently take? How much time does the 7:30AM ride traveling east from Centinela Ave to Valencia St take? What is your estimate of travel time once the dedicated bus lane is implemented? Please answer for both an east bound and west bound ride 7:30 AM from Valencia St. to Centinela Ave.
- 8. How long does a 5:15 PM west bound ride from Valencia St to Centinela Ave currently take? How long is the 5:15 PM ride traveling east from Centinela Ave to Valencia St? What is your estimate of travel time once the dedicated bus lane is implemented? Please answer for both an east bound and west bound ride at 5:15 PM from Valencia St. to Centinela Ave.
- 9. Please analyze and report how long it takes to unload and load passengers at a Westwood bus stop. How many stops does a bus make on an average run from Valencia St. to Centinela Ave during an average AM commute time (7AM to 9 Am) and during the PM commute (4 PM to 7 PM)?
- 10. How many Metro buses are actually on the road on Wilshire Blvd. in the AM peak period and again on the PM peak period? What is the estimated increase in numbers of buses once the dedicated bus lane is up and running? What is the cost to the city for additional buses & staff to make this successful? Where is the money coming from?
- 11. What are the pollution figures for the types of buses that will be used on Wilshire-BRT?

- 12. What are the total metrics in increased pollution generated from cars traveling in the AM peak commute time and again in the PM peak commute time, created by eliminating one of the 3 existing east or west bound lanes on Wilshire Blvd. and forcing this existing traffic in to the remaining two lanes? What is the anticipated impact on traffic on streets like Santa Monica Blvd., Olympic, Sunset, Pico Wilshire? What about the north/South streets?
- 13. How much additional idle time to car commutes from Valencia St to Centinela Ave. is acceptable for a PM peak commute time? How much additional idle time will be added to a 5:30 PM car commute Centinela Ave to Beverly Hills once the dedicated bus lane is established?
- 14. Will Metro buses use more than the dedicated bus lane if they need to pass another bus loading or unloading passengers along the curb in that dedicated bus lane? What affect will this have on car lane traffic?
- 15. Will the construction of the new or reconfigured on and off ramps on Wilshire for the I-405 HOV lane Project require to closure of any of the existing lanes along Wilshire? If Metro will close lanes while doing the construction, how long will this construction require the closure of the Wilshire lanes? What is the estimated effect car traffic in time lost and to pollution created by the delay? What will the accumulative effect be when adding the time lost and car pollution increase from the on and off-ramp reconfiguration construction and the dedication of 1/3 of the existing lanes along Wilshire to exclusive bus travel?
- 16. Will any trees be removed to create a longer left turn pocket for east bound Wilshire BI at Sepulveda BI.? Will all trees removed because of this project be replaced? At what ratio?
- 17. What would the time savings to buses be if only the upgrade to the transit signal priority system was implemented and not the dedicated bus lane? What would be the effect on cars travel from a lost time and pollution increase or decrease be?
- 18. The trial bus lane from Centinela Ave to Federal was eliminated because of the horrible additional delays that were created to car commutes (even to vehicles used to carpool). What were the increase in travel times and increase in pollutions created by cars idling in traffic created by eliminating 1/3 of the street surface & dedicating it to bus only use during am or pm peak travel time during the trial time? What impact did this have on surrounding streets?
- 19. When the subway to the sea is built will the dedicated bus lane be eliminated?
- 20. How will the queuing for the SB I-405 on-ramp be affected by creating a dedicated bus lane from Bonsall to Federal? How will queuing effect be through traffic on Wilshire?
- 21. How much higher does ridership have to be to get back to current average trip times in the corridor from Beverly Hills to Bundy?
- 22. Monetary cost of trip time (wasted time) for car commuters that can not take buses because of bus route logistics? Please discuss.
- 23. What are the current levels of car emissions at the Intersection of Sepulveda/ Wilshire, Westwood/Wilshire, Bundy/Wilshire, Federal/Wilshire, Beverly Glen/Wilshire, Santa Monica Bl/Westwood, Beverly Glen/Santa Monica Bl., Sepulveda/Santa Monica, Bundy/Santa Monica, Barrington, Santa Monica? How long to return to current levels?
- 24. Do buses or cars have more engine emissions? What are they and how do they affect air quality? How much will the back up of car traffic created by removing 1/3 of street surface at peak commute times have on air quality in the Bundy to Beverly Hills area? Smog vs. travel time what are the metrics since buses, run cleaner and have less emissions than cars, there might be an increase in the smog. Please discuss.
- 25. Discus the impact of cut-through traffic on residential streets north and south of Wilshire. Discuss the impact to delivery trucks that park on Wilshire to service the high-rise condos and to its' residents.
- 26. Discuss the movement of traffic to Olympic and Pico to escape the BRT. How does Metro know where these autos will divert to? Describe impacts to those neighborhoods as a result of the diversions.
- 27. Please discuss the effect that the Transit Signal Priority System has on intersection timing? What is the effect to north/south traffic? Does the constant redistribution of intersection timing have an accumulative effect on north/south traffic, especially where many bus lines converge (like Westwood)? Does the prioritizing of time to buses have an affect on gridlock in densely traveled and populated areas such as the stretch of Wilshire from Beverly Glen to Bundy Dr?
- 28. Please discuss the increase of 10% to 15% of the traffic signal cycle at minor intersections. There are no 'minor' signal controlled intersections in the area between Beverly Glen and Bundy. Where are you planning to do this? Please discuss this issue in terms of restricting north/south traffic.
- 29. Please discuss "reduction in number of traffic signal recovery cycles from two to one at key intersections along the corridor'. Which intersections between Beverly Hills and Bundy Dr will this be done at? How will this effect north/south traffic?
- 30. Discuss the movement of traffic on Barrington to Sunset to escape BRT.

- 31. What's the expected increase in ridership by creating the bus only lane? Figures from your 9/23/09 notice set the current daily boardings along Wilshire at 93K. Will the bus ridership increase by greater than 30K daily? Will the bus ridership increase enough to compensate for eliminating 1/3 of the current street surface available to car and car pool commuter traffic in the Westwood area where the current automobile count is 110K on Wilshire at Veteran, Gayley & Westwood Blvds.?
- 32. How long do you expect bus ridership on Wilshire to reach an additional 30K trips/day to offset the increase in car congestion that will be added during am and pm peak periods?
- 33. Please discuss the increase in air pollution created by cars idling 1/3 longer through the Beverly Hills to Bundy section of Wilshire?
- 34. Discuss the LOS at intersections that are currently E and F during peak hours in Westwood. What impact will the BRT have on those intersections? Will the LOS change at other Westwood intersections? Discuss each intersection and the ramifications of the BRT.
- 35. With the reduction in lanes and the extra time to complete by car, at what bus ridership will commutes return to the current levels? Similarly, what bus ridership is needed to offset the additional pollution brought by the extended commute times of the cars?

How ever noble the idea of increasing ridership on the buses by speeding their trip from Santa Monica to downtown LA may be, the idea must be weighted against the increase in wasted time and pollution created by increased idle time of car and car pool commuters in the am and pm peak periods. The bus system does not sufficiently cover residential neighborhoods, so getting people out of their cars and on to a bus may not be a realistic plan. The trial Bus Lane from Federal Ave to the City of Santa Monica created a horrific snarl in the normal street traffic and changed traffic patterns by spilling the congestion on to small residential streets and auxiliary north/south streets. Please do not implement this Wilshire BRT through the area between Beverly Hills and Bundy Dr. in West LA.

Sincerely yours,

Debbie Nussbaum

Oct.21, 2009

Re: Wilshire BRT project

Some of these queries re the Environmental Impact Report on the Wilshire BRT were asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the list as of that date was given to Ms. Litvak at that meeting. This question list is updated, and is the one whose questions must be addressed. It is being sent by electronic and postal mail to Martha Butler at MTA.

Jerome Brown, M.D. President The Diplomat Condominium Association 10350 Wilshire Bl. LA, CA 90024

First I wish to make a very general observation about the process which is taking place: I attended prior meetings about the proposed BRT project, during which time numerous requests were made to define in detail what exactly the project was. Often, the answer was to the effect that "we don't know", that someone not in attendance would get the answer for us, or that the answers would be forthcoming during the second round of hearings, a round which never occurred. Consequently, questions asked have never been answered, and the specifics of the project upon which we are supposed to be commenting remain a mystery to us. Seven or eight months ago, the last outreach about this project to the citizenry of Los Angeles occurred. Why, in a period of a few weeks, has the process dramatically accelerated, with no further delineation of the project itself? And why such short notice re the scoping meetings and so few days to respond? MTA has had <u>years</u> to prepare and certainly the likelihood that a full EIR would be needed did not just arise!

Questions to be answered by MTA in its environmental impact report regarding the Wilshire Boulevard bus only lane

- 1. What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
- 2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
- 3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address

the issues of resultant increased air and noise pollution, and concomitant decrease in property values.

- 4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jut outs, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself
- 5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself ?
- 6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on a BRT project
- 7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R T. lane
- 8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours. The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence. Please explain how and why MTA ignores this issue in its pursuit of a B RT project
- 9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
- 10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the "bottle" without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
- 11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
- 12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
- 13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a \$31 million project?. The cost of restriping would be essentially zero, and the benefits easily seen immediately.. Could it be that, in fact, simple solutions to

problem areas are not being done because receiving federal dollars is the main impetus for the project rather than amelioration of traffic problems?

- 14. What are the timeline assumptions regarding shift in traffic from automobile to bus usage? A time exceeding more than two or three years would seem grossly unrealistic and needs a further explanation as to its validity.
- 15. The potential removal of parking spaces along Wilshire Boulevard in the condo canyon area a will have major adverse and non mitigatable impact upon the buildings which have no access to them other than along Wilshire Boulevard. Please explain what will be done about this.
- 16. Ridership of buses along Wilshire Boulevard has apparently increased through the years. Has MTA assumed that this increase in ridership is primarily due to a shift from automobile to bus utilization? What has happened to the motor vehicle trip numbers in the same period of time?
- 17. Several years ago there was a trial of a bus only lane on a portion of Wilshire Boulevard between Centinela Avenue and Federal Avenue. This was discontinued at the request of a councilman Rosendahl and the city Transportation Committee because of the councilman's statement that it had severely worsened traffic flow and caused an undue burden on the businesses and residents of his area when other jurisdictions were not involved. No jurisdictions have been added to the list of willing participants in the bus only lane project since that time. Please explain why MTA believes that a bus only lane at the current time will have any effect different from that of the experimental lane several years ago.
- 18. MTA has improperly indicated in its communications in reference to prior hearings on the BRT project that the majority of persons present favored the project. This was grossly incorrect in reference to hearings in the Westwood area where presidents of homeowner associations and representatives of condominiums spoke representing many thousands of people each were strongly opposed to the BRT project within the Westwood area. The record needs to be corrected on this matter.
- 19. Describe in detail how the woefully inadequate outreach regarding the project for the first round of hearings has improved in the ensuing months since further hearings were cancelled
- 20. The stretch of Wilshire Eastbound along the LA Country Club is often jammed currently, with buses running in mixed lane traffic. It does not take any sophisticated computer or other modeling to know that removal of one mixed traffic lane for use by buses will cause a much greater backup on more westerly portions of Wilshire than currently exist. How can MTA even consider removing a mixed use lane in that area with such a predictably serious outcome thereof?
- 21.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 3:35 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Lee lastName: Jasperse organization: emailAddress: ljasperse@sbcglobal.net streetAddress: city: state: zipCode: Date: Thursday, October 22, 2009 Time: 03:35:53 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 5:23 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Max lastName: Miletich organization: emailAddress: maxmiletich@gmail.com streetAddress: city: state: zipCode: Date: Thursday, October 22, 2009 Time: 05:23:50 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 3:35 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Noah lastName: Roper organization: emailAddress: nroper17@gmail.com streetAddress: 11670 W. Sunset Blvd, #218 city: Los Angeles CA state: 90049 zipCode: Thursday, October 22, 2009 Date: Time: 03:35:52 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows. Thanks.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Thursday, October 22, 2009 2:03 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Sean lastName: Carroll organization: emailAddress: seangcarroll@gmail.com streetAddress: 676 Flower Ave city: Venice state: CA 90291 zipCode: Thursday, October 22, 2009 Date: Time: 02:03:17 PM

comments:

I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit Project



COMMENT FORM	FORMULARIO PARA COMENTARIOS
Name/Nombre: ALAN MAVENS	
Organization/ Organización	
Address/Dirección:	NE SADDULLA - GAAN
Telephone/Teléfono: 23-736-7466	AVE \$\$ 2-211, LA, CA 90204 Fax:
Email:	
Comments/Comentarios: 5EF	TYPED CONVENIS
Detu	

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







202 S. Juanita Ave., # 2-211 Los Angeles, CA 90004 Oct. 23, 2009

Martha Butler, Project Manager Metro, MS 99-23-1 One Gateway Plaza Los Angeles, CA 90012

Subject: Comments on Wilshire Bus Rapid Transit Project

Dear Ms. Butler:

The following is some clarification of the comments I made on the Wilshire Bus Rapid Transit Project, at the 10/8/2009 meeting. Some additional comments will be included.

I am strongly in favor of improving Metro bus service along Wilshire Blvd. which it appears would be on the several Los Angeles sections, and very likely also the Beverly Hills section (with the Santa Monica involvement at this point uncertain).

The main point I made in my public comments at the meeting related to the design of buses expected to operate on the corridor. I assume a number of articulated buses would be used, based on the current NABI design, which although an attractive bus (streamlined, sloping front end), features only a single front door and double doors center and rear. I believe that this will slow down boarding on a large (approximately 60' long) bus. The front door of these buses in service I use (Vermont Ave.) is often jammed by boarding people, and also sometimes clogged with exiting people when the alighting passengers are trying to get on.

I suggest using a similar type of bus, but with a double door at front across from the driver, requiring a more flat-fronted bus which might be half a foot or so longer, as necessary). Since I understand the bus lanes would not feature boarding platforms per se, but only a bus stop, all entering passengers would normally be required to go in the front, which can slow down service in rush hour. When I was at the APTA transit technology show in San Diego examined a foreign bus design with a double front door (divider in the center), allowing people to board via both doors or if desired, depending upon conditions, to board the first front door opening and alight the second front door opening in busy places.

The representative of the manufacturer and I discussed the way bus boarding and alighting takes place in this country and he indicated that his company would be happy to build buses of this kind for use in the US. In the case of LA, passengers going through the second door opening could use their TAP card, and passengers boarding in via the first door opening might also use other fare collection methods (cash, other kinds of passes, etc.).

I suspect, as I said at the meeting, that companies like NABI and New Flyer would likely be willing to produce a bus of this king for side of road rapid bus lane operation. Use of buses of this kind might facilitate a major improvement in running these limited stop buses along Wilshire.

In the past, trackless trolleys or trolley buses usually had double front doors, and some diesel and gasoline powered buses also had this feature.

Incidentally, a strictly busway operation like the Orange Line in the SF Valley, which uses the 1 - 2 - 2 door opening arrangement (NABI buses) would not be impacted by a change of this kind, hence would not require a change to my proposed 2 - 2 - 2 bus door arrangement where exclusive bus boarding stations are used-with passengers going on or off via any door, like a light rail train. Five entry/exit door openings would be just fine with the current type of articulated buses for real busways. The problem is trying to use an articulated with a single entry door for an improved transit service, as is being proposed for Wilshire.

I would also comment that the Bus Rapid Transit Project as described would provide a way to augment or supplement the Purple Line subway project where the bus lanes furnish intermediate stops between the subway stations, and also where the R/W alignment will be or may be different between rail and bus, e.g. along Wilshire from Santa Monica Blvd. to Westwood, or in Westwood itself, where it would have an advantage of providing an additional fast transit route linked to the subway at various points.

Sincerely, Alan D. Havens

Ph: 213=-736-7466

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Friday, October 23, 2009 11:02 AM From: Webmaster <RSC_Webmaster@metro.net> To: Wilshire BRT <wilshirebrt@metro.net>

Anthony firstName: Nigro lastName: organization: emailAddress: superheronamedtony@gmail.com streetAddress: 3522 W. 5th St. city: Los Angeles state: CA 90020 zipCode: Date: Friday, October 23, 2009 12:02:40 PM Time:

comments:

Living two blocks off Wilshire, I at first thought a bus-only lane was a good idea. However, in light of the recent passing of the LRTP, I think a better use of resources would be to focus on the extension of the subway along Wilshire. Rail service there will have a wider reach in terms of transportation and can better benefit the area in terms of commerce.

Subject: Scoping comments

Date: Friday, October 23, 2009 4:16 PM From: Darrell Clarke <darrclarke@gmail.com> To: WilshireBRT WilshireBRT@metro.net

I would like to submit the following Scoping comments on the Wilshire BRT project.

I commend Metro staff on creating the "Project Alternative" and support all of its changes as specified on the map on page 13 of the "Wilshire BRT Presentation 10-5-09" PDF.

Darrell Clarke P.O. Box 913 Santa Monica, CA 90406 Subject: Wilshire Bus Rapid Transit (BRT) Project - Comments on Scope of EIR Date: Friday, October 23, 2009 4:00 PM From: David A. Holtzman <David@HoltzmanLaw.com> To: WilshireBRT WilshireBRT@metro.net Cc: Lauren Cole lauren@colemediala.com, Jay Handal, WLANC jhandal@wlanc.com

Dear Los Angeles County MTA (Metro):

The following are comments on the scope of the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) (draft or otherwise) for the Wilshire Bus Rapid Transit (BRT) Project. As applicable these comments also apply to documentation required by the National Environmental Policy Act (NEPA) or other state or federal law.

Unless otherwise stated or clearly indicated by context, these comments apply to both the construction and operational phase of the proposed Project.

I am a resident of the county in an area that would be affected by the proposed Project. I am a bicyclist and a member of the Los Angeles County Bicycle Coalition (LACBC). I am also a pedestrian and a motor vehicle operator (I drive cars). In all these capacities, I cross, parallel and travel on Wilshire Blvd. near and within the proposed Project area. I am also a bus rider who uses Metro and Santa Monica (Big Blue Bus) service on Wilshire Blvd. near and within the proposed Project area.

<u>Project Description</u>. The project description in the September 23, 2009, Notice of Preparation of an Environmental Impact Report (NOP) fails to acknowledge the presence and significant role of San Vicente Blvd. north of Federal Ave., which does not reach the north side of Wilshire Blvd. The project description in the EIR should do so. The project description does not mention law enforcement or traffic control resources that would be dedicated to keeping the bus lanes clear, and helping traffic from side streets enter non-bus lane traffic on Wilshire. Such resources should be specified in the EIR as project features, and accounted for in any traffic study used.

<u>Units for Quantification</u>. In anticipation of a statement of overriding considerations, environmental impacts (or costs) should to the extent possible be quantified in units that facilitate comparison to quantification of the benefits (or

salutary impacts) of the proposed Project. For instance, time lost by drivers and passengers of non-bus transport should be specified, for comparison with time gained by bus passengers. Health impacts should also be quantified in terms of time lost or gained (productive time, quality life time, and life time).

Sepulveda to Federal. The map included in the NOP (and the NOP itself) indicated that five feet of sidewalk is proposed to be removed from the south side of Wilshire between Sepulveda and Federal. Between Federal and the exit ramp to the Veterans' Administration (V.A.) facilities (to Bonsall/Sawtelle), this sidewalk is a de facto two-way bike lane. Among others, commuters to and from UCLA use that lane. On their way home, they cross under Wilshire Blvd and ride up the sidewalk anti-parallel to traffic on the ramp. Commuters to UCLA exit the sidewalk and enter the right lane of Wilshire Blvd. traffic at the exit point. Narrowing the sidewalk would probably have the effect of driving bicyclists into motor vehicle traffic lanes or inducing collisions between bicyclists and motor vehicles, other bicyclists, or pedestrians. The NOP does not mention a hazards section, yet the project would likely significantly increase accident hazards and cause serious injury or death. People have died from vehicle accidents along this stretch of sidewalk, and damage to the Army Reserve fence, as well as to street lights and traffic signs, is frequent. The EIR must include a hazards section and address these impacts.

In this regard, the EIR should consider an alternative (or possibly, mitigation) that takes the widening area from the north side of Wilshire instead. There is more sidewalk + outside-the-fence landscaped area on that side.

<u>Federal to Barrington</u>. The NOP also specifies removal of five feet of sidewalk here. The Metro Rapid (line 720) stop in this area is already so underserved at the end of school days that large groups of University High School students and other passengers gather there and spill into the 7-11 store parking lot. Giving them any less sidewalk space would only move them more into harms way from, among other things, traffic in the parking lot (hazards). It would move them closer to the 7-11 store. Since 7-11 stores, and other convenience stores that sell liquor & tobacco products, are attractors of social pathology, this would increase the exposure of school children to crime hazards and to moral and health hazards as well, from alcohol, tobacco and second-hand smoke. Smoke impacts should be addressed in the air quality section of the EIR, whether or not the South Coast Air Quality Management District (SCAQMD) has pertinent regulations Since the student population at the bus stop is predominantly minority, these and related impacts should be addressed in an environmental justice section as well.

<u>Air Quality and Noise: General Comments</u>. Especially between Federal and Barrington, where this idea (peak-hour bus lanes like those in the proposed Project) has been tried -- and discarded -- before, vehicle queuing would be substantially increased, and non-bus vehicle travel substantially impaired, almost certainly with significant air quality and noise impacts. When this idea was tried before, horn honking became nearly unbearable in my apartment, many feet away, on Federal Ave., most of the way from Wilshire to Texas Ave. Horn honking was both intermittent and sustained. The EIR must address this likely impact.

The EIR must address the air quality impacts of slowed vehicle traffic and vehicle queuing using a model that specifically accounts for the puffs of exhaust emissions that result from stop-and-go or slow-and-go traffic. When this idea (essentially a subset of the proposed Project, see above) was tried before, puffs of diesel exhaust from trucks repeatedly starting to move (only to go a short distance), were noxious. Sensitive receptors (residences) line the proposed Project route.

<u>Additional comments</u>. The proposed Project would essentially extend or create scheduled traffic jams on much of Wilshire Blvd. The impacts could extend well into Santa Monica and Beverly Hills. Compared with project operation, project construction would likely take up more space and further disrupt the environment.

Experience (with the idea, when tried previously) shows that drivers would not keep intersections clear, and vehicles entering Wilshire from side streets would block the bus lanes, as they nose their way into traffic. The EIR must account for related impacts, including resulting starts and stops of buses, in its traffic, noise and air quality calculations. A member of the West Los Angeles Neighborhood Council has documented that unnecessary and illegal horn honking by bus drivers -- which the proposed Project would almost certainly induce (unless you disable their horns) -- occurs frequently and goes unpunished. He has also documented reckless driving by bus drivers, which imposes hazards. The noise of the occasional Sheriff's Department motorcycle and its siren, often futilely and usually annoyingly, trying to clear the bus lanes, was an earmark of the failed previous experiment with this idea. The EIR must address all of these impacts.

Nearby streets were also affected by the failed experiment, and the EIR should address impacts on Sunset Blvd., Santa Monica Blvd., Texas Ave., San Vicente Blvd. (both segments), and all streets within one mile of the project.

On the west side of Interstate 405, experience indicated that the proposed Project would create an uncivil environment filled with nervous tension, social disruption and anger (provoking hazards, please note) in addition to noise pollution and air pollution. In short, a hate zone.

Please consider the social environment. In this regard, and in regard to historic and cultural resources, the EIR should evaluate the consistency of the proposed Project with the history and vision set forth in "Wilshire Boulevard: Grand Concourse of Los Angeles" by Kevin Roderick (Angel City Press, 2005), which is incorporated herein by reference.

Mitigation could include using the center lanes for bus travel. This could of necessity be anti-parallel travel (driving on the left side of the center line), unless the buses can be equipped with entry doors on their left sides. (British buses -- but please not those incredibly sooty StarLine tour buses that currently travel in the area -- might serve.) Left-turn lane areas (or similar center islands) could be converted at the beginning of peak hours to bus stops/passenger waiting areas, perhaps by raising recessed retractable elevated platforms and with built-in safety rails.

Alternatives should include the suggested center-lane design discussed immediately above, and including the length of Wilshire Blvd. in Santa Monica or Beverly Hills in the proposed Project. Including Wilshire in Santa Monica would facilitate the center-lane design because buses could enter and exit the center lanes at there very ends, at Ocean Ave. It would also mitigate westbound vehicle slowing and queuing (and resulting impacts) that the proposed Project would cause near the Santa Monica - Los Angeles city border. Including Beverly Hills would mitigate the project-induced vehicle slowing and queuing (and resulting impacts) that the proposed Project would cause near its borders.

Thank you in advance for considering these comments. Please add me to your email list for announcements related to the proposed Project. If you would like further information, please reply to this email or call me at (310) 826-7398.

-- David A. Holtzman, M.P.H., J.D.

DEPARTMENT OF CITY PLANNING 200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 AND 6262 VAN NUYS BLVD., Suite 351 VAN NUYS, CA 91401

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October 23, 2009

Martha Butler, Project Manager Los Angeles County Metropolitan Transportation Authority (Metro) One Gateway Plaza Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Project

Dear Ms. Butler,

The following is the City of Los Angeles Department of City Planning's response to the Notice of Preparation of an Environmental Impact Report issued on September 23, 2009 regarding the proposed Bus Rapid Transit lane along the Wilshire Boulevard corridor. The Planning Department looks forward to working cooperatively with Metro and the City of Los Angeles Department of Transportation to refine, enhance and improve the proposed project.

The land-use element of the City of Los Angeles' general plan is comprised of 35 community plan areas. The Wilshire BRT Project would traverse several community plan areas, including: Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades. The Community Plans provide guidance regarding the compatibility of proposed public and private improvements within the context and goals of specific communities. The Westlake and West Los Angeles Community Plans are currently being updated to amplify and implement many of the existing goals and policies, and encourage transit-supportive land uses. Furthermore, the City's General Plan Framework Element designates several nodes along Wilshire Boulevard as "Pedestrian Priority Areas" (Attachment A) indicating that transit and pedestrian solutions can and should work in concert.

Issues to be studied in the EIR

In light of the recently approved California Complete Streets Act of 2008, the City of Los Angeles is required to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The intent of this legislation was to ensure that any future plans would inextricably link best practices in land use and transportation planning.

The expansion and improvement of bus service along Wilshire Boulevard is a critical step toward improving transit ridership and preparing for a future subway. It also affords the City of Los Angeles the opportunity to ensure that transportation enhancements and pedestrian amenities are balanced. However, the Department of City Planning is concerned that street widening improvements, particularly between Sepulveda Boulevard and Barrington Avenue, just west of the San Diego Freeway, would create conflicts between transit and pedestrian amenities. Metro and DOT should carefully evaluate each segment of the Wilshire BRT project to ensure that street improvements necessary to accommodate the bus-only lane avoid any removal of sidewalks, which would affect pedestrian access to future bus service and subway lines.

CITY OF LOS ANGELES

ST 105 ANG

ANTONIO R. VILLARAIGOSA

MAYOR

EXECUTIVE OFFICES

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Community Design and Pedestrian Priority Areas

In addition to Community Plan policies, several zoning ordinances have been adopted spanning the length of the Wilshire Boulevard corridor in the City of Los Angeles. These overlay districts serve to improve the pedestrian experience through urban design regulations dealing with site planning, the scale of buildings, pedestrian access, and urban form. On the west end of the corridor, the West Los Angeles and Brentwood-Pacific Palisades areas include the West Wilshire Community Design Overlay District, between Federal to Centinela Avenues. Westwood Village is designated a Pedestrian Priority Area in the Framework, and also includes the Wilshire Westwood Scenic Corridor Specific Plan, which regulates building design and addresses building orientation and site planning. In the mid-city portion of the Wilshire Corridor, the Miracle Mile Community Design Overlay and Park Mile Specific Plan promote walkability and the use of transit along Wilshire. Finally, in the Westlake Community Plan, the Central City West Specific Plan encourages new projects to improve pedestrian safety, and a Community Design Overlay on Wilshire Boulevard is proposed as part of the Community Plan Update in order to encourage development around existing and future transit facilities. The objective of these overlays is to create a safe environment for pedestrians in transitrich areas, and with additional capacity planned as part of the BRT project both of these objectives can be met.

Maintaining Appropriate Sidewalk Widths

Wilshire Blvd, between Federal and Barrington, is designated a Transit Priority Arterial Street in the City's Transportation Element and is categorized as a Major Highway Class II. The Transportation Element calls for 12-foot wide sidewalks in standard Major Highway Class II segments, and 15-ft sidewalks in pedestrian priority segments. The West Wilshire Community Design Overlay Design Guidelines and Standards support pedestrian activity by improving the scale and orientation of buildings and promoting outdoor pedestrian-friendly uses. While additional capacity on Wilshire Boulevard will be necessary to accommodate the new bus-only lane, reducing sidewalk widths by 5 feet on the south side of Wilshire Blvd from Sepulveda to Federal, and both sides of the street from Federal to Barrington would reduce sidewalks from their current width of 10-13 feet to a substandard width of 8 feet. Our concern is that such narrow sidewalks could potentially create a hazardous environment for pedestrians, many of whom will also be transit riders, and reduce the effectiveness of the West Wilshire Community Design Overlay. Along the entire study corridor, the EIR should examine alternatives such as restriping of existing right-of-way or modifying sidewalk widths in a manner that would minimize street widening.

Finally, while bus rapid transit is necessary along this heavily traveled corridor, reducing sidewalk widths as part of this project would have adverse impacts on pedestrian mobility. If street widening reduces sidewalks to an uncomfortable width for pedestrians and creates a potential conflict with bus shelters, new bus riders may be deterred from taking transit. Supplemental materials are attached which further illustrates the City's adopted policies which address pedestrian-transit connections. The Los Angeles Department of City Planning looks forward to working with the Metro to address these issues prior to the release of a Draft Environmental Impact Report. For further information regarding Los Angeles land use, plans, procedures and the concerns expressed in this comment letter please contact my staff: Michelle Sorkin at (213) 978-1199 or Christopher Koontz at (213) 978-1193. We look forward to reviewing a written response to the issues we have raised.

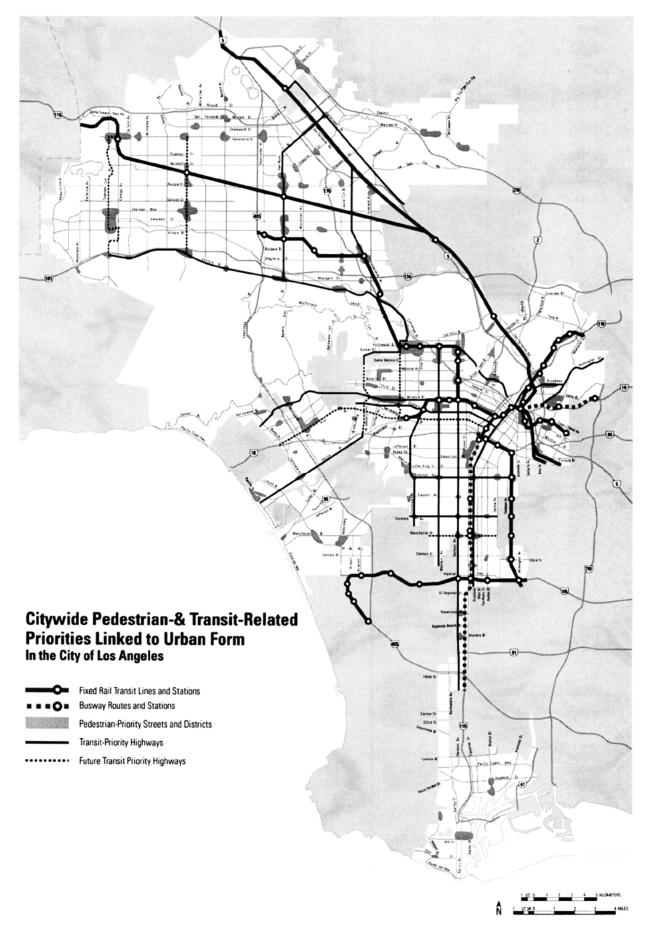
Sincerely,

S. GAIL GOLDBERG Director of Planning hardenau Charles J. Rausch, Jr. Senior City Planner

SGG/CR/ms

Cc: Rita Robinson, Department of Transportation Betsy Weisman, Department of City Planning

Attachment A Citywide Pedestrian and Transit-Related Priorities (Framework Element)



Attachment B

Relevant Community Plan Objectives and Policies

Brentwood – Pacific Palisades Community Plan:

Objective 1-2 To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.

- Policy 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.
- Policy 1-2.2 Encourage multiple residential development in specified commercial zones.

Objective 2-3 To enhance the appearance of commercial districts and to identify pedestrianoriented areas .

Policy 2-3.6 Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

Policy 2-3.7 Encourage large mixed use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.

Objective 10-1 To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.

Policy 10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Objective 10-2 To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Objective 12-1 To increase the capacity of existing transportation systems through minor physical improvements.

Policy 12-1.2 Consider parking restriction on selected arterials, where appropriate.

Program: P.M. peak hour parking restrictions and striping for another lane are proposed along the following roadway segments (TIMP):

Wilshire Boulevard westbound from Barrington Avenue to Los Angeles city limits (currently 2 lanes). Wilshire Boulevard eastbound from Los Angeles city limits to Westgate Avenue (currently 2 lanes).

West Los Angeles:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

- Policy 2-2.1 Encourage Pedestrian-oriented design in designated areas and in new development.
- Policy 2-3.1 Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Objective 10-1: To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

- Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.
- Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disable people and the transit-dependent population.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

- Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
- Policy 10-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policy 11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

Objective 12-2: To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Policy 12-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way, and streets wherever feasible for the use of pedestrians.

Westwood Community Plan:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas. Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

Objective 2-3: To enhance the appearance of commercial districts.

Objective 9-1: To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.

Policy 9-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.

Policy 9-1.2 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Objective 11-2: To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians.

Policy 11-2.2 Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.

Policy 11-2.3 Protect and improve pedestrian-oriented street segments.

Wilshire Community Plan:

Residential Land

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.

Commercial Land

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policies 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrianfriendly commercial development. Develop a CDO for the Miracle Mile area.

Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.

Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Program: Prepare Streetscape Plans for commercial corridors to coordinate and improve the public streetscape as funds become available for implementation and construction.

Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Circulation

Alternate Standards

In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations: Wilshire Blvd. - No widening in excess of existing roadway.

Objective 10-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policy 10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Encourage development of "Public Transit Transfer Centers", including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

Policy 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, on all Major Class II Highways in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Policy 11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

Policy 11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Westlake Community Plan:

Commercial Land Objective: To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies:

2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.

5. That Highway-Oriented commercial uses such as drive-thru establishments, autorepair, and other similar uses be located away from pedestrian oriented areas.

7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

Circulation Objectives:

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.

2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.

3. To minimize the conflict between vehicular and pedestrian traffic.

4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.

6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.

7. To continue development of the highway and street system in conformance with the city's five year capital program.

Policies

1. That no residential, commercial, or industrial zone changes be approve unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Subject: Proposed Wilshire BRT Date: Friday, October 23, 2009 7:06 AM From: Ivan Finkle <ifinkle@sbcglobal.net> To: WilshireBRT WilshireBRT@metro.net Cc: Paul Koretz paul.koretz@lacity.org, Jay Greenstein jay.greenstein@lacity.org, Janet Reichmann jreichmann@comstockhills.com

Martha Butler, Project Manager Metropolitan Transit Authority One Gateway Plaza Los Angeles, CA 90012

Wilshire Boulevard, in its present configuration, is severely congested in both the morning and afternoon rush hours. The notion of dedicating a lane, each way, to buses during those hours will have severe negative consequences for the flow of traffic. As a result cars will inevitably find routes around the problem by using surface streets north and south of Wilshire.

The neighborhoods in these areas will then find themselves inundated with traffic on streets not designed to carry heavy traffic.

The sum result then will be increased delays on Wilshire and excessive traffic on residential streets, while, perhaps, improving flow of buses.

On balance the idea causes more problems than it solves.

I urge that the plan be abandoned without the planned trial run.

Ivan Finkle 10340 Rochester Avenue Los Angeles, CA 90024

Jeffrey M. Jacobberger

5516 Edgewood Place #1 Los Angeles CA 90019

> Phone: 323.930.1609 Fax: 323.927.1504 E-Mail: jacobbergerj@sbcglobal.net

VIA E-MAIL

Martha Butler LACMTA One Gateway Plaza Mail Stop: 99-23-1 Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Project

Dear Ms. Butler:

I strongly support implementation of peak period bus lanes on Wilshire Boulevard, and offer the following brief comments regarding the environmental analysis to be conducted. I live four blocks south of Wilshire Boulevard in the Miracle Mile. For several years, I worked in Downtown Los Angeles and regularly commuted on Wilshire Boulevard from Hope Street to Crescent Heights Boulevard. For several years before that, I worked in Westwood, and commuted on Wilshire Boulevard between Santa Monica Boulevard and Gayley Avenue.

EIR Should Be Based On Actual, Not Theoretical, Lane Distribution of Existing Traffic

One of the primary concerns of residents near Wilshire is whether the project will create spillover traffic on other east-west streets, including 6th Street and 8th Street and if so, how much. The analysis of this issue should reflect the reality of existing motorist behavior. In theory, the project will reduce roadway capacity for vehicles other than buses from 3 lanes to 2. A simplistic analysis would conclude that 1/3 of the traffic on Wilshire thus will be diverted either into the remaining two lanes or onto parallel streets. However, at least between Western and Crescent Heights, the pavement condition of the curb lane is so poor that even Metro buses do not travel in that lane. In my experience, that curb lane carries almost no vehicles other than right-turning vehicles (which would still be allowed to use the lane), and virtually all of the traffic on Wilshire is in the two center lanes.

A simplistic analysis—1/3 of vehicle counts on Wilshire must go someplace else—will yield a conclusion that there will be severe impacts on surrounding neighborhoods, which likely will generate community opposition to the project. A more careful analysis based on actual conditions would, I suspect, yield the conclusion that the project will displace few vehicles from

the curb lane, and that putting buses back in the curb lane would increase capacity of the remaining two lanes for other vehicles, and that the "spillover" traffic on parallel streets would be minimal. There is no reason for Metro to give unwarranted ammunition to opponents of this project.

Consider the Needs of Bicyclists

The EIR must consider the impact of the project, and any proposed mitigation measures, on bicyclists. In the Miracle Mile, both 6th Street and 8th Street are important bicycle streets and are designated as a "proposed bicycle route" and "bicycle friendly street," respectively, in the City of Los Angeles' Draft Bicycle Plan Update. 8th Street through most of Park Mile, and 7th Street from Downtown to Wilshire Center, are also designated as bikeways. The EIR must consider the impacts on <u>all</u> users of streets, including bicyclists. Preserving the safety of bikeways that parallel Rapid Bus routes is particularly important because the bus-mounted bike racks are often full, forcing bicycle/bus commuters to bicycle instead of taking the bus. In short, it would not be acceptable to simply conclude that spillover traffic, if any, could be accommodated by making streets like 3rd, 6th, 7th and 8th Streets "better" for automobiles. It is my understanding that Metro has adopted a "Complete Streets" policy; this EIR cannot pretend that buses and motorized vehicles are the only users of Wilshire Boulevard and nearby streets.

On a related note, the EIR should consider whether some or all of the bus-only lanes could or should be bus/bike lanes, particularly in the Park Mile from Western or Wilton to Rimpau. Because of the gated community of Fremont Place in the Park Mile, there is very poor bicycle access to the Wilshire/Western Metro station; and because of the poor condition of the curb lane, that portion of Wilshire is reasonably safe for and used by bicyclists. As a utilitarian bicyclist who bicycles for nearly all local trips, I believe that bicyclists should be included in all transportation proejcts. An analysis might conclude that designating the peak hour lane as a bike/bus lane might slow down buses, and give back much of the bus trip time improvements that the project is expected to generate. However, an analysis might show that bicycles would not slow buses. The analysis should be done and bicycles excluded only if their presence can be shown to have a detrimental impact on expected performance of the lanes.

Yours truly,

May Mapueltin

Jeffrey M. Jacobberger

DEPARTMENT OF CITY PLANNING 200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 AND 6262 VAN NUYS, CA 91401 VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN PRESIDENT REGINA M. FREER VICE-PRESIDENT SEAN O. BURTON DIECO CARDOSO FR. SPENCER T. KEZKOS YOLANDA OROZCO BARBARA ROMERO MICHAEL K. WOO VACANT JAMES WILLIAMS COMMISSION BEELITIK ASSISTANT (213) 978-1300

October 23, 2009

Martha Butler, Project Manager Los Angeles County Metropolitan Transportation Authority (Metro) One Gateway Plaza Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Project

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The following is the City of Los Angeles Department of City Planning's response to the Notice of Preparation of an Environmental Impact Report issued on September 23, 2009 regarding the proposed Bus Rapid Transit lane along the Wilshire Boulevard corridor. The Planning Department looks forward to working cooperatively with Metro and the City of Los Angeles Department of Transportation to refine, enhance and improve the proposed project.

The land-use element of the City of Los Angeles' general plan is comprised of 35 community plan areas. The Wilshire BRT Project would traverse several community plan areas, including: Westlake, Wilshire, Westwood, West Los Angeles, and Brentwood-Pacific Palisades. The Community Plans provide guidance regarding the compatibility of proposed public and private improvements within the context and goals of specific communities. The Westlake and West Los Angeles Community Plans are currently being updated to amplify and implement many of the existing goals and policies, and encourage transit-supportive land uses. Furthermore, the City's General Plan Framework Element designates several nodes along Wilshire Boulevard as "Pedestrian Priority Areas" (Attachment A) indicating that transit and pedestrian solutions can and should work in concert.

Issues to be studied in the EIR

In light of the recently approved California Complete Streets Act of 2008, the City of Los Angeles is required to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The intent of this legislation was to ensure that any future plans would inextricably link best practices in land use and transportation planning.

The expansion and improvement of bus service along Wilshire Boulevard is a critical step toward improving transit ridership and preparing for a future subway. It also affords the City of Los Angeles the opportunity to ensure that transportation enhancements and pedestrian amenities are balanced. However, the Department of City Planning is concerned that street widening improvements, particularly between Sepulveda Boulevard and Barrington Avenue, just west of the San Diego Freeway, would create conflicts between transit and pedestrian amenities. Metro and DOT should carefully evaluate each segment of the Wilshire BRT project to ensure that street improvements necessary to accommodate the bus-only lane avoid any removal of sidewalks, which would affect pedestrian access to future bus service and subway lines.

CITY OF LOS ANGELES

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ANTONIO R. VILLARAIGOSA MAYOR EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP DIRECTOR (213) 978-1271

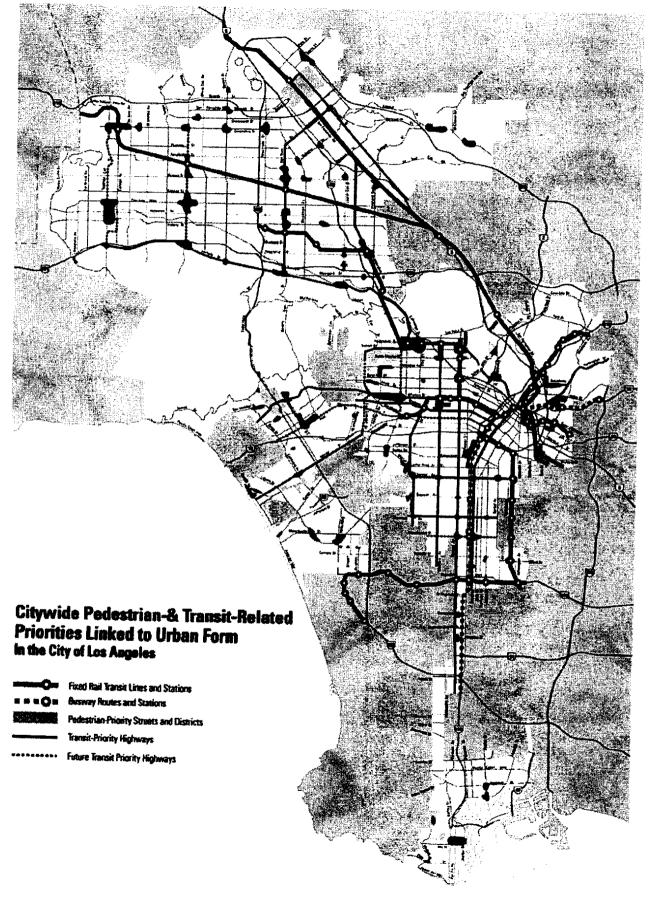
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INFORMATION (213) 978-1270 www.planning.lacity.org

Attachment A Citywide Pedestrian and Transit-Related Priorities (Framework Element)



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Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, October 23, 2009 1:00 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: LILY lastName: CHANG organization: emailAddress: lily.chang@dot.ca.gov streetAddress: city: state: zipCode: Date: Friday, October 23, 2009 Time: 01:00:41 PM

comments:

(1) Please conduct a fieldwalk on existing eastbound & westbound Wilshire Blvd from Normandie Ave & La Brea Ave. between the hours of 630-7am. (2) Please note the extent of severe pavement damage due to current MTA BRT operations. (3) Please note that the bus lane has become undriveable and observe that even the buses do not drive in the bus lane (except only to pickup/dropoff riders at the stations). (4) Please propose concrete bus lanes in this upcoming Wilshire BRT project, I have been taking the buses daily due to my involvemnt on MTA's NB I-405 HOV Widening Design Build project and the bus operators tell me this is what they want. I am telling you as a resident & car owner of the Miracle Mile district that I also want concrete bus lanes & bus pads. (5) If you cannot provide continuous concrete bus lanes on this new project, please tell me what contractual agreements you will put in place with the City of LA (LADOT) to maintain pavement that is driveable, safe, and does not reduce vehicle capacity. (6) FYI, the City of Santa Monday (Wilshire Blvd near 26th Street) has concrete bus lanes. MTA 720 Rapid bus operators really love it. Please keep me posted on the results of your investigations on (1) thru (6). Many Thanks. DEPARTMENT OF CITY PLANNING 200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 AND 6262 VAN NUYS BLVD., Suite 351 VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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October 23, 2009

Martha Butler, Project Manager Los Angeles County Metropolitan Transportation Authority (Metro) One Gateway Plaza Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Project

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The expansion and improvement of bus service along Wilshire Boulevard is a critical step toward improving transit ridership and preparing for a future subway. It also affords the City of Los Angeles the opportunity to ensure that transportation enhancements and pedestrian amenities are balanced. However, the Department of City Planning is concerned that street widening improvements, particularly between Sepulveda Boulevard and Barrington Avenue, just west of the San Diego Freeway, would create conflicts between transit and pedestrian amenities. Metro and DOT should carefully evaluate each segment of the Wilshire BRT project to ensure that street improvements necessary to accommodate the bus-only lane avoid any removal of sidewalks, which would affect pedestrian access to future bus service and subway lines.

CITY OF LOS ANGELES

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Community Design and Pedestrian Priority Areas

In addition to Community Plan policies, several zoning ordinances have been adopted spanning the length of the Wilshire Boulevard corridor in the City of Los Angeles. These overlay districts serve to improve the pedestrian experience through urban design regulations dealing with site planning, the scale of buildings, pedestrian access, and urban form. On the west end of the corridor, the West Los Angeles and Brentwood-Pacific Palisades areas include the West Wilshire Community Design Overlay District, between Federal to Centinela Avenues. Westwood Village is designated a Pedestrian Priority Area in the Framework, and also includes the Wilshire Westwood Scenic Corridor Specific Plan, which regulates building design and addresses building orientation and site planning. In the mid-city portion of the Wilshire Corridor, the Miracle Mile Community Design Overlay and Park Mile Specific Plan promote walkability and the use of transit along Wilshire. Finally, in the Westlake Community Plan, the Central City West Specific Plan encourages new projects to improve pedestrian safety, and a Community Design Overlay on Wilshire Boulevard is proposed as part of the Community Plan Update in order to encourage development around existing and future transit facilities. The objective of these overlays is to create a safe environment for pedestrians in transitrich areas, and with additional capacity planned as part of the BRT project both of these objectives can be met.

Maintaining Appropriate Sidewalk Widths

Wilshire Blvd, between Federal and Barrington, is designated a Transit Priority Arterial Street in the City's Transportation Element and is categorized as a Major Highway Class II. The Transportation Element calls for 12-foot wide sidewalks in standard Major Highway Class II segments, and 15-ft sidewalks in pedestrian priority segments. The West Wilshire Community Design Overlay Design Guidelines and Standards support pedestrian activity by improving the scale and orientation of buildings and promoting outdoor pedestrian-friendly uses. While additional capacity on Wilshire Boulevard will be necessary to accommodate the new bus-only lane, reducing sidewalk widths by 5 feet on the south side of Wilshire Blvd from Sepulveda to Federal, and both sides of the street from Federal to Barrington would reduce sidewalks from their current width of 10-13 feet to a substandard width of 8 feet. Our concern is that such narrow sidewalks could potentially create a hazardous environment for pedestrians, many of whom will also be transit riders, and reduce the effectiveness of the West Wilshire Community Design Overlay. Along the entire study corridor, the EIR should examine alternatives such as restriping of existing right-of-way or modifying sidewalk widths in a manner that would minimize street widening.

Finally, while bus rapid transit is necessary along this heavily traveled corridor, reducing sidewalk widths as part of this project would have adverse impacts on pedestrian mobility. If street widening reduces sidewalks to an uncomfortable width for pedestrians and creates a potential conflict with bus shelters, new bus riders may be deterred from taking transit. Supplemental materials are attached which further illustrates the City's adopted policies which address pedestrian-transit connections. The Los Angeles Department of City Planning looks forward to working with the Metro to address these issues prior to the release of a Draft Environmental Impact Report. For further information regarding Los Angeles land use, plans, procedures and the concerns expressed in this comment letter please contact my staff: Michelle Sorkin at (213) 978-1199 or Christopher Koontz at (213) 978-1193. We look forward to reviewing a written response to the issues we have raised.

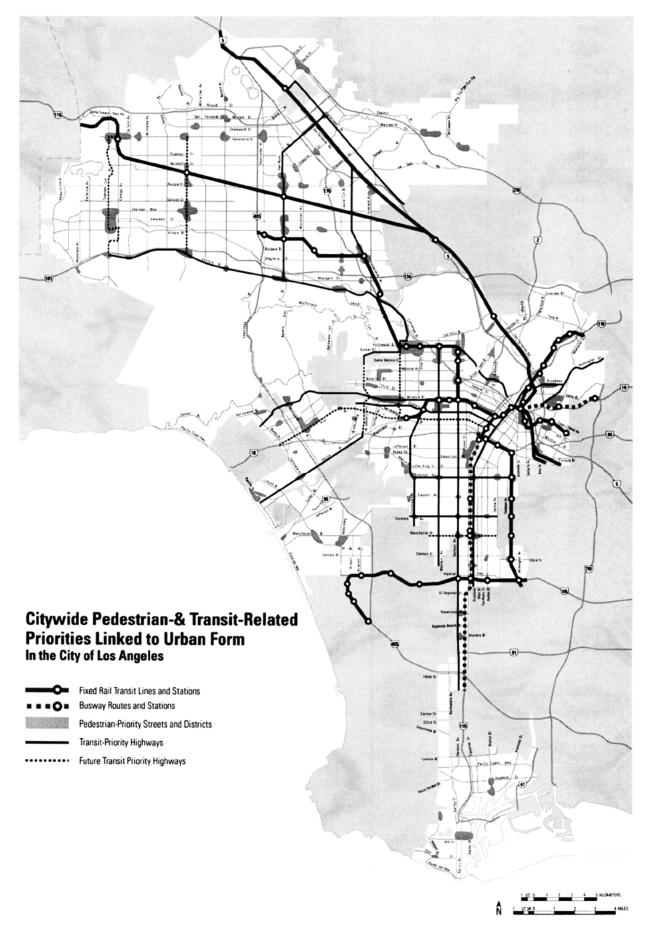
Sincerely,

S. GAIL GOLDBERG Director of Planning hardenau Charles J. Rausch, Jr. Senior City Planner

SGG/CR/ms

Cc: Rita Robinson, Department of Transportation Betsy Weisman, Department of City Planning

Attachment A Citywide Pedestrian and Transit-Related Priorities (Framework Element)



Attachment B

Relevant Community Plan Objectives and Policies

Brentwood – Pacific Palisades Community Plan:

Objective 1-2 To locate new housing in a manner which reduces trips and makes it accessible to services and facilities.

- Policy 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.
- Policy 1-2.2 Encourage multiple residential development in specified commercial zones.

Objective 2-3 To enhance the appearance of commercial districts and to identify pedestrianoriented areas .

Policy 2-3.6 Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

Policy 2-3.7 Encourage large mixed use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.

Objective 10-1 To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.

Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.

Policy 10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Objective 10-2 To increase the work trips and non-work trips made on public transit.

Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Objective 12-1 To increase the capacity of existing transportation systems through minor physical improvements.

Policy 12-1.2 Consider parking restriction on selected arterials, where appropriate.

Program: P.M. peak hour parking restrictions and striping for another lane are proposed along the following roadway segments (TIMP):

Wilshire Boulevard westbound from Barrington Avenue to Los Angeles city limits (currently 2 lanes). Wilshire Boulevard eastbound from Los Angeles city limits to Westgate Avenue (currently 2 lanes).

West Los Angeles:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

- Policy 2-2.1 Encourage Pedestrian-oriented design in designated areas and in new development.
- Policy 2-3.1 Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Objective 10-1: To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

- Policy 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.
- Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disable people and the transit-dependent population.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

- Policy 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
- Policy 10-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification).

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policy 11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

Objective 12-2: To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Policy 12-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way, and streets wherever feasible for the use of pedestrians.

Westwood Community Plan:

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas. Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

Objective 2-3: To enhance the appearance of commercial districts.

Objective 9-1: To encourage improved local and express bus service throughout the Community and encourage park-and-ride facilities that connect with freeways, transit routes and high occupancy vehicle (HOV) lanes.

Policy 9-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to expand express and local bus service to and within the Community.

Policy 9-1.2 Encourage the expansion of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

Objective 11-2: To provide pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way wherever feasible for the use of pedestrians.

Policy 11-2.2 Require the installation of sidewalks in all new roadway construction and substantial reconstruction of existing roadways.

Policy 11-2.3 Protect and improve pedestrian-oriented street segments.

Wilshire Community Plan:

Residential Land

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.

Commercial Land

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policies 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.

Program: Establish Community Design Overlay Districts (CDOs), and Pedestrian Oriented Districts (PODs), which have design policies in designated areas to ensure the creation of pedestrianfriendly commercial development. Develop a CDO for the Miracle Mile area.

Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.

Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

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Program: Work with the Wilshire Center BID to formally adopt existing streetscape plans for that portion of Wilshire Boulevard between Western and Hoover Street.

Program: Create a Streetscape Plan for the Miracle Mile, in conjunction with the proposed Community Design Overlay to coordinate and improve the public realm in conjunction with private urban design and facade improvements.

Program: Encourage the application of the Design Standards in Chapter 5 of the Plan by other City Departments, public agencies, and the private sector regarding improvement of public spaces and rights-of-way in commercial areas, especially in Community Commercial and Regional Commercial Centers.

Circulation

Alternate Standards

In addition, the Wilshire Community Plan maintains the following alternate standards for the development of certain streets due to environmental and urban design considerations: Wilshire Blvd. - No widening in excess of existing roadway.

Objective 10-1: Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.

Policy 10-1.1 Continue to coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) with plans to improve local and express bus service serving Wilshire.

Policy 10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people, students, and low-income, transit-dependent populations.

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1 Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Program: Encourage development of "Public Transit Transfer Centers", including public transit stations, located at convenient locations to allow easy transfers to other routes and public services, employment areas, and shopping centers.

Policy 10-2.2 Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Program: Implement Transit Priority Treatment bus speed improvement measures, according to the General Plan Transportation Element, on all Major Class II Highways in the Wilshire Community Plan Area with scheduled bus service.

Program: Provide enhanced amenities at major transit stops including such facilities as widened sidewalks, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.

Policy 11-2.2 Require sidewalks with new roadway construction and substantial reconstruction of existing roadways.

Program: Continue to coordinate with the City's Capital Improvement Program (CIP), Public Works construction projects and the City's discretionary project approval process.

Policy 11-2.3 Protect and improve existing pedestrian oriented street segments.

Program: Develop precise guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.

Westlake Community Plan:

Commercial Land Objective: To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies:

2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.

5. That Highway-Oriented commercial uses such as drive-thru establishments, autorepair, and other similar uses be located away from pedestrian oriented areas.

7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.

Circulation Objectives:

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.

2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.

3. To minimize the conflict between vehicular and pedestrian traffic.

4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.

5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.

6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.

7. To continue development of the highway and street system in conformance with the city's five year capital program.

Policies

1. That no residential, commercial, or industrial zone changes be approve unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.

2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.

3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.

4. That public transportation, including rapid transit be accessible to transit dependent residents.

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, October 23, 2009 9:00 AM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Owen lastName: Smith organization: Brookside Homeowners Assoc. emailAddress: osmith1930@sbcglobal.net streetAddress: 920 Longwood Ave city: Los Angeles Са state: 90019 zipCode: Friday, October 23, 2009 Date: Time: 09.00.06 AM

comments:

Hi Martha

I had asked about a Metro Rep attending our 10/22/09 meeting. I didn't get back to you because there were so many things on the agenda and the time so limited there wasn't enough time. We had the City Attny's office, the Police Dept. & the Council Office along with our normal business and all of those guys are long winded. I gave a BRT report that was well received. More information is wanted but we will wait until a scheduled meeting. Special meetings don't go over well unless there is a burning issue. Most of the questions were about timing and repaving Wilshire Blvd. Owen

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Friday, October 23, 2009 12:20 PM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Raul lastName: Rojas organization: emailAddress: batboy22@gmail.com streetAddress: 5404 Packard St. #2 city: Los Angeles CA state: 90019 zipCode: Friday, October 23, 2009 Date: Time: 12:20:57 PM

comments:

I take the 720/920 bus line often and I am really in favor of this plan! I bike to the bus stop every day on my way to work and then take the bus. These bus lines have been fantastic. I am often angry when drivers leave their cars in those lanes , pull out RIGHT in front of a bus and other manuevers that slow traffic for everyone. This will be the best thing to happen to Wilshire since the Rapid Busses started. It might even speed up the local service!



Brentwood Community Council

149 S. Barrington Ave., Box 194 Los Angeles, CA 90049

October 21, 2009

Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012

Attn: Martha Butler, Project Manager

Re: Scoping Comments on Wilshire BRT EIR/EA

The Brentwood Community Council ("BCC") is the broadest based Brentwood community organization, representing approximately 50,000 stakeholders of the community, including homeowner associations, business organizations, youth groups, schools, religious groups, volunteer service groups, multi-family residential dwellers, public safety and environmental organizations.

The BCC submits the following comments regarding the scope of the Environmental Impact Report/Environmental Assessment ("EIR/EA") for the Wilshire Blvd Bus Rapid Transit ("BRT") Project.

We believe that in order to assess the attractiveness of this project, it is necessary for the following items to be included into the EIR/EA study:

1. It is important to look at the western part of Wilshire Blvd. separately from the areas further east in doing this analysis. As you know, Wilshire Blvd. is very long, and it is possible that the project can show strong benefits in areas east of Beverly Hills by obtaining Federal funds to reconstruct sections of Wilshire Blvd. that are in dire need of repair while negatively impacting traffic in areas west of Beverly Hills. Also, it appears that Beverly Hills and Santa Monica are not participating in the BRT Project which may limit the benefits of the Project. Our main concern is the area west of Beverly Hills, and more specifically, the area west of the 405. The study should include an analysis of the benefits and negative impacts on these two segments separately from the area to the east of Beverly Hills. It should be obvious that the ridership and communities over the length of Wilshire are not homogenous, and any study that results in statistics only for the entire length rather than relevant segments would be as useless as testing a new medicine on an entire populace without distinguishing between the sick and the well.

Subsequent comments regarding the study assume that these following matters will be separately studied for each of the segments described in paragraph 1.

2. An analysis should be prepared that shows both a) the time savings and other benefits to bus riders from adding dedicated bus lanes on Wilshire Blvd. and b) the negative impact, including time delay and congestion, that adding these lanes would have on non-bus riders, i.e., motorists.

Brentwood Community Council

3. The study should address pollution impacts such as the benefit to having buses drive faster, and also the negative impact of having cars sit in traffic longer if waiting times are increased.

4. The analysis should show a projected increase in the number of people that could reasonably be expected to take the Wilshire bus to the area west of Beverly Hills and west of the 405 if bus lanes are implemented vs. ridership today. This analysis should take into account where drivers are currently commuting from/to work in these areas, and how many of these people could benefit from the Wilshire BRT project given projected travel times of bus ridership and cars following the implementation of bus lanes, and the number of people that live in an area where they could take buses along Wilshire to reach their destination.

5. The study should show the number of bus passengers going through the segments compared with the number being picked up and the number being dropped off.

6. The study should show the projected increase in bus ridership for residents in each of the segments.

7. The study should analyze the benefits and adverse impacts if the dedicated bus lane were to end at the east end of Beverly Hills rather than the east end of Santa Monica.

8. The study should analyze the number of additional buses necessary to handle the displaced vehicles. For example, would 15 additional buses be necessary to handle 750 displaced vehicles? The study should also show if this number is consistent with the projections of additional riders.

9. The study should analyze the availability of parking structures in the different segments, since the low residential density along Wilshire west of the 405 would indicate that bus riders in that segment would be more likely to drive and park than to walk to and from the bus. Compare that segment west of the 405 with the density along Wilshire in Westwood.

10. The study should analyze the alternative of sharing the bus lane with vehicles with two or more persons.

11. The study should analyze the alternative to a dedicated bus lane of enabling buses to control the traffic signals and stop across the far side of the intersection, to the extent that they do not already have this ability.

12. The study should analyze the difference in the number of bus riders between the period of 33 months when there was a dedicated bus lane in West Los Angeles compared to the current number of riders. And relate that result to your assumptions about people changing their habits and switching from autos to buses.

Brentwood Community Council

13. The study should also include information that compares (a) the speed of traffic in the area during the time that there were dedicated bus lanes with (b) the speed today when the bus lane is not in place.

14. The study should consider the alternative of bus lanes in one direction or another during peak hours instead of both directions. In other words, implementing a bus lane westbound during morning rush hour and eastbound during the evening rush hour only.

15. The study should analyze the change in LOS at intersections in the two segments west of Beverly Hills.

16. The study should show the loss of parking spaces on Wilshire west of the 405, and where those cars are expected to park.

17. The study should analyze whether increased congestion from decreased capacity of eastbound Wilshire traffic heading for the northbound 405 will be diverted up to Sunset, and the impact on Sunset traffic.

18. The study should discuss the impact of the interaction of drivers in bus lanes with drivers using the on and off ramps of the 405, and also analyze whether, and to what extent, bus lanes will cause additional traffic back-ups on the 405.

Thank you,

Raymond Klein

Raymond Klein Chair, Brentwood Community Council

cc: Councilmember Bill Rosendahl Supervisor Zev Yaroslavsky Subject: The Wilshire Bus Rapid Transit Project Date: Friday, October 23, 2009 12:21 PM From: RM Leich <rmlpulse@gmail.com> To: WilshireBRT WilshireBRT@metro.net

 TO: Martha Butler, Project Manager The Wilshire Bus Rapid Transit Project
 FROM: Robert Leich, Treasurer Crown Towers Homeowner's Association 10701 Wilshire Blvd

Dear Ms. Butler:

I have been traveling for several weeks and was unable to attend the recent recent public scoping meetings for the Wilshire Bus Rapid Transit (BRT) Environmental Impact Report/Environmental Assessment (EIR/EA), and now I learn that I have only until tomorrow to send in my comments. Thus, my comments will only address the high spots and will not be as detailed as I would have preferred.

Let me briefly introduce myself. I am Robert Leich writing on behalf of The Crown Towers Homeowner's Association where I serve as Treasurer. Our Board has authorized me to write this letter in strong opposition to the proposed project. In the way of background, in my past business experience I have been involved in numerous Environmental Impact Studies, most of which were in the State of Indiana, where I was involved with decisions regarding highway corridors for both State and Interstate highways...so I know your mission responsibilities and want to present you with the reasons that The Crown Towers Board, and the Boards of several other Wilshire Corridor Buildings with which I have had discussions, are opposed to this project. In brief outline format, here are the salient points we would like you to fully consider.

>>>If one were to look at Wilshire Blvd from the Santa Monica border to just west of downtown Los Angeles, you will note that our part of Wilshire Blvd...which I will define as running east on Wilshire from Glendon to Comstock...<u>is almost entirely residential</u>. In fact, it is the <u>only such dense residential area on Wilshire from the 405 to Downtown</u>. So what you are dealing with is a major highway expansion in a residential area. This is not the case for other areas of Wilshire, but it is most certainly the case for our section of Wilshire.

>>>The land that would be appropriated for the bus lanes would by necessity take away the pull in lanes which residents of the many high rise condos and apartment buildings use to enter enter their driveways. <u>Removing these lanes would create an enormous safety issue</u> for homeowners attempting to pull into the buildings, or out onto Wilshire. Now one is able to get out of the traffic flow and decelerate before turning off of Wilshire, or conversely, have time to accelerate before joining into the traffic flow. Not only is this safer, but it allows the moving traffic to maintain speed and not slow down for the cars turning in and out.

>>>The land that would be appropriated for the bus lanes would by necessity take away the pull in lanes and put the buses one lane closer to the residential structures, which are already located very close to the street. So, in addition to being a safety issue it is an aesthetic and pollution issue, both from bus fumes and from the noise of buses impacting a <u>near totally residential area</u>. Another issue will be the <u>increased vibrations</u> to be experienced by having the buses running one lane closer to these residential buildings.

>>>As a former highway planner I personally can see no earthly reason for this project, other than to suck federal dollars into Los Angeles and create construction jobs. <u>These are but</u> short term gains for an environmentally unsound project.

>>>Look at the traffic situation now. After 2:00 - 3:00 PM on weekdays there is near gridlock on Wilshire from west of the 405 eastward into our corridor. Traffic moves well again once coming from the west you reach Glendon/Selby, but then grinds to a halt at the border with Beverly Hills. Building <u>Bus Lanes through a residential area and then having it all come to a</u> <u>screeching halt at the western edge of Beverly Hills is nonsensical</u>! Were Beverly Hills participating in this project the proponents might have an argument, but since the project ends there it makes no sense to so severely impact a residential area with noise pollution and safety issues for what will yield little if any gain.

(Point in fact in this regard. At 7:10 PM on Wednesday September 30th I left The Crown Towers proceeding east on Wilshire to pick up friends staying at the new Montage Hotel in Beverly Hills. At the entrance to the Los Angeles Country Club I hit backed up traffic from the Wilshire/Santa Monica Blvd. intersection, and <u>50 minutes</u> after my departure I arrived at the Montage, a distance of 2.8 miles).

This Bus Lane project does absolutely nothing to solve the problem in Beverly Hills, and in fact will only exacerbate it.

Ms, Butler, I would be glad to discuss these matters with you in person and in more detail. If you wish to contact me you may use my cell number which is: 310-614-2156.

Thank you for your thorough consideration of these issues. Robert M. Leich

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study Date: Sunday, October 25, 2009 6:56 AM From: Webmaster <RSC_Webmaster@metro.net> To: WilshireBRT WilshireBRT@metro.net

firstName: Richard lastName: Risemberg organization: Bicycle Fixation emailAddress: rickrise@earthlink.net streetAddress: 648 1/2 S. Burnside Ave. city: Los Angeles state: CA 90036 zipCode: Sunday, October 25, 2009 Date: Time[.] 05:56:18 AM

comments:

Because of family upheaval I was unable to attend the scoping meetings. However, I'm thinking this project to create rush-hour-only bus lanes along Wilshire would be a perfect time to introduce rush-hour-only bike lanes as well, either alongside the bus lanes or, preferably, with bike access within a larger bus lane.

In places where it's been allowed, bicycle accidents went down in the corridor while bicycle use went up, and bus delays have not been reported. There are some short bus/bike only lanes already downtown, as of course you know--I use one on either Spring or Main (near where they join at 9th) all the time.

Some references:

http://www.livablestreets.com/streetswiki/bike-bus-lanes http://tinyurl.com/yl9dhwr (PDF, government guidelines for bus/bike combined lanes from Queensland, Australia) http://www.bikexprt.com/bikepol/facil/lanes/bikebus.htm

Let me know what you think. Wilshire is an ugly ride at present--I live half a block off

Wilshire near La Brea--but if you built it, they woudld indeed come!



Los Angeles County Bicycle Coalition 634 S. Spring St. Suite 821 Los Angeles, CA 90014 Phone 213.629.2142 Facsimile 213.629.2259 www.la-bike.org

October 26, 2009

Metro MS 99-23-1 One Gateway Plaza Los Angeles, CA 90012 Attn: Martha Butler, Project Manager

Los Angeles County Bicycle Coalition (LACBC) is a non-profit, membership-based organization that brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride. LACBC believes that the creation of Bus-Only Lanes/BRT on Wilshire Blvd. will establish safer and more enjoyable transportation options.

LACBC is writing to urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. We would like to see an alternative study of the full route that includes retaining the jut-outs from Malcolm to Comstock and converting the existing curbside lanes to bus-only lanes in the Environmental Impact Report.

We disagree with excluding the 0.3 mile section from Sepulveda to mid-block Veteran/Gayley Ave. near the 405 freeway area as well as the 0.7 mile section from S. Park View to Valencia St. from the project. The 405 section is one of the congested places where bus-lanes will make a significant impact in improving travel times of riders. Despite LADOT's concern that implementing bus-lanes will reduce 50% of the road capacity for cars along the S. Park View to Valencia section of Wilshire, this section is located in a highly transit-dependant neighborhood and therefore buses merit such road capacity dedication. The jut-outs in the area of Malcolm to Comstock should be preserved because they serve to provide green space and a buffer from traffic to the residents and pedestrians around the neighborhood. We agree that funds saved from not removing the jut-outs should be invested in improving the street conditions of other areas of Wilshire Blvd.

We also ask that bicyclists' needs are considered in the EIR for this project. Specifically, the impact of busonly lanes on cyclists should be evaluated because Wilshire Blvd. is one of the most destination-rich corridors in the city. Even if Wilshire does not include bicycle facilities in its roadway design, cyclists will still need to travel there to reach destinations and will always have the legal right to ride on Wilshire. The EIR should address opportunities for this project to help Wilshire better serve the needs of cyclists. Additionally, we encourage the benefits and challenges of center lanes and stations to be considered due to the operational compromises of curbside bus-only lanes. Furthermore, all options should be weighed including an alternative that incorporates curbside bike lanes and center/median BRT lanes and stations. Lastly, an alternative that allows bicyclists to access curbside bus-only lanes should be evaluated, especially to identify ways to minimize bus-bicycle conflicts at stops. This should include the evaluation of bypass lanes for bicycles so that bicyclists are able to travel around buses stopped at stations. We hope to see a thorough review of the alternatives suggested and look forward to engaging in the draft EIR public review process.

Thank you.

Sincerely,



Dorothy Le Planning and Policy Director Los Angeles County Bicycle Coalition Subject: CD11 Transportation Advisory Committee Scoping Comments for Wilshire Blvd. BRT Date: Monday, October 26, 2009 6:57 AM

From: sealnbear@aol.com <sealnbear@aol.com>

To: SEALNBEAR@aol.com SEALNBEAR@aol.com, SeriousBus@aol.com SeriousBus@aol.com, WilshireBRT WilshireBRT@metro.net, Litvak, Jody Feerst Litvakj@metro.net, Len.nguyen@lacity.org Len.nguyen@lacity.org, Paul.Backstrom@lacity.org Paul.Backstrom@lacity.org, Jay.Greenstein@lacity.org Jay.Greenstein@lacity.org, Michelle.Sorkin@lacity.org Michelle.Sorkin@lacity.org, Mieger, David MiegerD@metro.net, Berlin, Renee BerlinR@metro.net

To Jody Litvak, Metro, the CD11 and CD5 council district offices, and the CD11 Transportation Advisory Committee:

Following is the list of scoping comments that came up a week ago at our monthly meeting, and they are neither meant to be an endorsement or rejection of the proposed Wilshire BRT. Some of the comments and suggestions represented the opinion of the majority of the committee, and others represent the opinions of either a minority or a significant fraction of the committee.

1) The origins and destinations of BRT riders affects and potentially benefits the cities of Santa Monica and Beverly Hills, and they are not participating in the economic and infrastructure sacrifices as much as is the city of Los Angeles. What is the projected ridership data with respect to trip origins/ destinations from/to Santa Monica and Beverly Hills?

2) Automobile commuters will be displaced by the bus-only lanes, and they deserve amenities as much as do bus commuters; are there any special amenities to enhance the traffic flow and quality of life for automobile commuters as well?

3) Can a Minimal Operating Segment (MOS) for the Wilshire BRT be studied for initial implementation, or does the project need to be implemented "end-to-end" in a single Phase?

4) Bus stops (and their intersecting bus stops) need to be at the far side of intersections for better operations and to lessen the impact of intersecting and parallel automobile traffic flow.

5) There needs to be parking structures and Wilshire Blvd.-adjacent parking

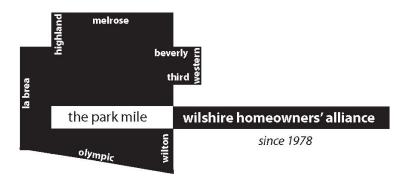
to provide connections for regional automobile commuters (from the Westside, South Bay and San Fernando Valley) to transfer to the BRT, as well as to better serve and enhance the commercial needs of the Wilshire Blvd. Corridor

6) The possibility needs to be raised of buses and automobiles (particularly carpools and/or vanpools) sharing the bus-only lanes at off-peak hours.

7) The impact of single-occupant automobiles delaying buses without the proposed BRT on the economic, social and health-related quality of life of bus commuters needs to be better defined--particularly on students, the seniors and the poor/transit-dependent.

8) What is the difference in the number of busriders during the previous study period of the BRT in the Westside for 33 months, versus the present?

Respectfully submitted, Ken Alpern CD11 Transportation Advisory Committee Co-Chair



Brookside Homeowners Association Citrus Square Association Fremont Place Association Hancock Park Home Owners Association Est. 1948 La Brea-Hancock Homeowners Association Larchmont Village Neighborhood Association Ridgewood-Wilton Neighborhood Association St. Andrews Square Neighborhood Association Sycamore Square Neighborhood Association Wilshire Park Association Windsor Square Association Windsor Village Community Association

October 31, 2007

Mr. David Mieger, AICP Project Manager and Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza, MS 99-22-5 Los Angeles, California 90012

Dear Mr. Mieger:

This letter is to provide comment regarding the Metro Westside Extension Transit Corridor. My name is John Gresham and I am writing in my capacity as Secretary of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), an organization representing 12 neighborhood associations in and around the Park Mile Specific Plan Area. The Park Mile Specific Plan includes the area along Wilshire Boulevard between 6th Street and 8th Street, from Wilton Place to Highland Avenue.

Your staff asked that the following questions be addressed by the community during the public meetings and during the comment period. The WHA Executive Committee discussed options for the Metro Westside Extension Transit Corridor at its September, 2007 meeting.

Q - Does transit need to be improved on the Westside?

A – Everyone agrees that <u>transit needs to be improved</u> in Los Angeles – on the Westside and elsewhere. The WHA Executive Committee would prefer that a quick, effective, low-cost and flexible solution be implemented. For this reason, we stress that a well thought-out bus system is the only immediate answer because it can be implemented relatively soon (in our lifetimes), at a lower cost than other alternatives, and is flexible enough to adapt to changes in schedule and demographics and routing. Since Wilshire Boulevard runs through the low-density Park Mile Specific Plan area, we would suggest that this is an appropriate 1.4 mile stretch to test dedicated bus lanes, or dedicated rush-hour only bus lanes.

Q - Do you prefer subway, light rail, more buses or another mode?

A - We prefer <u>more buses</u> along with an extensive network of bus routes and, where appropriate, dedicated bus lanes or rush-hour only bus lanes. Buses are a solution that can be implemented quickly, is relatively inexpensive, and can be adapted to the changing needs of the citizens and workers in Los Angeles ... and can be relocated if a mistake is made. The worst failure of a rail system is that the route becomes ineffective. A prime example is the Green Line built to serve the many defense contract workers who no longer work at its

October 31, 2007 Mr. David Mieger, AICP Page 2

terminus. The Green Line even stopped before the airport. Now, even though everyone wishes the Green Line could continue on to the airport, we have waited years for plans, and for funding, for the will to adapt the ill-conceived system to the City's changing needs. A rail system cannot be moved; buses can simply be rerouted.

Q - Do you like a Wilshire or a Santa Monica Boulevard alignment better?

A - We prefer the alignment that will have the <u>least negative impact</u> on our low-density community and that will cost-effectively serve the <u>most riders</u>, especially the transit-dependent. Right now, the solution that makes the most sense is to purchase more buses, expand routes and stops, and implement methods to make riding a bus more efficient, like dedicated bus lanes or rush hour-only bus lanes.

Q - Do you want a station in your neighborhood?

A - No. We do not want a station in our neighborhood because it makes no economic sense and would be impractical. [This question from Metro and the community presentation we attended seemed to imply that heavy rail *will* be the option, and that there are preliminary plans for a station at Bronson-Lorraine (Crenshaw) and Wilshire.] This intersection is surrounded by low-density, single-family residential housing consisting of two Historic Protection Overlay Zone ("HPOZ") neighborhoods and two other nascent HPOZs also filled with low-density, single-family residences. It is a long-established tenet of Los Angeles City Planning (*see* Wilshire Community Plan and Park Mile Specific Plan) that the area between Wilton and Highland, and the intersection at Bronson-Lorraine (Crenshaw) and Wilshire, should be preserved as low-density neighborhoods that provide <u>contrast</u> to the higherdensity "centers" in Wilshire Center and the Miracle Mile.

This intersection is the heart of the Park Mile Specific Plan, a legal document specifically conceived by the community, the City Planning Department, and the City Council to allow only low-impact Wilshire Boulevard business uses (no retail, for example) and to buffer the effect of those limited commercial uses on the adjacent R-1 zoned, single-family residences.

A transit station is advisable only in a location where there is *existing* adjacent high density development, indicative of high demand for access to transit. Alternatively, a transit station could be considered at a location which has the *potential* to accommodate the high-density development necessary to supply sufficient riders to warrant a station. Such potential, of course, would have to be supported by appropriate zoning (*re*-zoning in the case of our community) and a desire by the adjacent neighborhoods and City Council to change the existing nature of the community by increasing the density to something that would warrant construction and operation of an expensive station. Otherwise, the station simply will not be cost effective.

Therefore, a station location at Wilshire and Bronson-Lorraine (Crenshaw) would be illadvised because it would be completely surrounded by a very few low-density, non-retail commercial parcels and extensive low-density HPOZ residential neighborhoods. The ridership simply won't be there. It obviously is better to locate transit stations at major intersections such as where Western Avenue, La Brea Avenue, and Fairfax Avenue intersect October 31, 2007 Mr. David Mieger, AICP Page 3

Wilshire Boulevard. These are the intersections where there are major north-south bus line intersections for passengers making connections.

We note, too, that the Crenshaw Rapid Bus already makes the short, several-block jog to the existing Western Avenue Metro Red Line Station. Those few blocks of bus travel are far more cost-effective than building a \$100 Million-plus subway station between Bronson and Lorraine ... just four long blocks west of Western Avenue. Scarce public dollars for station construction should be applied where business and density are allowed – in the Miracle Mile, at LaBrea and/or at Fairfax. (In addition, if Metro were to build a station at Bronson-Lorraine [Crenshaw], and that enormous public investment subsequently caused changed land uses and intensified development at that location, the result would be new competition challenging Wilshire Center and Miracle Mile – the very areas that transit-oriented development is designed to enhance.)

Q - What is important to you in evaluating these alternatives?

A – Engineering and land use decision-making, not political decision-making. The reason our neighborhoods have formed HPOZs, the reason we are organized at all, is because we struggle every day to maintain our quality of life in the middle of an increasingly-urban Los Angeles, where we choose to make our homes in historic buildings located on children-friendly streets, enjoying a wonderfully diverse population as our neighbors. Therefore, in the view of the WHA Executive Committee, the most important factor to consider in evaluating Westside Extension alternatives is the impact that Metro's decisions will have on the communities you are serving. Expensive transit stations belong where there is sufficient density to justify those stations. At Bronson-Lorraine (Crenshaw) and Wilshire, there is neither sufficient density nor present potential for a sufficiently-large local population to justify a transit station.

In summary, the WHA Executive Committee believes that Los Angeles' transit needs will be best served by fast implementation of transit solutions that can, if needed, adapt quickly to better serve more riders. The most adaptable transit system is the only one that is not tied to a specific route, *i.e.* buses. We feel that what Los Angeles needs is simply <u>more</u> clean technology buses, like the CNG ones that you at Metro -- our own "America's Best" transit provider -- already utilize. We also need buses that run on weekends. We also need a spiderweb of bus and rail routes, throughout the City and County. And we need more dedicated bus lanes and rush hour bus lanes where appropriate. We thank you for studying how these things we need can come to pass.

Sincerely,

/John M. Gresham, Secretary Wilshire Homeowners' Alliance Executive Committee

cc: Honorable Tom LaBonge Honorable Herb Wesson City Planning Director Gail S. Goldberg Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: ashua Clayton Organization/ Organización us Kiders TIOK Address/Dirección: nglewood, (A 90303 Ant. 3206 L 1. Fax: 310) Telephone/Teléfonor 1939 39 412: 2 3 Email: hotmail, com anar anonela tarter pus-on. he lanes Comments/Comentarios: ely more pr tical immens immediat ruinely more more, Gor TING iv more 67 xpaye ESDP G avitis. 11 budge

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







Wilshire Bus Rapid Transit Project



COMMENT FORM FORMULARIO PARA COMENTARIOS Name/Nombre: EPh Organization/ Organización Address/Dirección: 4405 BEVENC Telephone/Teléfono: 126 Fax: Z/3 380 Email: support the 9.6 mile Comments/Comentarios: hepas and SEN elppas E. W. SE going 0 TU E his would hOIV out off + Muca Ve NIL SE duce gl od-

Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012







Wilshire Bus Rapid Transit Project



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COMMENT FORM	FORMULARIO PARA COMENTARIOS
Name/Nombre: Stephen C. Smit.	2
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Comments/Comentarios:

COMMENT FORM

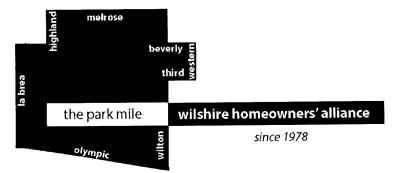
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Return comment form to: Favor de regresar formulario a: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012









Brookside Homeowners Association Citrus Square Association Fremont Place Association Hancock Park Home Owners Association Est. 1948 La Brea-Hancock Homeowners Association Larchmont Village Neighborhood Association Ridgewood-Wilton Neighborhood Association St. Andrews Square Neighborhood Association Sycamore Square Neighborhood Association Wilshire Park Association Windsor Square Association Windsor Village Community Association

November 6, 2007

Mr. David Mieger, AICP Project Manager and Deputy Executive Officer Los Angeles County Metropolitan Transportation Authority (METRO) One Gateway Plaza, MS 99-22-5 Los Angeles, California 90012

Re: Amplification of Support for Westside Subway Extension

Dear Mr. Mieger:

This letter is a follow-up to my October 31, 2007, letter transmitting position statements concerning the Metro Westside Extension Transit Corridor, made on behalf of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), in response to the five questions raised by Metro at the community meetings (the "Prior Letter").

We wish to be clear that while the WHA Executive Committee wishes to stress the improvements to the Metro bus system for all of the reasons stated in the Prior Letter, the WHA Executive Committee <u>does not oppose</u> a Westside subway extension. We do not want our support for improvements in the bus system, which can be achieved near-term, to be seen as opposition to subway extension(s) to the west.

In WHA Executive Committee meetings, there definitely has been a consensus to <u>not oppose</u> a Purple Line extension, <u>provided that</u>: 1) there be no unneeded station at Bronson-Lorraine (Crenshaw) and Wilshire, because of the extant low-density zoning and for all of the other reasons given previously, and 2) such a Purple Line extension not cause geological, water-table, or other problems for properties in our communities.

(We presume that such engineering issues are being studied and that the much-ballyhooed technological improvements in tunneling systems have removed all previous problems of drilling deep underground adjoining our neighborhoods.)

Thank you for allowing me to clarify the WHA Executive Committee's qualified position supporting a subway extension as well as supporting more immediate bus system improvements.

Sincerely,

John M. Greśkam, Secretary Wilshire Homeowners' Alliance Executive Committee

cc: Honorable Tom LaBonge Honorable Herb Wesson City Planning Director S. Gail Goldberg

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION 914 WESTWOOD BOULEVARD P.M.B. 573 LOS ANGELES, CALIFORNIA 90024 (310) 470-1785

November 17, 2008

Wilshire BRT Project Meeting Westwood Presbyterian Church November 17, 2008

The following questions are submitted by the Holmby-Westwood Property Owners Association (HWPOA) representing 1100 single family homes north of Wilshire Blvd., between Comstock and Malcolm Avenues.

We request that the comments and questions submitted by HWPOA be made a part of the file and addressed in the environmental review.

- 1. By what date does the project have to be cleared environmentally in order to secure the federal money that was made available?
- 2. If that date is not met, what happens to the project?
- 3. By what date must the shovel move dirt in order to qualify for the money?
- 4. Where will the dollars come from that will be used to remove the bump-outs and curb replacements?
- 5. What is the increased speed of the buses between Comstock and Selby going east and west on Wilshire during peak hours?
- 6. It has been stated that bus travel will improve by 24% on Wilshire Blvd. Have the studies shown that to be the case on Wilshire between Comstock and Selby? How much will bus travel improve between Comstock and Wilshire?
- 7. The cities of Santa Monica and Beverly Hills are not participating in this BRT program. What percentage of Wilshire Blvd. is that of the Westside Wilshire Corridor between San Vicente Blvd. (at BH city limit) to the ocean?
- 8. Will the bus lanes be open to bike riders? What is the safety implication of riders in between these buses? If the bus lanes are not open to bikers, what lane would they utilize?
- 9. By increasing signal timing and bus signal priority on east/west traffic, what delays will occur on traffic going north and south? Between Comstock and Selby? On the remainder of the Wilshire route?
- 10. How many parking spaces will be lost to the bus-only lanes on Wilshire for the entire route? Between Comstock and Selby?
- 11. What has been the decline of bus speeds on Wilshire since the last environmental study in 2001 or 2002? What has been the decline of bus speeds on Wilshire since the last environmental study in '01 or '02 between Comstock and Selby?

- 12. What intersections between Comstock and Selby will be redesigned? What impact will such designs have on car traffic going north and south? Going east and west?
- 13. Will there be any change in signal priority at intersections on Wilshire? Will there be any change in signal priority at intersections including and between Comstock and Selby? Indicate north and south, east and west.
- 14. Non Metro as well as Metro buses will be using bus-only lanes. Since Rapid Red buses make fewer stops, those buses will be using car lanes to pass local buses. These buses then have to get back into the bus-only lane at Rapid Red stops. What delay will that cause to car traffic on Wilshire? What delay will that cause to car traffic between Comstock and Selby?
- 15. Some Rapid Red buses traverse from the bus lane to the far left lane (going west) within a block (stop at Wilshire and Westwood and turn south at Veteran). What delay will occur to car users on Wilshire during AM peak? What delay will occur to car users (stop on Wilshire at Veteran and turn north on Westwood Blvd.) at PM peak for such bus maneuvers?
- 16. UCLA creates many car trips, especially at PM peak going south on Veteran, Gayley, Westwood Blvd., and Glendon to east and west on Wilshire. What will be the delay on those streets to access Wilshire?
- 17. The pilot program in Councilman Rosendahl's district was cancelled. On October 11, 2005 he stated, "The residents and merchants in the current one mile stretch of bus lane have borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project." What was the increase in ridership for the one mile? How much of a greater speed did the buses move along that one mile? The response was NOT favorable. Merchants and residents alike DID NOT APPROVE.
- 18. What percentage of the removal of jut-outs and realignment of the curbs from Comstock to Selby was funded in the Call for Projects? What percentage of the same removal was funded by other agencies? What are the agencies that funded each?
- 19. The 2001 FEIR determined that Westwood was the only segment of Wilshire Blvd. that has good traffic flow. What was that traffic flow then and what is that traffic flow today in the Westwood segment? What are the streets included in that segment?
- 20. What will the increase in traffic on surrounding residential streets be (particularly Ashton, Beverly Glen, and Lindbrook) to avoid getting delayed in the bus-only lane and using those two streets as a cut-through?
- 21. What delay will the bottlenecks at Beverly Hills and Santa Monica city limits cause to buses? What will the delay to car traffic be?
- 22. What is the delay to buses that the bottlenecks will cause at the entrances and exits to and from the 405? What delay to car traffic? (There are 4 entrances and 4 exits). I would like to know those delays at each exit and entrance at both AM and PM peak periods. DOT's report to City Council on November 7, 2005 stated, "Eastbound traffic on Wilshire Blvd. normally destined for the northbound 405

Freeway appears to have diverted up to Sunset Blvd. to avoid congestion and delays resulting from the reduced capacity on Wilshire Blvd. Southbound 405 traffic has similarly diverted south toward Santa Monica Blvd. "Before" and "after" traffic count data indicate an approximate 22% increase in northbound traffic on Barrington north of Wilshire and a corresponding decrease in traffic volumes in both directions on Wilshire Blvd. during the AM and PM peak periods."

- 23. What was the result of the test demonstration in August, 2007 in Beverly Hills to the areas between Comstock and Selby, including the residential streets of Lindbrook, Ashton, and Beverly Glen?
- 24. The am and pm peak hours used for bus-only lanes are also peak hours for car commuters. What is the change in speed for car commuters along Wilshire Blvd? What is the increase or decrease in time for car commuters along Wilshire? What are the speed and time changes for cars between Comstock and Wilshire?
- 25. What is the number of people moved per AM and PM peak periods in cars and on buses along Wilshire? Just between Comstock and Selby? This should be a comparison of occupancy to occupancy, NOT occupancy to bus capacity. The comparison should be with full bus and full car, NOT full bus and only one occupant in a car.
- Compare full occupancy of buses with ³/₄ and ¹/₂ occupancy and that of cars with 1, 2, 3, or 4 passengers.
- 27. How do frequency and size of buses relate to gridlock? What will be the impact on Wilshire? What will be the impact between Comstock and Selby?
- 28. What is the increase in time delays at Wilshire/San Vicente, Wilshire/Fairfax, Beverly Glen/Wilshire, Westwood/Wilshire, Westwood/Veteran, Wilshire/Federal, and Wilshire/Bundy?
- 29. All services to the thousands of residents on Wilshire will be delayed a minimum of 4 hours each weekday. These include: construction starting later, no parking for construction workers, no deliveries (Sparkletts truck, UPS, all repair services including cable, elevator, and sanitation pick-up), no alleys for such deliveries to use, a move in or our could take an extra day, tour buses, taxis, and limos that wait on the street, and finally, a traffic lane that was part of the mitigation for Sinai Temple construction for their day school program would be converted for bus use.
- 30. The Westwood area between Comstock and Selby is exclusively a residential area and may be the only one along Wilshire. There are no stores that utilize the lane for parking beginning at 10 AM. We live on these streets and services are necessary for residents. Buildings were not required to allow for vans, buses, or trucks.

This list of questions together with the statements made by the HWPOA representative at the November 17, 2008 meeting constitute reasons that an EIR/EIS be required of this Wilshire BRT project.

Thank you.

Sincerely,

Sandy Brown

SANDY BROWN President, Holmby-Westwood Property Owners Association

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION 914 WESTWOOD BOULEVARD P.M.B. 573 LOS ANGELES, CALIFORNIA 90024 (310) 470-1785

Testimony: Wilshire BRT Project Meeting Westwood Presbyterian Church November 17, 2009

Holmby-Westwood Property Owners Association represents 1100 single family homes north of Wilshire Blvd. between Comstock and Malcolm Avenues. We oppose the Wilshire BRT Bus-only lanes, the removal of the bump-outs, the curb changes, and restriping of the lanes.

We believe that there will be significant changes to and, in fact, a reversal of the 2001 EIR on the Westwood segment. Wilshire bus lanes are expected to result in significant traffic impacts and involve street widenings. This broad geographic scope extending from Central City West to the Santa Monica city limit as well as previous inadequate traffic modeling necessitates a new EIR. Traffic patterns have changed and articulated buses and bus stops have been added requiring a new EIR.

Questions attached have been raised as to the funding of this project. The preparation of a new or Subsequent EIR could significantly affect the project schedule but that is not sufficient reason to grant an Mitigated Negative Declaration or a Negative Declaration. We believe an EIR is required.

The 2001 FEIR study found that bus lanes will cause problems and were unnecessary in Westwood. MTA studies were flawed. Traffic delay occurred. How can these negative impacts be mitigated?

HWPOA believes this is an enormous and unnecessary expenditure that totally disregards thousands of residents along the Wilshire corridor as well as residents to the North and South of Wilshire.

Bus riders DO NOT CONSTITUTE the entire body of people utilizing this route and, in fact, could constitute a small percentage of users.

- There is a significant impact that could result from a change in the scope of the project.
- This is a burden on residents, merchants, and car users.
- A change in traffic patterns will occur.
- There will be an addition of articulated buses.

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION 914 WESTWOOD BOULEVARD P.M.B. 573 LOS ANGELES, CALIFORNIA 90024 (310) 470-1785

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- There is a significant impact that could result from a change in the scope of the project.
- This is a burden on residents, merchants, and car users.
- A change in traffic patterns will occur.
- There will be an addition of articulated buses.

- Intersections will be modified. ٠
- There will be a change in bus stops. ٠
- There is substantial community opposition and controversy. •
- There is no evidence that buses reduction in travel time will produce increased ٠ ridership.

The Wilshire Bus Rapid Transit Project will result in a reasonably foreseeable indirect physical change in the environment and therefore, requires that an EIR be initiated and completed.

Please send all correspondence to: Sandy Brown 10350 Wilshire Boulevard, Apt. 1003 Los Angeles, CA 90024

Thank you.

Sincerely,

Sandy Brown

SANDY BROWN President, Holmby-Westwood Property Owners Association

HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION 914 WESTWOOD BOULEVARD P.M.B. 573 LOS ANGELES, CALIFORNIA 90024 (310) 470-1785

November 19, 2008

Martha Butler Project Manager Metro, MS 99-23-1 One Gateway Plaza Los Angeles, CA 90012

E-mail: wilshirebrt@metro net

Dear Ms. Butler:

The above named association has submitted written comments regarding the Wilshire BRT project. Please add this letter to those comments already submitted to be included in the project file.

The Metro announcement regarding the (4) community meetings states, "A joint document, consisting of an Initial Study/Environmental Assessment (IS/EA), is being conducted for the Wilshire BRT project to meet State and Federal environmental requirements." This is so vague that no one could possibly understand from your announcement that these meetings were being conducted for the sole purpose of determining whether or not an EIR should be prepared.

The announcement goes on to state "......and submit questions and/or comments for the technical team to incorporate." Once again, the statement does not indicate that comments will be used to determine the type of environmental assessment that would be issued. It is as if Metro purposely tried to be vague.

The proof that my assumption was correct came at the meeting on November 17, 2008 at the Westwood Presbyterian Church when in his opening remarks, Rex Gephart, Director, Regional Transit Planning stated, "The purpose of what we're doing today is to determine if further environmental review is necessary." Statements that we need the bus, that UCLA students would take the Rapid Red, that the Coalition for Clean Air thinks it's a good thing, that Marilyn Lewis wants the planted median, that too many buses run too close together, that BBB bus gets its' passengers to job sites and school faster, that Polly Chu thinks we need to get people out of their cars, that Wilshire is a speedway.....none of these statements relate to the environmental impacts of the project BECAUSE the meeting notice never stated anything except that a joint document is being conducted.

1

What is a "joint document."? If I said to you that I am conducting a joint document, would you know what I was doing? That is vague and meaningless to the public and does not convey the real reason for the meetings.

For the record, I (on behalf of the association) request that additional meetings be scheduled and that such notices for the meetings clearly state the specific reason for the meeting and specifically, how and in what way the information collected will be used.

Thank you.

Sincerely,

Sandy Duron

SANDY BROWN President, Holmby-Westwood Property Owners Association

Testimony

1	PUBLIC MEETING		
2	LOS ANGELES COUNTY		
3	METROPOLITAN TRANSPORTATION AUTHORITY		
4	CHAIR, JODY LITVAK		
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8	In the Matter of the)		
9	In the Matter of the) WILSHIRE BOULEVARD) BUS RAPID TRANSIT PROJECT)		
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15	TRANSCRIPT OF PROCEEDINGS		
16	Los Angeles, California		
17	Wednesday, October 7, 2009		
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22	Reported By:
23	KIMBERLY ANTON CSR No. 12881
24	
	Job No.:
25	B2990NC0

1	PUBLIC MEETING		
2	LOS ANGELES COUNTY		
3	METROPOLITAN TRANSPORTATION AUTHORITY		
4	CHAIR, JODY LITVAK		
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8	In the Matter of the) WILSHIRE BOULEVARD)		
9	BUS RAPID TRANSIT PROJECT		
10)		
11			

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15	TRANSCRIPT OF PROCEEDINGS, taken at
16	4350 Wilshire Boulevard, Los Angeles,
17	California, commencing at 6:32 p.m.,
18	on Wednesday, October 7, 2009, reported by
19	KIMBERLY ANTON, CSR No. 12881, a Certified
20	Shorthand Reporter in and for the State of
21	California.
22	
23	
24	
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1	APPEARANCES:

2 STAFF PRESENTATION:

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1	Los Angeles, California, Wednesday, October 7, 2009
2	6:32 p.m.
3	
4	
5	MS. LITVAK: Good evening, everybody. My name is
6	Jody Litvak, I'm with Metro, the MTA. We are the
7	co-sponsors of the Wilshire Boulevard Bus Rapid Transit

8 Project. It's a project being done jointly between my
9 agency, the City of Los Angeles, and the County of
10 Los Angeles.

We have Susan Bach from the City of Los Angeles with us tonight representing them. Is anybody else here from L.A. DOT? Okay. Good. I'm sorry. And I don't think we have anyone here from the County of Los Angeles tonight, but that's okay.

Now, before I get into the presentation, because Now, before I get into the presentation, because later on we're going to want to give you the opportunity to comment, after all, this is a scoping meeting and this is your chance to tell us what you want us to study for this project that we'll explain to you in just a few moments.

But many of you received a speaker's card when you came in, and some of you may have filled it out and turned it in over here to the lovely Ginny Marie Birdeau. If you didn't turn in the card and you have one and you feel moved at some point in time that you have to say something, just

fill it out and wave it about and Ginny or somebody will
come and get it from you. Right here. If you decide you
want to speak and you don't have a card, just wave your hand
and someone will bring you a card, and then wave it about
after you fill it out, they'll come and get it from you.

6 Oh, somebody needs a card right here. Okay. We'll 7 take care of everyone, and I'll ask you that again about 400 8 times before we go along.

9 If you would like to give us written comments, you 10 can do that instead of speaking or you can speak and give us 11 written comments. There are these forms you can fill them 12 out.

13 If you have a lot to say, you can write on the 14 front and the back. We'll ask you to write as neatly and as 15 legibly as you can so that we really get your meaning and we 16 know you want us to, and these forms are available on the 17 table, and you can turn them in in the box that's on the 18 table on your way out.

Or if you want to think about your comments a
little more and mail them into us, the address is right here
on the bottom, or if you take a form home with you tonight

22 and you suddenly think of something you want to say that you23 didn't, please send it to us.

Okay. All right. So here we go. So tonight's
meeting -- this is weird. I got to look at it this way. I

7

apologize if I turn my back on you. The purpose -- can we
 try -- does it work if we turn the lights down in the front
 to see this better? Can we try that? All the technical
 things we have to do.

5 We'll try and make this as easy for you to 6 understand as we possibly can. Is that better? Okay. So 7 we've got the sound better and the visual stuff better. 8 Okay. Now, we're rocking.

9 Okay. So the purpose of tonight's meeting is to 10 provide an overview of the proposed project, discuss the new 11 environmental process, and there's a board on the back, 12 you'll see these aerial photographs here, immediately to the right of the aerial photograph is a board that will talk about the environmental process, and we'll mention that several times. That slide is not in the presentation, but if you're curious about it, take a look.

17 We'll talk about some of the other project 18 alternatives that we're looking at and some of them that 19 we're not looking at. We'll talk about the new study 20 schedule, and there's a board in the back -- oh, you were 21 asking me about the schedule. There's also a board over 22 there. You were asking me about that before we started, so 23 there is a schedule over there.

And then, really, the most important part is listening to your comments so they can be considered as we

8

1 develop the Draft Environmental Impact Report.

2 And with that, Mr. Gephart, here comes Rex Gephart 3 from our agency, and he'll take us through the rest of the 4 presentation, and then I'll come back at the end to wrap it5 up and lead us through the public comment part.

6 MR. GEPHART: Thank you, Jody.

7 I'm Rex Gephart, and thank you all for coming. I 8 know some of you were here last November and probably have 9 seen some of these slides before, but there's some new and 10 important information we're going to go over. And I need to 11 speak into the mike like this, apparently. And if you can't 12 hear me, I'll speak up.

So the introduction, Wilshire Boulevard, as
everybody knows, is a key east/west border in Los Angeles
County. It's one of the most important transit corridors in
Los Angeles County, and it has about 93,000 weekday
boardings from end to end. About two-thirds of those
boardings are right within this project study area.

Average bus speeds Countywide have been declining by about -- well, they've been declining less than one percent every year over the last 20 years, which has made it really important to improve bus speeds because everybody's travel time is increasing, our operating expenses are increasing, and nobody wins with slower buses and we're trying to improve that with this study on Wilshire 1 Boulevard.

2 The project area includes most of 3 Wilshire Boulevard just beginning at Valencia, around 4 Valencia on the east end, all the way to the City of Santa Monica, the City of Santa Monica border, that is 5 excluding Beverly Hills, and we, Metro, and the City of 6 7 Los Angeles and the -- excuse me -- Los Angeles County have started work on the Environmental Impact 8 9 Report/Environmental Assessment. 10 The participating agencies, City of Los Angeles,

10 County of Los Angeles, and Metro are all working together to 12 design this report, which is about twelve-and-a-half miles 13 from end to end. The construction will be done strictly 14 through the City of Los Angeles within the City and the 15 County of Los Angeles.

And the County is involved with this out at the 405freeway. They own the area around the I-405 freeway that's

on Wilshire Boulevard. And then the funding, 75 percent is
through the federal government, about 15 percent from Metro
and 10 percent from the City of Los Angeles.

In June 2000 of this year -- of last year, excuse me, those three agencies, Metro, City of L.A., County of Los Angeles, started studying the feasibility. The City of Los Angeles had approved L.A. DOT staff to start studying this, and we joined with the L.A. County to start the study,

10

and we initially started it as an initial study slash
 Environmental Assessment.

The initial study side of it is the State requirement, and the Environmental Assessment is the federal requirement. We -- and we started this study back in November when we were presenting this to everybody as the Initial Study/Environmental Assessment, and then in November, we met with everybody along the corridor, met with 9 four of the communities, one of them right here, and heard10 everybody's comments.

11 And then in May, we -- May 2009, the agencies, all the agencies working on this project decided to elevate the 12 13 study from an Initial Study EA to an EIR/EA, and we did that 14 because we had listened to everybody's comments from those 15 community meetings, which suggested that it needed a little 16 bit more review, little bit more study, and, in particular, 17 some of the technical analyses with respect to the traffic. 18 We wanted to do a little bit more data gathering, 19 little bit more analysis on a lot of the intersections 20 throughout the Westside to make sure we knew exactly what 21 was going to happen if we implemented peak period bus 22 training on Wilshire Boulevard, and this is on intersections 23 throughout the Westside, and we'll talk a little bit about 24 that in a second as well.

25 And then in July 2009, we asked the federal

government about the -- whether they thought it would be a
 good idea to elevate their side of this study from an
 Environmental Assessment to an EIS, and they said, no, it's
 not necessary. So the federal government has approved us
 going forward with the EIR/EA.

The proposed project, the bus lanes -- well, first of all, the corridor is about twelve-and-a-half miles from end to end, minus Beverly Hills, so the bus lanes are about nine-and-a-half miles long.

10They would operate during the weekday peak periods11only, and that's from 7:00 to 9:00 a.m. and 4:00 to127:00 p.m. in both directions in the curb lanes only.13And we would be doing some other things along the

corridor, including repaving and reconstructing a lot of

14

Wilshire Boulevard, curb lanes along Wilshire Boulevard whether you're in a car or a bus. The curb lanes on Wilshire Boulevard are not in great shape, in particular, this area, all the way from -- to Beverly Hills very, very bad shape.

We've ridden in them in buses and in cars, and so
as part of this project, we'd like to improve
Wilshire Boulevard, curb lanes and, partially, into adjacent

23 lanes right next to the curb lane.

We would widen Wilshire Boulevard in some areas and we'd improve the traffic so that all the cars and the buses

12

would go a little bit quicker down Wilshire Boulevard, and
 we'd improve the bus signal priority system to give a little
 bit more green time, more green signal for those buses out
 there.

5 Environmental process, the one we are going through 6 right now, Environmental Impact Report/Environmental 7 Assessment, to examine Wilshire BRT, the feasibility of a 8 bus rapid transit project, and then we'll evaluate the 9 environmental/social economic issues and when we do that, 10 the EIR satisfies both the State and federal requirements 11 for the environmental report.

And the EIR/EA will include studies of traffic andparking, traffic probably being the most important, air

14 quality, noise, culture resources, community impact, all of 15 the things that are required by the State and the federal 16 government whenever you produce an environmental report. 17 And, also, it's important, at the very bottom of 18 this, the EIR/EA will also evaluate project alternatives. 19 We did not come up with any alternatives last November when 20 we were doing the initial study. We are now looking at 21 different alternatives for this project as part of the EIR 22 report in just a second.

Proposed project scope, starting out by
Santa Monica, from Centinela to Barrington, we thought we'd
run through what we plan on doing from end to end along this

13

entire corridor. And, again, on the left side of this map,
 is the city of Santa Monica, Centinela, and on the right
 side of the map, it ends at Valencia, and that is the
 twelve-and-a-half miles I'm talking about.

5 So from Centinela to Barrington about .8 miles, we 6 would merely convert the existing curb lanes to the improved 7 bus lanes.

8 Then from Barrington to Federal, we're going to 9 widen Wilshire Boulevard a bit by removing five feet from 10 the sidewalks and adding eastbound peak period bus lane only 11 heading toward the I-405. Then we move into the county from 12 Federal to Sepulveda, that's all county territory, and we 13 would widen Wilshire and add peak period bus lanes in there 14 as well to get everybody right at the 405 freeway.

And then, importantly, it says up there, "lengthen the eastbound left turn pocket at Sepulveda." A lot of people may not be familiar with this area, but if you're going eastbound on Wilshire Boulevard, as you approach Sepulveda Boulevard, a lot of people want to get into the left turn lane, go north on Sepulveda.

That pocket is very short and people's cars back out into the through lanes, and back out into Wilshire Boulevard and it slows down everybody on Wilshire Boulevard.

25 So we're going to lengthen that left turn pocket

1 from 150 feet to about 700 feet and there will no longer be 2 cars backed into the through lane of Wilshire Boulevard improving the traffic overall through that portion there. 3 4 The next portion from Sepulveda to Malcolm is just, well, Sepulveda is just -- well, right at the 405 freeway,

6 Malcolm is just a couple blocks east of Westwood, we would just convert the existing curb lanes to peak period bus 7 8 lanes.

5

9 From Malcolm to Comstock, about a mile, there are 10 what we call "jut-outs." Little hard to explain this, but 11 what that means is there are areas along Wilshire Boulevard 12 that have areas of greenery and some trees and they 13 basically jut out into Wilshire Boulevard sporadically along 14 Wilshire Boulevard and people can park their cars in between 15 those jut-outs.

16 What we'd like to do is remove those jut-outs on 17 both sides of Wilshire Boulevard in both directions and then 18 add a peak period bus lane where those jut-outs were.

And then from Comstock to Beverly Hills, just
convert the existing lanes to peak period bus lanes.
In the city of Beverly Hills we are not, at this
point, building or constructing curb lanes. The -- Beverly
Hills is not part of this project at this point. It's not
that they're against bus lanes whatsoever, it's just we did
not get them included in this federal grant application.

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1 By the time we had to apply for the grant, we were -- Beverly Hills was not -- had not approved bus lanes 2 3 for the city. We will be talking with the City of 4 Beverly Hills, you know, in the next year or so, and they 5 have agreed to at least review what happens when we open the lanes in the City of Los Angeles. 6 7 Then just on the other side of Beverly Hills, convert existing curb lanes into peak period bus lanes. 8

And from Fairfax to Western, this is where we

10 reconstruct the curb lanes. That means completely remove 11 the curb lanes as you see them today and a lot of lane next 12 to the curb lane and completely reconstruct to make it nice 13 and smooth so that everybody doesn't bounce down the 14 corridor in a bus or car.

15 And the end of the corridor, from Western to --16 two-and-a-half miles, just convert the existing curb lanes 17 to peak period bus lanes.

18 So on the traffic study side of this, we're looking 19 at 17 intersections on Wilshire Boulevard, 57 parallel to 20 Wilshire Boulevard throughout the Westside, 74 intersections 21 total, we're looking at the traffic counts at those 22 intersections, the current traffic counts, the forecast 23 traffic counts with the bus lane, and we're looking at 24 parking impacts along the entire corridor as well. 25

This map shows -- oh, there is a pointer. I don't

1 know if people can even see this little red dot in the 2 center of this map, but these -- the dots that you see here, 3 there and there and there, are all intersections, those are 4 those 74 intersections that we will be looking at as part of 5 the study for traffic impacts.

6 And we -- you can see we have little intersections 7 that we're -- but you can see the intersections that we're 8 looking at along Sunset Boulevard, from Sunset all the way 9 down to Pico from the city of Santa Monica all the way to 10 Valencia on the eastbound border.

Now, project alternatives, this is new from the time we were here in November. As part of an EIR, you're required to look at having absolutely no project, called a, "No Build Alternative." We're reviewing that concept, seeing what might happen if we don't build the bus lanes and, in particular, the future.

We also have an alternative that is exactly the proposed project that I just went through except on the eastern end, about where we are today, the last .7 miles from South Parkview, that's right around just west of Alvarado to the end of the line at Valencia we would eliminate the bus lane in that area.

23 The reason that we are proposing that is because

Wilshire Boulevard narrows, I think it's 74 feet to 60 feet,in that area, and if we take a lane, a curb lane, it reduces

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the amount of capacity in that section by about 50 percent.
In working with the City of L.A., they suggested we do not
put the bus lanes in there, and the federal government has
agreed that would be okay idea. So we wanted to propose
that as an alternate option, project alternative.

In addition to eliminating the last eastern
.7 miles, we'd like to eliminate the bus lane right at the
I-405 freeway, that's just east of the 405 freeway from
Sepulveda, that's right around Westwood.

10 The reason for that is that the lanes, both the 11 north and the south side of Wilshire are used to enter and 12 exit the I-405 freeway, and there are a lot of cars in those 13 curb lanes trying to get on the 405 freeway north, and cars 14 getting off the 405 freeway north going east on Wilshire Boulevard, so we decided not to put bus lanes there because they're completely at capacity with traffic getting off and on the 405 freeway.

And then another option would be between Malcolm and Comstock. Now, again, Malcolm, is just east of Westwood Boulevard, retain all of those existing jut-outs, keep the jut-outs exactly as they are today, keep the trees, keep the grass, keep the parking, but convert the lane, the traffic lane that is there today to the curbside bus lane. So we would be taking a traffic lane instead of

25 taking the jut-outs and adding a bus lane. And then because

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1 we're not going to remove the jut-outs, we would save some 2 money -- we would save the construction money to remove the 3 jut-outs.

4 We would put that money back into

5 Wilshire Boulevard, and reconstruct Wilshire Boulevard from,

basically, from the city of Beverly Hills to east of the end
of the line. We're not exactly sure of that, but it would
be really close, and that would nearly double the number of
miles we would reconstruct along Wilshire Boulevard making
the ride a really excellent ride probably from about five
miles east of Beverly Hills.

And this is a map that shows what I just was talking about. This is the little area at the 405 freeway that we were -- are proposing to eliminate. This is the area at the eastern end of the line that we are proposing to eliminate.

17 We would then keep these jut-outs in this area and 18 use that money to reconstruct Wilshire in here and all the 19 way to the end of the line. Again, this is a proposed 20 project option alternative.

21 Other alternatives we've considered but have 22 rejected because neither of these options are eligible for 23 federal funding. One -- the first one was just -- was to --24 well, the first alternative was exactly the same as the 25 proposed one that I just mentioned except in this one we would remove the jut-outs, and we would -- again, we would
eliminate the last .7 miles, eliminate the .3 miles at the
405 freeway, but we would remove the jut-outs, not leave
them in.

5 The problem with that is if we remove the jut-outs, 6 the project becomes -- remains rather expensive, and it 7 exceeds the federal limit for cost per mile.

8 A second option is what we call, "Mini bus lanes." 9 We had thought about putting bus lanes in little -- wherever 10 would could put them potentially, wherever we really needed 11 them. Maybe for one block here or three blocks there or a 12 quarter mile here and another block there, and they added up 13 to about 2.5 miles along that entire corridor.

But the federal government said, that's not possible. We're not going to fund something like that. It has to be one continuous bus lane. So that idea is not considered eligible by the federal government as well.

Project goals, improve bus passenger travel times,that is certainly a high priority of this project.

Improving the bus service reliability means -- means improving the consistency when buses appear at bus stops, and the consistency of your trip from one end to the other. So if it takes 50 minutes on Tuesday, it would take for minutes on Friday. We're trying to improve the consistency here when buses arrive, when buses leave your

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1 stops, and your travel time from point A to point B, and 2 we're trying to improve the traffic flow on 3 Wilshire Boulevard, that means everybody on 4 Wilshire Boulevard. 5 If the signal timing is better for the buses, it's 6 also going to be better for the cars, so everybody will move 7 a little bit faster on Wilshire Boulevard. And we're trying 8 to make it so the ride is a lot better for everybody, cars 9 and buses.

And encourage -- and this -- this bullet goes along

11 with the first bullet, encourage bus ridership, but that's 12 only going to happen if the bus becomes competitive with the 13 automobile in terms of travel time, so we hope that this 14 will happen with this project.

15 In fact, we'd like to see the ridership from the 16 automobile to the bus. And of course, getting people out of 17 their cars and on the buses would improve air quality, and 18 we'd like to improve parking impacts.

19 Federal government -- I mean, project funding I 20 mentioned earlier, on the right side, 74 percent is from 21 federal government, 10 percent is City of L.A., 16 percent 22 from Metro, total project cost, 31.5 million.

Study schedule -- is this, Jody or is this me?
Still me. Okay. Okay. Still me. Study schedule has been
updated because from last November, we've spent a lot of

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1 time doing other things, and that's why we're back today to

tell you what the new schedule is, and we apologize, I
apologize. We are here, that top blue spot, square,
October 2009, this is one of those scoping meetings.

5 We have four scoping meetings, one we held Monday, 6 another one tomorrow, another one next Tuesday. So this is 7 where we are today, hear everybody's comments, after these 8 scoping meetings, develop these -- really complete these 9 technical studies we have to go through, traffic, the noise, 10 air quality, et cetera.

11 By the end of January, bring the draft 12 Environmental Impact Report/Environmental Assessment back 13 for public review, hold more community meetings in February, 14 ask if -- if we believe and if the consensus -- but as long 15 as we get a majority of proposed people liking the ideas 16 that we're trying to put forward here, we would bring those 17 ideas, those concepts through this draft Environmental 18 Impact Report to the federal government and seek their 19 approval.

Whether it's the proposed project or the alternative proposed project or another idea, another alternative, bring it to the federal government for approval, and then if the federal government approves it, go back to our Board in May of next year. If they approve it, because, again, the County's involved with this project, if both of those approve, start construction in July of next year.

4 And now it's Jody. Thank you.

5 MS. LITVAK: Okay. Thank you.

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6 Two things before I continue. Hold on, Rex, don't 7 go away. Just because somebody asked earlier tonight, if we 8 keep to this schedule, we begin design and construction next 9 July, how long before we're open and operating?

10 MR. GEPHART: Year-and-a-half to two years.

MS. LITVAK: One-and-a-half to two years. Where did she
go? Oh, man. Okay. Oh, there she is. She's walking out.
Ma'am, she said she had to leave.

14 MR. GEPHART: And, Jody, that depends on the 15 alternative. 16 MS. LITVAK: Yeah, of course. Of course.

17 Before I go on, I just want to take a moment. We 18 are so appreciative when our elected officials or their 19 representatives show up. John Darnell from District 5, 20 Paul Koretz' office. Where did you go? In the back there, 21 so thank you so much for coming in. 22 And he said he didn't want to say anything, but he 23 did say -- and he's not going to be able to stay all 24 evening; right? Probably he has maybe another 15 minutes 25 with us or so, you know what those jobs are like, but if any

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of you have any questions or anyone has any information you
 want to pass along, share with him for the councilman, just
 let him know, try and grab his card on the way out.
 John, if you want to leave some on the table.
 Okay. So thank you.
 I'm going to wrap this up, and we'll get to your

7 comments. Again, Monday night we were out west of the 405.
8 Tomorrow night we're going to be at Westwood Presbyterian
9 Church, that's on the south side of Westwood Boulevard, just
10 next to the --

11 MR. GEPHART: Yes.

MS. LITVAK: And then next Tuesday, we're a little bit east of here at Good Samaritan Hospital, so feel free to come and join us at any of the two remaining meetings.

How to contact us. Very important, we want your input. You can go to the internet, metro.net/wilshire. The presentation is up there. We so have some other information we have been developing recently that we're going to try and get up in the next several days. If you go to the Web site, you can click on "contact us" and you can submit your comments that way.

You can phone us at 922-2500, area code 213, and you can leave a recorded message and we pick those up at least once every business day? Yeah. Okay. Good. But we're going to do that, I think. 1 You can mail them to Metro/MTA, 1 Gateway Plaza, 2 Los Angeles, 90012, attention Martha Butler. This is the 3 lovely and talented Martha Butler in the back here, project 4 manager.

5 If you don't remember Martha Butler, if you don't 6 remember the mail stop, if you just remember 1 Gateway 7 Plaza, 90012, and you say, "Attention, Wilshire BRT," it 8 will find its way to us. If you want to just send it direct 9 by e-mail, WilshireBRT@Metro.net.

We love to get your comments throughout this whole study, and -- and -- but if you want your comments to count during the scoping period, we need to hear by October 23rd, that's your opportunity to tell us what you want us to study, how you want us to study it, and we need to get on with the study, so we need your comments by then.

And with that, we're going to open it up to comments, so let me tell you how this is going to work. I'm going to move this up here. Hang on.

Now, I've been given eight speaker cards so far.
Anybody else want to speak tonight that hasn't turned one

21 in? Anybody else want to speak tonight that does not have a 22 speaker card? And if you change your mind and you decide 23 you want to speak, wave the card around or wave your hand 24 around and we'll get you a card.

25 Okay. We are going to have -- oh, look at that

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speaker timer up there. So I'm going to invite you to come
 up here, we'll raise or lower this accordingly.

I'm going to do a little bit of microphone 101,
because Rex still has to learn. So when you speak, please
get very close to the microphone, not back here. Okay.
Don't hold it down like this (indicating), Rex, and don't
start talking and turning your head because you are all
hearing what is happening now.

9 We want to hear what you say. You want us to hear 10 what you say. We've got a court reporter here recording 11 what you say, we want it on the record. So we'll do that.

We'll raise or lower this for you. You're going to 12 get two minutes to count down here. If anybody is going to 13 14 need translation of what they're saying because you're more comfortable speaking in another language, we'll double the 15 16 time. 17 Two minutes twice or --18 MS. BIRDEAU: I just put four minutes flat. 19 MS. LITVAK: Fabulous. So everyone understands this. 20 You get two minutes in English, and if you speak another 21 language, we'll count down from four minutes so there's time 22 for you and the translator. 23 There is -- oh, and if any of you have some 24 physical limitations and you're not able to come up here,

25 just let me know, and we have these handheld microphones and

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1 we'll bring them to you.

So with that, I'm going to call two people at a

3 time. If I mispronounce your name, let me qualify right 4 now, but I will ask you to start by stating your name then 5 we'll count down.

6 I'm going to call the person and the person after 7 them. So if you are on deck, since we're still in baseball 8 season, you can get ready.

9 So before I do this, does anyone have any 10 questions, not about the project -- oh, one other thing and 11 you can think about that. If you have any questions about 12 just the procedure we're going to follow tonight, I'll take 13 those in one second.

14 What I do want to let you know, if you have 15 questions about -- hang on one second, sir. I'll get to 16 you.

17 If you have questions about the project, chances 18 are we're probably not going to give you the answer tonight. 19 The purpose of the study is to answer any of questions. So 20 give us your questions, get them on the record, and you're 21 going to have to wait until early next year when the report 22 comes out.

Okay. So that's how we're going to proceed now.
Does anybody have any questions about how we are going to
proceed? Say it loud and try and repeat it.

1 MR. LOPEZ: You say a question, but if you have critic 2 about the break, what is going to be comment against the --3 what would be the --

4 MS. LITVAK: We are going to take your questions, we are 5 going to take your comments before and against --6 MR. LOPEZ: Suppose we don't agree with this. 7 MS. LITVAK: Put it on the record. That's what tonight 8 is about. This is for people to agree and disagree and ask 9 questions, and say, I want you to study it this way or I 10 want you to study it that way. You're welcome to say whatever you want. That's what we do. 11

Did everybody get that? Get the question more or
less? Okay. So this is -- our first speaker is either
Hee Pok Kim or.

And is she going to need translation? Do you want
our interpreter to translate for you --

17 Okay. Give her four minutes.

18 And then after that will be Ryan Snyder. Okay. 19 Over here. So please start by --Is this counting up or counting down? 20 21 MS. BIRDEAU: This will count down. So when I hit the "Go," you'll see "3:59." 22 23 MS. LITVAK: So she'll have four minutes. Go ahead. MS. KIM: Good evening. My name is Hee Pok Kim from the 24 25 Bus Riders Union. So I am in absolute support. I want the

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full implementation of the Wilshire bus lane from -- running
 from downtown -- near downtown L.A. to Centinela and to be
 implemented as soon as possible.

So I do a lot of public health as well as air
quality education work with elders as well as other people.
As an asthma patient myself, I take huge risks walking out
to the streets of L.A. every day.

8 I never know when I'm going to have an asthma 9 attack and, you know, it's because I -- I've been living in 10 Los Angeles for the last 20 years that I've developed 11 asthma. And I'm speaking here today not just for myself but 12 many of my neighbors, neighbors' children, and elders who 13 are also suffering from many respiratory diseases.

14 That's how serious the air pollution in L.A. is. 15 We can no longer rely on expanded -- we can no longer say 16 that the air quality solution is by expanding roadways and 17 placating to relieving car traffic. There are so many -- if 18 more L.A. residents got out of their car and didn't depend 19 on their car and took public transportation, it would help 20 in saving the lives of people like myself.

For many elderly residents who have weak immune systems, and to, especially, black and brown children who suffer two to three times more from asthma attacks than white children, this project really means life and death and it's about improving the lives of our residents.

Starting from Wilshire, I want to see bus only
 lanes throughout the city and really more policies that try
 to reduce the emissions from cars. Thank you.
 MS. LITVAK: Thank you very much. Thank you. Thank
 you.

6 Ryan Snyder, and then after Snyder is going to be7 Dr. James Meltzer will be next.

8 MR. SNYDER: My name is Ryan Snyder, I live in 9 Park La Brea, and I do use the buses on Wilshire Boulevard. 10 I'm also a transportation planner, and I'm here to give 11 strong support for the bus lanes on Wilshire Boulevard. I 12 could think of a long list of reasons as to why to support 13 those, but I want to focus primarily on two of them.

First of all, we need to think about the 93,000 passengers every day, most of them who are working class people who spend, sometimes, hours commuting to work. We need to make their commuting easier.

And second of all, one of the things that really stood in my mind, Rex went to the same planning school that I did, our transportation instructor told us that transportation choices are rational choices based primarily 22 on time and cost.

We have people driving in Los Angeles because we have engineered the choices such that it is faster and more convenient to drive. By putting things like bus lanes in,

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we can encourage people to take buses instead of drive more
 often and address issues like global warming.

3 Couple changes that were sort of the alternatives, 4 I would like to see you not take the jut-outs on 5 Wilshire Boulevard. It was part of the beautification of 6 this street, and it would make it more difficult for people 7 to even cross.

8 And second of all, I would really like to see the 9 bus lanes extended all the way through Westwood. That 10 congested area right there in Westwood Village between 11 Veteran and Sepulveda is where it's most needed, and, 12 honestly, I'm not so concerned about a little bit of 13 congestion that may occur from that.

14	We need to get more serious about global warming.
15	Our human survival is in peril the way we are going, and we
16	have to stop driving so much. This is a minor inconvenience
17	to deal with that major problem that we're facing. Thank
18	you.
19	MS. LITVAK: Thank you very much.
20	Dr. Meltzer and after Dr. Meltzer is going to be
21	Ivor Koonin; is that correct? I hope so. All right.
22	Please go ahead and state your name.
23	DR. MELTZER: Hello, everyone.
24	MS. LITVAK: Hang on. Get really, really close to the
25	microphone.

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1 DR. MELTZER: Hello. I'm Dr. James Meltzer. I'm 2 president of the 10560 Wilshire Homeowner's Association, and 3 we have been watching this project for some time. I think that some of the alternatives may have some value, but, generally, for our particular area, I'd like to speak on our particular area, which is the high rise area between Comstock and Westwood Boulevard, that's an area, certainly, we don't want to see the jut-outs being taken away. That's very important. That's where people park.

You have to consider the people that we're dealing with in our area. This may be good for many people as far as their transportation needs, in our area very few people would be using this bus lane. At the present time, we see a lot of buses going by, but very few Rapid O buses with very few people in them.

16 We have a lot of elderly people, old age people, 17 70-, 80-year olds driving in that area. They would find it 18 extremely difficult and dangerous pulling out into 19 Wilshire Boulevard with the rapid bus lane going on at those 20 various times, so that's a safety consideration.

Also, we need parking there for emergency vehicles, which I understand they'll be able to park, but we have people moving in, moving out, delivery vehicles as well in the area.

25 Something I've pointed out to people earlier in

looking at the various street, particular map they have here 1 on the intersections that our whole area doesn't really 2 cover the -- they have no -- they have -- they have areas of 3 4 large intersections, but in our whole area, there's no evaluation of how this would affect parking and -- and 5 traffic in the neighborhoods, that's where it --6 7 MS. LITVAK: Dr. Meltzer, you need to wrap it up. 8 DR. MELTZER: So for some of these reasons, I think that 9 would be a very important area to look at. MS. LITVAK: Thank you very much. Additional comments, 10 11 you can turn them in in writing. Ivor Koonin? Where is Ivor Koonin? 12 MS. BIRDEAU: It looks like he has left. 13 MS. LITVAK: Okay. We'll call that person again. 14 15 Alex Shams? Okay. Alex, while you're coming up, is 16 Sonissa Norman here? Okay. You're next. 17 Go ahead. Step right up here, get really close to

18 the microphone, state your name, and go ahead with your two 19 minutes.

20 MR. SHAMS: Hi, my name is Alex Shams, and --

21 THE REPORTER: Wait. I can't hear you.

22 MR. SHAMS: That work?

23 MS. LITVAK: Yeah. Much better.

24 MR. SHAMS: Okay. My name is Alex, I'm here to voice

25 strong support for the project. I'm a lifetime resident of

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the City of Los Angeles, and I think it's about time the bus
 lane is happening.

I guess -- for two things I want to talk about. I guess I -- I think the support is -- I wish it would be more hours. I wish it would be a 24-hour bus lane, and I grade separation or curb separation from the streets make it more efficient for bus riders.

8 I think I guess the second thing I want to talk

9 about then is considering the pedestrian. We've talked a 10 lot about people who drive, considering people in the 11 neighborhood who take transit, one thing that hasn't been 12 talked about is how to consider pedestrians and pedestrians' 13 rides and sort of maybe not every single street in the city 14 of Los Angeles needs to be three lanes wide.

15 I think, for example, making streets smaller, 16 making them more suited for pedestrians to walk on would 17 essentially encourage people walking in the city of 18 Los Angeles. Like, I know I work on Wilshire Boulevard and 19 at 3:00 p.m. I have lunch, and it's extremely unpleasant to 20 be there because there's so many cars that go by so fast. 21 I don't think that -- I think it's a very minor 22 inconvenience for anyone living near Wilshire Boulevard to

23 have to deal with smaller Wilshire Boulevard or

24 Wilshire Boulevard that moves more buses and more people.

25 I think it's -- another thing that's been pointed

out, it isn't just about your neighborhood, where you live,
 it is about our city, it's about every single neighborhood,
 and it's about the world we live in, yeah. That's all I
 have to say. Thanks.

5 MS. LITVAK: Thank you so much.

Sonissa Norman, after Sonissa is going to be
Bryan Mavrido; is that correct? Okay. Come on up and one
second. While Brian is coming up -- oh, and while Ginny is
doing the technical adjustment -- okay.

Does anybody else -- anybody else thought they
wanted to make comments? Okay. Chris? And over here.
Okay. We're going to pick up a card over here, and we're
going to deliver and pick up a speaker card over here. All
right. I'll ask again.

15 Okay. Step right up to the microphone. Get really16 close, state your name, and go right ahead.

MS. NORMAN: Hello, my name is Sonissa. I am a Los Angeles city worker, I also am a bus rider. I am here in front of you today to say that the bus lane project was a good idea.

Although it has not started yet, but after all, ifpeople see a bus going by and they barely -- nonstop traffic

23 in their car and see a bus going by going way faster than 24 they're moving in traffic, they would jump out of their car 25 and get onto a moving bus.

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I know that the one time I drove a car where I had 1 2 to get from the city of Los Angeles, which is way downtown, 3 to get to Wilshire and Western, it took me 45 minutes just to get to Wilshire and Western when I could have taken the 4 5 train to be here at 5:30, train takes about 15 minutes. 6 I also think that it would eventually reduce the 7 emissions that pollute our air, which studies show 8 African-Americans are four times as likely to be 9 hospitalized by asthma complications and three times as likely to die from it than their white counterpart. 10 11 If you need to do more studying, then study the air 12 pollution that's around there and then compare it to what it 13 would be like if you had the bus only lanes implemented.

14 Thank you.

15 MS. LITVAK: Thank you very much. Okay. Brian Mavrido, and -- yeah. Get really 16 17 close. Hang on a second. And after Bryan is Injoon Suh, 18 who will also need Korean translation I am told. 19 Okay. Bryan, state your name. 20 MR. MAVRIDO: I am Bryan Mavrido, and I'm in the Bus 21 Riders Union. I actually wanted the bus and started talking 22 to people about this project, and a lot of them are actually 23 thrilled about it, not for, like, for reasons, like, for 24 luxury. It's just common sense that they need to get to 25 work on time and in a good amount of time.

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And I'm actually -- actually work in downtown and, like, I need to take the 720 bus, and it takes, like, around an hour-and-a-half on the bus, and I also go to school. So I could use that time to study, while I use it to, like, 5 just be, like, waiting on the bus for the bus to come or6 just waiting on the bus itself.

7 I think, like, that, like, the whole 9.6 miles has 8 to be implemented because, I mean, like, reasons that we shouldn't do it is because they're kind of, like, selfish. 9 10 Like, I think, like, we need the entire miles because 11 there's -- there's, like, gaps in the system that will, 12 like, make the travel time still slow. We need it to be 13 fast. That's it. 14 MS. LITVAK: Okay. Thank you so much. Is Injoon Suh here and are you translating for him? 15 Okay. So we'll need four minutes again, and after that is 16 17 C. Lopez; is that correct? 18 Okay. Again, nice and close and state your name 19 and --20 MR. SUH: My name is Injoon Suh, and my age is, I'm 21 90 years old. I have lived in the United States and in L.A. 22 for the last 40 years. But just from three years back I 23 stopped driving and have been taking the buses since then.

Today I was taking the bus to get here on Wilshire and it took 40 minutes. I fully welcome and support this 1 project. I just want to highlight that in my neighborhood they changed the bus stop. Before where the bus stop sign 2 was the bus would stop at and people would get on and off. 3 4 And one other thing that should be -- that I think 5 is a waste is, you know, because now the bus stop is 6 separated, wait, stopping before traffic, taking, getting 7 people off and then stopping again after traffic -- after 8 the traffic light is very wasteful.

9 So I just think one thing to enhance some of the 10 service on Wilshire in addition would be to, you know, put 11 the stops back together to also make -- have additional fuel 12 cost savings so the bus doesn't have to stop all the time. 13 Thank you.

14 MS. LITVAK: Thank you very much.

Okay. Mr. Lopez, come on up. While Mr. Lopez is coming up, after that I have Rose Meltzer, that's the last one I have, but I'll take more. Raise your hand or raise your card, and we'll get you taken care of. I'm going to

19 ask again.

Okay. Get up close to the microphone, Mr. Lopez.
MR. LOPEZ: Hello. And -- because everybody knows -and I would like to make a comment directly to the people
who is the decision maker of this.
I -- I am living in this town for 20 years, and I

25 came when the fare was \$.35, you know, and right now, you

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1 know, is \$5, just a day pass; right? So I mean with the 2 changes in the systems, you know, basically, you know, to 3 me, has been wasting money, a lot, because they -- what I 4 witness the changes of the -- the money for people, from 5 checks, you know, you know, and no for the community that 6 really deserves it.

So the priority for the real -- real priority for
the people is being just that all this west -- looking for
the Westside and the Westside and the Westside and only the

10 Westside because they probably they -- the -- these are the 11 people that just wait, watch the Westside only. No. It is 12 all over the county where we need the service.

We don't need it, for example, the Gold Line. You make the Gold Line, we did not need it, so you need to try to build this project really it's -- it's not -- I think you had to be a little bit more seriously, take the real need if you want to build something, build exactly what we needed, but don't just make it, you know.

And I would like to, you know, ask you for a real community to the people, and -- and fix what we have right now. Because you see a bunch of people --

22 MS. LITVAK: Thank you very much.

23 MR. LOPEZ: -- that needs to be fixed. Thank you.

24 MS. LITVAK: Okay. Thank you very much.

25 While Ms. Meltzer is coming up, did Mr. or

Ms. Koonin come in? Okay. Is there anyone else who is
 going to want to speak tonight? I will ask again. All
 right.

MS. MELTZER: My name is Rose Meltzer, and I want to reiterate on what my husband was saying about the traffic in Westwood. The jut-outs that we have are very important for the people that live in our building. Our building is parking, you go in and out on Fayer instead of Wilshire Boulevard.

10 There's a big issue about people trying to get in 11 and out of the building, and as my husband said, there's 12 elderly people, and sometimes people are going too fast and 13 you can't get out.

And if there's traffic on Wilshire Boulevard -if -- if the bus lane goes there, it's going to be diverted to Ashton on the south side and Lindberg on the north side, and our neighborhood wasn't built for the rapid buses to go through there and the trucks and all of the traffic.

So if you would investigate and look at the traffic that goes on on the side streets where there's -- the buses going around.

And on top of all that, like was said before, if you want to move, you can't -- you only have a short period of time, and they built a residential facility at Warner and Westwood and they -- the other day there were ambulances and

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1 fire trucks there, so what are you going to do with the traffic? 2 3 So could you please investigate more about 4 neighborhoods and take -- not take out those jut-outs so people won't be able to get in and out. 5 6 MS. LITVAK: Thank you so much. 7 Mr. or Ms. Koonin? Going once, going twice. Okay. 8 Is there anybody else who wants to put a verbal comment on 9 the record tonight? 10 Back up one more, Ginny, please. Anybody else wants to speak tonight? 11 12 Okay. There you go. Okay. So, first of all, 13 thank you all very much for coming and getting your comments 14 on the record. We appreciate it. I hope we got them

15 accurately. If you have these forms you want to drop off 16 your written comments on the way out, please do so. 17 Take one with you if you'd like in case you think 18 of something tonight, tomorrow, the next day, and the 19 address is on here, send it in to us, and, also, as we said, 20 you can go to the Web site, you can e-mail us. 21 If there are issues or questions you have that you 22 want included in this study, please get them to us by 23 October 23rd so that we can actually do that study. 24 And with that, I am going to conclude the meeting 25 and thank you all again for coming. We will be tomorrow

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night at Westwood Presbyterian and next Tuesday at
 Good Samaritan Hospital.
 All right. Thank you very much everybody.
 (Hearing concluded at 7:31 p.m.)

BEFORE THE EXPOSITION METRO LINE CONSTRUCTION AUTHORITY WILSHIRE BUS RAPID TRANSIT PROJECT TEAM PUBLIC HEARING IN THE MATTER OF:)) WILSHIRE BUS RAPID TRANSIT PROJECT) _____) TRANSCRIPT OF PROCEEDINGS Los Angeles, California Monday, October 5, 2009

21	
22	Reported by:
23	MELISSA TRESSEN CSR No. 13367
24	
	Job No.:
25	B2965NC0

BEFORE THE EXPOSITION METRO LINE CONSTRUCTION AUTHORITY WILSHIRE BUS RAPID TRANSIT PROJECT TEAM PUBLIC HEARING IN THE MATTER OF:)) WILSHIRE BUS RAPID TRANSIT PROJECT) _____)

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15	TRANSCRIPT OF PROCEEDINGS, taken at
16	11338 Santa Monica Boulevard, Los Angeles,
17	California, commencing at 6:00 p.m.
18	on Monday, October 5, 2009, heard before
19	the WILSHIRE BUS RAPID TRANSIT PROJECT TEAM,
20	reported by MELISSA TRESSEN, CSR No. 13367,
21	a Certified Shorthand Reporter in and for
22	the State of California, pursuant to Notice.
23	
24	
25	

- 1 APPEARANCES:
- 2 METRO PANEL JODY LITVAK

3	MEMBERS:	REX GEPHART
4	FACILITATOR:	GINNY BRIDEAU THE ROBERT GROUP
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1	Los Angeles, California, Monday, October 5, 2009
2	6:00 p.m.
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4	
5	MS. LITVAK: Good evening, ladies and gentlemen.
6	I'm Jody Litvak from Metro. This is the scoping
7	meeting for the Wilshire Boulevard Bus Rapid Transit

8 Project. We thank you all very much for coming.

9 This is a joint effort by Metro, my agency; 10 the City of Los Angeles; we have Susan Bok here from 11 L.A.D.O.T., and the County of Los Angeles, who I don't 12 believe is represented here tonight, but they're our 13 partner in this, and they'll be explaining things to 14 you.

15 I'm going to take you through some stuff at 16 the beginning of the presentation. My colleague, 17 Rex Gephart, is going to come in the middle, and I'm 18 going to wrap things up in the end, and I'm going to 19 take you through the comment period.

And there are a few ways to comment. One is if you want to speak tonight, I need you to fill out one of these cards (indicating), try and write legibly, please. We'll just call your name at the comment period. We're giving two minutes. It will be two minutes. I forget sometimes. Two minutes to speak.

1 We'll worry about that later.

If you haven't turned a card in and you decide you want to speak, just fill it out and go like this (indicating), and someone will come get if from you. If you don't have a card and you decide you want to speak at any time, just waive your hand and some lovely person over there will give you a card, wait for you to fill it out, and take it away from you.

9 In addition to speaking tonight, we will gladly 10 accept your written comments. You can send them into us 11 or you can fill out this form here (indicating) and turn 12 it in at the box in the back. If you want to take it 13 with you or if you think of something later on, there's 14 an address. So that's how comments are going to go.

Here we go. The purpose of tonight's meeting, just so we all understand what we're doing here, we are going to provide an overview of proposed project, that will be coming up in a little bit. We're going to discuss this new environmental process.

20 Some of you who have been following this know21 that we had started -- we have begun this effort a

22 little over a year ago with what was called an Initial
23 Study Environmental Assessment. We have now decided, as
24 many of you have requested this, that we need to do an
25 Environmental Impact Report along with the Environmental

1 Assessment, and we'll explain this in a little while.

2 So we'll talk about that.

3 We'll talk about what some of the alternatives 4 are for the project that we're going to be evaluating 5 this afterwards, we'll tell you what the study schedule 6 is, and then really, most importantly, what the purpose 7 of tonight's meeting is, is for you to give us your 8 comments and your input for what you want us to study, 9 how you want us to evaluate this as we propose. This is 10 what the scoping is.

If you have questions about the project, I
 want to set your expectations appropriately. It is most

13 likely that if you ask us a question tonight about will 14 this project be X, Y, or Z, our answer is going to be --15 we'll -- those answers are what is going to come out in 16 the study. So ask those questions. Get them on the 17 record, and we will be evaluating them and studying, and 18 you're just going to have to be a little patient and 19 wait for the answers to come up in the study. Please 20 get those questions on the record.

21 Okay. Rex.

MR. GEPHART: Okay. Thank you, Jody. I'm Rex Gephart, original staff and planning director with Metro. We are here tonight to hear everybody's comments and talk about a few new things that have happened since

we last met, which was last November at this same place.
 A little background, probably some of you have
 seen this before, but we'll get into the new things in

4 just a few minutes. The Wilshire Boulevard -- in
5 east/west corridor in Los Angeles County, actually it
6 has the highest ridership of any bus line in the United
7 States.

8 That's when you count the buses that do go to 9 Los Angeles and a little bit to the east side of 10 Los Angeles. Some of the bus lines on Wilshire 11 Boulevard go that far, but if you add it all up, it's 12 the highest ridership in the United States, including 13 New York City.

14 One of the average bus speeds -- for the 15 average bus speeds for Metro, declining a little bit 16 every year, about 20 percent since the mid 1980's, and 17 that's when we discovered that speed was really the key 18 issue with trying to provide good service to our 19 customers.

When we interviewed everybody we found that their number one issue was the speed of public transit in Los Angeles. It wasn't necessarily over crowding or cleanliness, it was the speed of public transit. From that we started -- we tried to come up with some ideas to improve bus speed, one of them being the Metro Rapid 1 corridor, and the other being this Wilshire B.R.T.

2 Project.

3 Project area includes most of 4 Wilshire Boulevard from just west of Downtown Los Angeles all the way to City of Santa Monica, 5 excluding Beverly Hills in the middle. We have talked 6 7 to Beverly Hills about the bus line. 8 They have -- actually, they endorsed the idea, 9 but they haven't supported it in City Council yet. 10 They're waiting to see what happens with this project 11 and whether we get some bus lines in the City of 12 Los Angeles first and the County of Los Angeles out by 13 the 405 Freeway. So the Metro has commenced work on 14 the Environmental Impact Report and Environmental

15 Assessment. We'll talk a little bit more about that

16 one in just a second.

17 Participating agencies planning the design of

the project are by the City of Los Angeles, and there's three or four departments from the City of Los Angeles that are working this; Los Angeles Department of Transportation, Susan Bok is the lead. They have B.R.T. services, B.R. engineering, and a planning department as well at the City. The County of Los Angeles is working the

25 project because the County owns the property around the

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1 405 Freeway on Wilshire Boulevard and Metro. We are 2 participating in the design as well. Construction, 3 restrictively City of L.A. and Los Angeles County. 4 Funding comes from the Federal Transit Administration, about 75 percent of the funds from the Federal Transit 5 6 Administration. Metro contributes about 15 percent, and 7 the City of L.A., about 10 percent. 8 So in -- a little bit further back in --

9 actually in -- I think it was June or July of 2007 --10 no, it was May of 2007. Let me back up a bit before 11 this slide. The City of Los Angeles was brought this 12 project to City Council, and they asked Staff to proceed with the implementation of a peak period ending in bus 13 14 lanes. That was in May of 2008. 15 In October of -- excuse me, 2007 -- yeah, 16 2007. In October 2007, we asked the City -- we submitted 17 a very small grant application to the Federal Government 18 asking them if they thought if this was a good idea. If 19 they did, they would give us money to -- we would hope 20 they would give us the money to construct it. 21 Then in June 2008, the three A's: Metro, City 22 of Los Angeles, and Los Angeles County began studying 23 the feasibility of this peak period end to end bus 24 lanes, and we ended up starting this study with an 25 environmental perspective, an initial study in

1 environmental assessment. The initial study is the 2 State side. Environmental assessment is the Federal 3 side, and that's where we were in June 2008. Then in November 2008, we met with everybody 4 5 here. Some of you may have been here, not everybody. 6 We met here in 2008, as well as three other communities 7 along the corridor to discuss the process, the 8 environmental process, and the project. 9 In May of 2009, this year, we decided to elevate the project from an Initial Study/Environmental 10 11 Assessment to an E.I.R., Environmental Impact 12 Report/Environmental Assessment based on the public 13 comment that we heard from everybody in November 2008 14 and the fact that we had -- we were producing technical 15 studies, mostly traffic-related technical studies that 16 suggested that there were some impacts that we should be 17 aware of, that we should look at some more research of, 18 and we should consider some of these impacts a little bit further. 19

20 So we decided let's elevate an Initial Study 21 to an E.I.R., bring back this information to the public 22 through these scoping meetings, which is -- this is the 23 first of, and that's where we are today. We started

24 that process in 2009.

25 Then in July 2009, the Federal Government, the

12

Federal Transit Administration determined that the
 environmental assessment piece of this was all that the
 Federal Government requires, not an E.I.S. So that's
 why we are on an Environmental Impact Report side on the
 State and then the Environmental Assessment on the
 Federal side.

So the proposed project, bus lanes would
operate only during the weekday peak periods, 7:00 to
9:00 a.m., 4:00 to 7:00 p.m. That's weekday only in
both directions, in the curb lane only. Infrastructure
improvements include curb lane repaving and
reconstructing.

13 Most of the pavements to be reconstructed

would be between Fairfax and Western. Most of the rest 14 15 would be merely repaying. There would be some selective 16 street widenings. Once example is between Barrington 17 and Federal, right out here on Wilshire Boulevard. 18 We would put the signal time for the traffic 19 and everybody that moves down Wilshire Boulevard, the 20 cars and the buses, and then we try to improve the 21 bus signal priority, which we already have for the Metro 22 Rapid Program, the red buses down Wilshire Boulevard. 23 The environmental process, Environmental 24 Impact Report and Environmental Assessment, the idea 25 here is to assess the feasibility of this Wilshire Bus

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Rapid Transit Project and determine whether it can be
 constructed and implemented with very few impacts. We'd
 like to evaluate the environmental social and economic
 issues associated with the proposed project, that's part

of an E.I.R./E.A., and doing so will satisfy both the
State and the Federal requirements. That's why I
mentioned earlier that the Federal Government is fine
with us doing an Environmental Assessment, not an
Environmental Impact Statement.

10 The E.I.R./E.A. will evaluate potential 11 impacts related to traffic and parking. Probably 12 traffic is the most important piece that we're 13 evaluating today. We're looking throughout the west 14 side, not just on Wilshire Boulevard, not just the 15 traffic impacts on Wilshire Boulevard, and we'll talk 16 about that in a second. Air quality, noise, cultural 17 resources, architectural, archeological,

paleontological, environmental justice, community
impacts, and parkways. All these are required as part
of the E.I.R./E.A.

And -- this is an important piece -- as part of the Environmental Impact Report, in addition to what we did last time on the initial study, we will be looking at project alternatives, which we did not last time, and we are this time, and we'll talk about them in 1 just a few minutes.

The proposed project scope, this is the alignment from Valencia out to Centinela, City of Santa Monica. The entire alignment is about 12 and 1/2 miles long, but we are not proposing any bus lines in the City of Beverly Hills yet, not as part of this project.

8 At the very western end, where we are today, 9 Centinela to Barrington, we would just convert existing 10 curb lanes to peak period lanes, and then from 11 Barrington to Federal, that's that two-block section I 12 mentioned earlier, we would widen both sides of Wilshire 13 by five feet and add an eastbound peak period bus lane 14 only, not westbound, just eastbound.

And that would connect with the next segment, which is in the County of Los Angeles from Federal to Sepulveda where we're removing five feet of sidewalk on this other side of Wilshire reconstructing east and

19 westbound lanes and then adding an eastbound peak period 20 bus lane to connect with the eastbound peak period bus 21 lane between Barrington and Federal. There would be no 22 westbound lane in this section either.

I forgot to mention length in here. This is -lengthen the eastbound left turn pocket at Sepulveda.
This is kind of an unrelated piece of this project, but

15

as you know, if you've traveled Wilshire Boulevard
eastbound, as you approach the 405 Freeway, there's a
relatively short left-hand turn pocket that turns left
northbound onto Sepulveda, and in the peak periods it
gets full of cars, and those cars back into the through
lanes of Wilshire Boulevard, blocking at least one of
the through lanes at Wilshire Boulevard.

8 With this we're going to lengthen that left 9 turn pocket from about 150 feet to 700 feet, allow all 10 cars to sit in that pocket, thereby freeing up that 11 through lane at Wilshire Boulevard and allowing 12 everybody to proceed eastbound a lot easier and quicker. 13 From Sepulveda to Malcolm, just convert 14 assisting curb lanes to peak period bus lanes. From 15 Malcolm to Comstock there are -- if you've driven along 16 that area, you'll notice that -- we call them jet-outs, 17 that's where there used to be grass and curb. You'll 18 see that where it's cut back in toward a lot of the 19 condominiums when the new condominiums opened, they were 20 required to remove that land and essentially produce 21 some of their setback.

We want to remove the remaining portions of those, what we call jet-outs, along that area, realign the curbs, and then add peak period bus lanes in both directions. We would not be taking a traffic lane. We

would be adding a bus lane where those jet-outs used to
 be.

3 From Comstock to Beverly Hills, just convert 4 existing curb lanes. Beverly Hills is not included in 5 this B.R.T. project. Again, I need to emphasize, we 6 have had talks with Beverly Hills, and they're 7 definitely considering this. They just want to see what 8 happens with the City of Los Angeles.

9 Then on the other side of Beverly Hills and 10 Fairfax again, just convert existing curb lanes. From 11 Fairfax to Western three miles, this is where we would 12 be reconstructing Wilshire Boulevard. Between Wilshire 13 and that area most curb lane will be adjacent curb --14 the lane adjacent to the curb lane is very torn up.

15 People don't want to drive there. Buses don't 16 want to drive there. It produces a lot of the capacity of Wilshire Boulevard because very few people are using 17 18 that curb lane. We would to reconstruct Wilshire 19 Boulevard along that entire three-mile corridor or 20 segment. That is just a curb lane, adjacent curb lane. 21 Western to Valencia at the very end of the 22 line two and a half miles, convert the existing curb 23 lanes to peak period bus lanes.

So the traffic study evaluation of this study,we're looking at 17 intersections on Wilshire Boulevard

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and 57 intersections parallel -- on parallel
corridors -- parallel to Wilshire Boulevard all the way
up from Pico in the south to Hollywood Boulevard in the
north for 74 total intersections throughout the
westside. Traffic counts have been collected on all 74
studied intersections.
We're looking at future traffic forecast, and

8 we're trying to figure out potential impacts on
9 congestion in all those 74 intersections as part of the
10 this study. And then potential parking impacts will be
11 evaluated as well.

12 This is a picture of the entire westside. 13 The corridor begins out here just a little bit east of 14 this slide, this is Alvarado Boulevard, all the way to 15 the City of Santa Monica, Wilshire in the middle -- I 16 mean, Beverly Hills in the middle of the City. You can 17 see that we actually are studying one of the 18 intersections in Beverly Hills.

Here is another one right at the San Vicente edge of Beverly Hills. All these little dots are the intersections we're looking at throughout the westside to evaluate the change in traffic conditions if this project was implemented.

Meaning that if the project is implemented,let's say in this segment here, would people travel from

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Wilshire Boulevard to Olympic Boulevard and travel in,
 or what would people do? That's the whole concept
 behind studying these 74 intersections to see whether
 traffic might increase at an intersection, not on
 Wilshire, but maybe some other place. And that's not

6 what we're trying to do. We don't want to push
7 conditions that might have a negative impact off to some
8 other corridor.

9 Project alternatives, this is kind of a new
10 piece that was not discussed in part of the Initial
11 Study Environmental Assessment last November. One, we
12 are looking at the no-build alternative, which just
13 means we would not build the project.

14 Then the second alternative is the proposed 15 project, that's the one I just described with that map 16 with all those bubbles. That's the proposed project 17 with the following modifications -- and I'll show you in 18 just a second from now. Let me explain it first.

Eliminate the bus lane from Southpark View to Valencia, that's the very eastern end of the line, not have a bus lane there. It's about a .7 mile length. Eliminate the bus lane from Sepulveda to mid-block Veteran and Gayley. That's just on the east side of the 405 Freeway, not have bus lanes in either direction because cars are -- if you're going westbound, cars are in that curb lane trying to go northbound on the 405
Freeway. Eastbound people getting off the 405 Freeway
trying to go towards U.C.L.A., and we don't want to take
those curb lanes where all these cars are trying to get
on and off the freeway. So that's why we're saying
eliminate the bus lane from that segment, mid-block
Veteran and Gayley to Sepulveda.

8 And then between Malcolm and Comstock, we 9 would -- remember those jet-outs I was talking about where we would like to remove the jet-outs, in this 10 11 alternative we would leave all the jet-outs, retain all 12 existing jet-outs, and then convert the existing 13 curbside traffic lanes to weekday peak period bus lanes. 14 So instead of taking the jet-outs and adding a 15 bus lane, we would leave the jet-outs and then take the existing traffic lane for the bus lane as we are doing 16 17 all along the remaining part of the corridor.

18 And then because we would not be removing the19 jet-outs, which cost quite a bit of money to remove

20	those, the Federal Government has allowed us to use that
21	money and extend the Wilshire Boulevard reconstruction
22	from Western and Fairfax, that three miles well
23	2.8-mile segment in the middle we would extend it all
24	the way from the City of Beverly Hills east, practically
25	to the end of the line, about 5.1 miles, reconstructing

a very long portion of Wilshire Boulevard where
 everybody, the traffic and the buses -- I mean, the cars
 and the buses.

4 That would look like this. This is that .7 5 mile segment that we would no longer have bus lanes. 6 This is that .3 right out by the 405 Freeway that would 7 no longer have bus lanes, retain the jet-outs in here, 8 extend the Wilshire reconstruction all the way to 9 Beverly Hills here and all the way to the end of the 10 line in that direction, a very large improvement of 11 Wilshire Boulevard, like I said, about a 5-mile 12 improvement of the Wilshire Boulevard pavement. 13 Other project alternatives considered the 14 proposed project that I mentioned earlier with the 15 following modifications: Exactly the same thing that 16 I just mentioned, removing the .7 miles at the end, 17 removing this .3 miles out by Sepulveda, but not 18 removing the jet-outs, just -- no, not retaining the 19 jet-outs, but removing the jet-outs. 20 Unfortunately, that means that the project

cost per mile for this goes up significantly, and the Federal Government said this project would no longer be eligible for Federal funding if we propose to do that. That's why it says, "Not eligible for Federal funding." Then another concept that was considered --

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1 well, at least it was brought to the City Council's

2 attention, we called it "mini bus lanes," and it was a 3 set of little bus lanes, maybe two blocks here, one 4 block there, and a quarter of a mile here where we 5 thought maybe those mini bus lanes might make some kind 6 of a difference. And they did, but the Federal Government 7 does not allow you to put pieces of bus lanes together. 8 It must be one continuous bus lane or it's not eligible 9 for Federal funding. By the way, without Federal 10 funding, this project is not happening.

Project goals: Improve bus passenger travel times; that's absolutely our goal. Improve bus service reliability, which means getting the buses to those stops at the same time everyday that they are supposed to be at those stops, because if that does not happen, some days you'll see three or four buses together. This will help alleviate that problem.

18 Improve the traffic flow along

19 Wilshire Boulevard for the cars and the buses.

20 Reconstruct the curb lanes along damaged portions of

21 Wilshire Boulevard and even extending that in that

22 alternative 2.8 miles to 5.3 miles.

23 Encourage a strict model of daily use of24 public transit. We absolutely hope that this happens.

1 attract people out of their cars because this has become 2 very competitive with the automobile, and then 3 minimizing the impacts of existing parking. 4 Funding, I mentioned a little earlier, Public 5 Transit Administration, I said 75 percent -- 74 percent from the Federal Government, 10 percent from the City of 6 7 L.A., 16 percent from Metro. Total cost is probably 31.5 million. That's putting all that money together. 8 9 Schedule is we are here today, and we'll have 10 some more meetings later this week and next week. Then 11 at the same time, just after these meetings, draft the --12 finish the draft of these technical studies, produce a 13 draft on Environmental Impact Report/Environmental 14 Assessments for public review.

15 In the last part of January, finish up the

16 technical studies in the early part of the January, and 17 then we'll have a set of communities just like this in 18 February to come back to you and tell you what we've 19 done based on your comments that we hear in this meeting 20 and later meetings this week. Seek F.D.A. approval of 21 the project in April for our Board, the Metro Board, in 22 May, the City and County in June, and then start 23 construction hopefully in July of next year. 24 With that, Jody.

25 MS. LITVAK: Thank you. One thing just occurred to

23

me this as I was listening to this -- this is our first time through this presentation -- I just want to make sure everybody understands what's proposed for these bus lanes in the peak period, they would also be open to automobiles if you're turning right at the next intersection and turning in or out of the mid-block

7 driveways. So it's buses and cars and bicycles, too. 8 If you loved this so much tonight, and you 9 want to come back and see us again, we get tomorrow 10 night off, but Wednesday we'll be down at the other end 11 of Wilshire Boulevard at Wilshire United Methodist 12 Church. Thursday, we'll be just the other side of the 13 Freeway at Westwood Pres. And then a week from tomorrow 14 we'll be all the way down at the far end of the corridor 15 at Good Sam. Hospital in the Moseley-Salvatori 16 Conference Room. I'm excited to see it. You've got to 17 pay for parking at that last one. Sorry. 18 How you get your comments to us during the 19 scoping period and throughout, you can go to -- by the 20 way, you can find us on the Internet, 21 Metro.net/Wilshire. The presentation is up. There's 22 other information we're hurrying to get up there. 23 If you click on "Contact Us," you can just 24 send in your comments that way. There's a form you can 25 fill out right there. You can say put me on your data

1	base. I want to be kept informed or whatever. You can
2	call that number there, 922-2500. You can mail in your
3	comments by U.S. Mail to Martha Butler. Raise your
4	hand, please. There's the lovely Martha Butler in the
5	back. 1 Gateway Plaza, Los Angeles 90012. If you don't
6	remember Martha's name, if you don't remember the mail
7	stop, if you just put Wilshire Bus Lane 1 Gateway Plaza,
8	L.A. 90012, it will find us, but the other stuff is
9	helpful.

10 You can E-mail it to Wilshirebrt@metro.net. 11 We will take your comments throughout, but if you want 12 your comments to count during scoping, which is for you 13 to tell us what you want us to study, we really need to 14 hear by October 23rd because we need to get on with 15 actually doing the study.

16 Okay. Lights up. Can we move the other 17 microphone out there and turn it on? We've got -- Ginny 18 is going to get that set up, and I see some people 19 holding things up. She'll come around and get those 20 from you or somebody else will.

We're going to do a little bit of microphone 101 here because we really want to hear what you're saying. You really want to get what you're saying on the record so she can record it. So this is my microphone 101.

25

1 You hold this really close to your mouth. 2 Don't hold it down here, don't hold it over here, don't 3 go like this. Don't start talking and doing one of these things. Get it really close to your mouth. 4 5 I'm going to take these in the order received. You come over here. I'll get out of the way. This is 6 7 going to count down two minutes. It will be green when you start. It will go to yellow when there's 30 8 9 seconds, and then it will go red. It's just for 10 fairness, you know, everybody gets two minutes, and 11 again, you can turn in your written comments.

12 Did you have a question about how we're going 13 to move through this tonight?

MR. HEIDT: I was just wondering how this is being prepared.

16 MS. LITVAK: Well, it's being prepared jointly by 17 this gentleman who is preparing the E.I.R./E.A. It's 18 being prepared jointly by the City of Los Angeles, the 19 County of Los Angeles, and our agency; is that correct? 20 MR. GEPHART: Yes, but Metro is the lead agency. 21 MR. HEIDT: All three are represented here today? 22 MS. LITVAK: County of Los Angeles is not here 23 tonight.

All right. So I'm going to call two at a time so we know who's up next so you can get ready.

26

So first I have Nancy Lawrence.

1

2 Nancy Lawrence, please come over here to -- it might be

3 easier going around the back, but you're coming this way4 this time. Followed by John Heidt.

5 Right over here. Get really close. Remember6 microphone 101.

7 MS. LAWRENCE: Can you hear me?

8 MS. LITVAK: State your name, please.

9 MS. LAWRENCE: My name is Nancy Lawrence, and I'm a 10 member of the Bus Riders Union. First, I just want to 11 state that I support the implementation of the bus only 12 lane from Valencia to Centinela.

13 And the reason why is one reason, I live in 14 the area where this bus lanes goes by. I live about 15 four blocks north of Wilshire Boulevard. I have to walk 16 down several blocks to get the express bus, and we need 17 more buses there, and we need to get more people out of 18 their cars so those that have to drive -- for instance, 19 my uncle is a carpenter. He has to carry a lot of bia 20 boards around. So he can't get on a bus. It will be 21 easier for people who have to drive or who are extremely 22 elderly. Maybe they can drive better than get on and 23 off a bus to not be stuck in traffic jams.

Another reason is because we have to get off this oil. People are digging in places like Ecuador and

1 destroying indigenous beauties. So we need to get 2 off -- get on renewable energy. We can actually do 3 that, have electric buses and have solar power to back it up, you know, find new ways -- this would be a start. 4 5 Also, I'm hoping that there will be more bus 6 only lanes around the city eventually to stop the 7 gridlock. Also, people who are -- have low income, 8 can't afford cars, and there's so many people who can't 9 get around in this City because of that. 10 So there's so many reasons I can go into, but gridlock is terrible, and I'm sure all of you suffer 11 12 from that, not to mention parking expenses and 13 everything. Wouldn't it be nice to just get out of your 14 car, get on a bus, and read the newspaper? 15 So I'm hoping that you support this bus only 16 lane. And we need to get on our bikes; those of us

17 that --

18 MS. LITVAK: Thank you very much. 19 Mr. Heidt, go ahead up to the microphone. A couple comments: After Mr. Heidt will be 20 21 Reggie Streeter. You can stand up here and wait if you 22 want. If you want to wait in the first row, that's 23 fine. 24 Two other comments before he speaks: One is 25 if you've got -- and I should have said this earlier. I

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apologize. If you've got mobility issues, I'll bring
the microphone to you, and we'll get you your two
minutes. And if I really, really boggle your name, I
apologize, which is why I'm asking you all to start by
stating your name.

6 MR. HEIDT: My name is John Heidt. I'm a trustee7 of the Western United Methodist Church. I live in

8 Westwood, and I own an office building in between
9 Centinela and Federal. I love rapid transit. I am
10 looking forward to the expansion of the subway, which I
11 think is the best alternative for our area.

12 The jet-outs that are described, I guess you 13 could describe them as tree landscaped areas. It's my 14 biggest concern that the City keeps being paid more and 15 more. In particular, at the Western United Methodist 16 Church we have a preschool that is adjacent to our 17 sanctuary right on Wilshire. So large articulating 18 buses closer to the toddler program, there is a big 19 concern.

I'm also the fellow who conceived and executed on the idea of the 165 assisted living facility on Wilshire. That was actually my idea, and I negotiated the whole thing. It was 7 million dollar project that -- Capital built for seniors. Housing in particular, professor emeritus, retired faculty

1 of U.C.L.A.

2 We are all in favor of rapid transit, but we 3 do not think that getting rid of jet-outs is a good 4 idea. We like the landscaping, and we love our trees. 5 We do think that the purpose of this is to 6 have high speed buses which gives us great concerns, 7 especially when we're trying to have funerals, weddings, 8 and processions that follow. Certainly, we would not be 9 having any early rush hour weddings, which we do now or 10 funerals, which we do now. So that would be a little 11 bit disturbing. 12 Additionally, when they did the traffic study 13 between -- I guess it was Santa Monica and --14 MS. LITVAK: I'm sorry, your time is up. Thank 15 you. You can send the comments in, please. Reggie Streeter is coming up. Following 16 Mr. Streeter will be Lauren Cole. 17 MR. STREETER: Good evening, ladies and gentlemen. 18 19 My name is Reggie Streeter. I'm with the Bus Riders 20 Union. As a bus rider in L.A., we get paid on public 21 transit. I urge the full implementation of this project from Downtown L.A. to Centinela running consecutively.
The bus only lane should run a complete 9.6
miles round-trip during the trouble times taken to
riders like me. The bus riders should be given priority

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2 Speeding buses will encourage riders like me to continue 3 using transit and car drivers to use transit as well. 4 Thank you. 5 MS. LITVAK: Thank you very much. Lauren Cole. After Lauren will be 6 7 Larry or Leroy (sic) Taylor. 8 MS. COLE: My name is Lauren Cole. I'm here 9 representing the Brentwood Community Council 10 Transportation Committee. We don't have a position at 11 the moment on the proposed bus lanes. We had some 12 things that we wanted to make sure that the study

as they don't contribute to as much as car drivers do.

13 included, some of which it sounds like you are14 including.

15 Our main focus is on the western part of the bus lanes up to Beverly Hills to Centinela. We wanted 16 17 to make sure that the study measure not only the benefit 18 to the bus riders, but also looked at the impact of the 19 people not on the bus to look at the time impact for 20 them to have lanes reduced possibly on Wilshire 21 Boulevard in addition to looking at the savings. 22 The second thing we wanted to make sure that 23 is evaluated is the environmental impact air pollution 24 from having additional cars sitting in traffic as well

25 as the savings with having buses that can move faster.

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The third thing we really wanted to understand
 as part of the E.I.R. is the potential increase that
 Metro estimates could happen if riders west of the 405,

4 whether there were people in this part of town commuting 5 from, and is it realistic to think that a large proportion of them take the Wilshire bus that aren't 6 7 taking it today as a result of the bus lanes, or how 8 many more people do you estimate could take the bus 9 other than take their cars? 10 So those are the three areas that we wanted to 11 make sure were covered in the study. 12 MS. LITVAK: Thank you so much. 13 Larry or Leroy? MR. TAYLOR: Larry. 14 15 MS. LITVAK: Okay. While Mr. Taylor is coming up, 16 the next card I have is from Erick Homiak. I hope I'm 17 saying that right. Mr. Homiak's card is the last one I 18 have, but it's not your last chance. So if you want to 19 speak, I told you what to do already. 20 Go ahead, Mr. Taylor. 21 MR. TAYLOR: Well, a portion of this route, two bus 22 lines from the vehicle bus to Santa Monica should 23 include participation of the Big Blue Bus. That would 24 be lines two and three between Westwood and the City 25 line, Centinela on one case and Federal on the other.

Also, there's another missing couple of miles 1 there. It stops at the border of Santa Monica 2 3 Boulevard. Is there some reason why Santa Monica is not 4 participating in the study? 5 MS. LITVAK: Thank you so much. While Mr. Homiak is coming up I will respond a 6 7 little bit that the bus lane would not just be open to 8 Metro buses. It would be open to any public transit 9 bus. So that's the answer to that. 10 MR. HOMIAK: Good evening. My name a Erick Homiak. 11 I'm a member of the Bus Riders Union. I think the idea 12 of having this project is a great idea. A lot of times 13 on any given day, during the middle of the day when buses 14 are crowded on Wilshire Boulevard, there's a lot of congestion onboard of buses. We are usually packed up 15 16 even to the point where the drivers are having to pass 17 people by and stuff. That's one thing.

And as a person with asthma, I think it's a great idea that we could relieve the congestion onboard the freeway and street systems. For those that feel that they're going to be affected because of the everyday activity, I think it will be more beneficial, to be real and honest with you. I can see it being less of a problem. Thank you.

MS. LITVAK: Thank you very much.

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1 Is there anyone else who wants to say 2 something verbally tonight? 3 We'll hang out for a little while afterwards 4 to chat with you. I also want to remind you of all the ways you can get you are comments into us. This is up 5 6 on our website as well. You should have all gotten 7 these forms when you came in tonight. Feel free to fill 8 out written comments.

9	Drop them in the white box on the table on
10	your way out or mail them in. The number is on
11	the bottom again. If you want the comments to be
12	included during the scoping period you can comment
13	throughout but if you want them to be included during
14	scoping, please get them into us by October 23rd.
15	Thank you so much everyone. Thanks for
16	coming. We'll see you Wednesday at Wilshire United
17	Methodist Church.
18	(Proceedings concluded at 7:30 p.m.)
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1	PUBLIC MEETING
2	LOS ANGELES COUNTY
3	METROPOLITAN TRANSIT AUTHORITY
4	JODY LITVAK, CHAIR
5	
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8	In the Matter of the)
9	In the Matter of the) Wilshire Boulevard) Bus Rapid Transit Project)
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15	TRANSCRIPT OF PROCEEDINGS
16	Los Angeles, California
17	Tuesday, October 13, 2009
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22	Reported By:
23	KIMBERLY ANTON CSR No. 12881
24	
	Job No.:
25	B3131NCO

1	PUBLIC MEETING
2	LOS ANGELES COUNTY
3	METROPOLITAN TRANSIT AUTHORITY
4	JODY LITVAK, CHAIR
5	
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8	In the Matter of the) Wilshire Boulevard)
9	Bus Rapid Transit Project
10)
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15	TRANSCRIPT OF PROCEEDINGS, taken at
16	637 Lucas Avenue, Moseley-Salvatori Conference
17	Center, Los Angeles, California, commencing at
18	6:00 p.m., on Tuesday, October 13, 2009,
19	reported by KIMBERLY ANTON, CSR No. 12881,
20	a Certified Shorthand Reporter in and for
21	the State of California.
22	
23	
24	
25	

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1	Los Angeles, California, Tuesday, October 13, 2009
2	6:00 p.m.
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4	
5	MS. LITVAK: Good evening. My name is Jody Litvak, I'm
6	with Metro, the MTA. Welcome to the last of four scoping
7	meetings we're holding for the Wilshire Bus Rapid Transit

8 Project. This is an effort sponsored equally by my agency, 9 Metro, or more popularly known -- or we're also known as the 10 MTA, the City of Los Angeles, and the County of Los Angeles. 11 Our partner, (unintelligible) from the City of 12 Los Angeles -- there he is -- is here, so thank you very 13 much for coming. You're a big part of this. My colleague, 14 Rex Gephart, is going to help with the presentation tonight. 15 So before we get started, I just want to 16 especially -- we appreciate when our elected officials show 17 up to show their interest in the efforts that we're doing. 18 So I want to welcome both Sue Long from Los Angeles County 19 (unintelligible) Office there on the edge, and we appreciate 20 her coming, and also Kim Tachiki from U.S. Congresswoman 21 Lucille Allard's office -- she really was. Maybe she went 22 outside.

23 Michael, see if Kim's outside, have her at least24 come in and be acknowledged.

25 Okay. So the way this is going to work tonight,

and I'm going to talk a little bit, Rex is going to talk,
and I'm going to come back at the end, and then it's your
turn to talk and tell us what you think, what your questions
are, what you'd like us to look at and consider, and the
way -- there are several ways to give us comments tonight.

6 One is, if you want to speak tonight, I believe you 7 were all handed one of these forms when you came in, and 8 some of you have already turned them in. We'll take them in 9 the order that they've been checked in for us and everybody 10 will get a chance to speak at the end. If -- if you are 11 going to speak and you need translation, we'll double that, 12 so you'll get four minutes.

13 If you have one of these and you haven't turned it 14 in and you decide you want to speak tonight, fill it out and 15 go like this, wave it about, and we'll come get it from you. 16 Or if you don't have one and you decide you want to speak, 17 just wave your hand up in the air and someone will bring you 18 one and then they'll come and collect it from you.

In addition, and I did not have one of these up on my podium, does anyone have one of the written comment forms handy in the papers you were given? Somebody? It's a two-sided form that just has lines on there with a little bit of -- I'll get one to show you before we leave tonight, but if you wish to turn in written comments in addition to speaking or instead of speaking -- yeah, I have a fact

7

1 sheet. Thank you. It looks like that.

You can fill out your comments, please do write legibly, and turn them in. There's a -- the table where you came in, there's a box, just slip it in there (unintelligible).

And Kim just came in. She's right here. So thankyou for coming.

8 So you can fill this out.

9 If you leave tonight with one of these -- and you 10 might want to do that any way -- and you think of some 11 comments you didn't think of tonight and you want to send 12 them in, there's an address on the bottom there, so just 13 feel free to pop this in the mail and get it to us.

I will ask you always to please write as legibly as possible. You take the time to give us your comments and you want to make sure we get them accurately and we want to make sure we get them accurately. I don't have the best handwriting in the world, but, please, we're all trying to help each other out with that.

Okay. So with that, we're going to get into the presentation. By the way, is everyone able to hear me all right? Okay. You'll let me know if we need it adjusted. I'm not sure how to do that, but I know we can.

Okay. So the purpose of tonight's meeting is toprovide an overview to all of you of the proposed project,

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1 to discuss this new environmental process that we're in, and 2 to summarize the -- the alternatives to the project that 3 we're also going to look at, give you an updated study 4 schedule.

5	There are boards on many of these topics out front,
6	and hopefully you had a chance to review them when you were
7	out there, and likewise, if you want to spend some more time
8	with the boards on the way out, they'll be there as well.
9	And then, really, the main purpose of this meeting
10	this evening is to get your comments so they can be
11	considered as we develop the Draft Environmental Impact
12	Report.
13	And with that, I'm going to turn it over to Rex.
14	And, Rex, I was told that, unlike our other venues, holding
15	the microphone appropriately is really critical here so that
16	things can be picked up and recorded at the back.
17	And then I'll be back later to take us through the
18	comment period.
19	MR. GEPHART: Thank you, Jody. Does that sound good?
20	Nice venue by the way. Really. I hope everybody can see
21	this screen. It's a great screen, the best we've seen so
22	far on the scoping meetings. I'll go up and stand up here.
23	Can everybody hear me through this? Okay. Let
24	me yeah. I know. Okay. Great. Thank you.
25	Okay. Some of you have probably seen this before,

because the last time we were here was in November, but we have changed a few things, and we're kind of excited about some of these changes and wanted to talk to you about today and see what everybody's thoughts are about our proposed changes.

So just a little bit of background that we have 6 7 presented before. We all know that Wilshire Boulevard is a 8 key east/west corridor in Los Angeles County. One of the 9 most important transit corridors in Los Angeles County, 10 93,000 weekday boardings, which is the largest of any bus 11 route in the United States, about two-thirds of those 12 boardings are in the project area, essentially between here 13 and the city of Santa Monica.

Average bus speeds have declined steadily over the past 20 years, not only for Wilshire Boulevard, but for the entire Metro system and municipal operatives as well. A little bit each year, speeds have been declining.

The project area of the -- and we call this the 18 19 "Wilshire BRT Project" -- the project area includes most of 20 Wilshire Boulevard from just west of downtown Los Angeles to 21 the city of Santa Monica -- that's from Valencia, actually, 22 to the city of Santa Monica. It excludes the city of 23 Beverly Hills, and we've just begun work on an Environmental 24 Impact Report/Environmental Assessment. We'll talk about 25 that in a second.

10

1 The participating agencies are the City of 2 Los Angeles, and, most importantly because most of this 3 route is in the city of Los Angeles, the County of 4 Los Angeles, they own Wilshire Boulevard -- I don't know if "own" is the right word, but they're responsible for 5 6 Wilshire Boulevard out by the 405 Freeway, and then Metro. 7 We're basically funding most of -- our biggest part is on 8 the funding side of this.

9 Construction will be the City of Los Angeles and 10 Los Angeles County, and then funding, about 75 percent of 11 the project is funded by the federal government, about 12 15 percent by Metro, and about 10 percent by the City of 13 Los Angeles.

14 In June of last year, the three agencies began 15 studying the feasibility of a Wilshire Bus Rapid Transit 16 Project, and we're talking peak period curbside lanes only, 17 and we began an initial study/environmental assessment, and 18 this is what we brought to everybody in November of last 19 year.

We had four community meetings along the corridor and presented the results at that time of the initial study -- not the results, but the process of the initial study/environmental assessment.

Then in May of 2009, this year, we decided to elevate the environmental process to an Environmental Impact

1 Report/Environmental Assessment, and the reason was because 2 we had listened -- we wanted to listen -- or we did listen 3 to the public comments that, prior to November, which suggested that we should look at a few other intersections. 4 5 we should consider a few more intersections in our 6 Environmental Assessment, and it might be a good idea if we 7 looked at some other alternatives or some alternatives to 8 the project, and that's exactly what we did. 9 We did a little bit of the technical analyses, a little bit more technical analyses on the traffic situation, 10 11 and that's what we're going to present in upcoming meetings. 12 So in July 2009, we talked to the federal 13 government about whether they thought that the Environmental 14 Assessment piece of this should be raised to an 15 Environmental Impact Statement, and they -- just to clarify 16 here, the Environmental Impact Report is on the state side. 17 The Environmental Assessment is on the federal side, and the 18 federal government was guite happy with us leading this 19 environmental report as an Environmental Assessment. 20 So, the proposed project. Bus lanes would operate

22 to 7:00 p.m. in both directions and in the curb lanes only.

only during the weekdays, which is 7:00 to 9:00 a.m., 4:00

And besides the curb lanes, we would be, as part of
this project, repaving, reconstructing quite a bit of
Wilshire Boulevard, widening Wilshire Boulevard in several

12

1 smaller areas, improve the signal timing for the traffic and 2 the buses, that means that everybody moving along the 3 corridor, buses and cars, would go a little bit quicker, little bit more green time at the signals is what that 4 5 means, and improve the bus signal priority, which is provided to those red buses, the Metro Rapid Buses out there 6 7 today to allow them to go a little bit faster, actually, 8 it's not faster, just allow them to not have as much delay 9 than they are having today. And the environmental process and EIR/EA, again, to 10

Wilshire Boulevard, we're going to be looking at all thethings that are always looked at in environmental reports,

examine the feasibility of a BRT project on

14 environmental, social, economic issues, and what we will be 15 doing will satisfy both the State and the federal government 16 in terms of an environmental report.

17 The EIR/EA will evaluate a lot of things, including 18 traffic and parking, probably traffic is one of the more 19 important issues we want to look at, air quality, noise, 20 culture resources, community impacts, park lamps, everything 21 you normally study in an environmental report.

And then the last, you can barely see it at the very bottom, that's the EIR/EA will also evaluate project alternatives, and that's -- we'll talk about several of them tonight.

13

1 The proposed project starting -- let's see if I can 2 get this clear. Okay. On the far left side you see this 3 little dot moving around, that's the city of Santa Monica 4 over here and that's Centinela. This is Wilshire Boulevard 5 all along the corridor, twelve-and-a-half miles to Valencia,6 we are right about here today -- tonight, rather.

And at the far western end, from Centinela to
8 Barrington, about .8 miles, we will be merely converting
9 existing bus lanes -- excuse me. Existing traffic lanes to
10 peak period bus lanes, and I'm just going to walk you
11 through the different elements of this project.

12 Then from Barrington to Federal, just .1 miles,
13 it's about a two-block section, we're going to widen
14 Wilshire Boulevard by removing five feet of sidewalk on both
15 sides and adding an eastbound peak period bus lane.

16 Then just east of that, from Federal to Sepulveda, 17 this is in the County of Los Angeles, remove some sidewalk, 18 about five feet of sidewalk, add an eastbound peak period 19 bus lane, and then improve the left-turn pocket.

If you're going eastbound on Wilshire Boulevard and you want to turn on Sepulveda to go north, there's a very short left turn pocket there, about 150 feet. And, unfortunately, a lot of cars do turn left there and they back out into the through lanes of Wilshire Boulevard. So we're going to extend -- which means stopping through traffic along Wilshire Boulevard, so we're going to extend that left turn lane from about 150 feet to about 700 feet, so it will allow all the left turning cars to get in this little pocket, left turn pocket, and allow all the through traffic to go through as it was intended to do.

6 Then just east of that, from Sepulveda to Malcolm, 7 about .8 miles, convert the existing curb lanes to peak 8 period bus lanes. What that means, by the way, is, for the 9 most part, just re-striping the curb lanes.

From Malcolm to Comstock, about one mile, there are jut-outs in this area, and you've probably seen them if you've driven along or ridden in a bus along this area. The sidewalk -- or the green areas and the trees, some of them kind of stick out into Wilshire Boulevard.

15 It's been cut back in some areas, not cut back in 16 all areas, what we are thinking of doing is cutting back, 17 removing those remaining jut-outs in this one mile section 18 on both sides of Wilshire Boulevard and adding peak period

19 bus lanes on both sides of Wilshire Boulevard.

20	Then from Comstock to Beverly Hills, convert the
21	existing curb lanes to peak period bus lanes. Beverly Hills
22	is 2.6 miles, is not included in this project at this
23	time. They that doesn't mean they don't support it, but
24	they're waiting to see how the bus lane works in the City of
25	Los Angeles, and they're certainly willing to talk to us as

15

1 soon as they see how it operates in the City of Los Angeles. 2 Just east of Beverly Hills to Fairfax, convert the existing bus lanes to peak period bus lanes, and then for 3 4 three miles, from Fairfax to Western, reconstruct the curb 5 lanes. This is where we actually reconstruct Wilshire Boulevard because it's in such awful shape in this 6 area, or the curb lanes. The buses -- nobody likes to ride 7 in the buses or in their cars in this section because the 8 9 curb lanes are so rough.

10 So reconstruct the curb lanes and convert them to 11 peak period bus lanes, and then the last two-and-a-half 12 miles, convert the existing curb lanes into peak period bus 13 lanes.

So that means -- and, therefore, the Westside area, from downtown Los Angeles to Santa Monica, we're going to be looking at 17 intersections in terms of traffic impacts, what happens if we put this bus lane in as I just described? What happens to traffic on the Westside?

We're going to look at 17 intersections along
Wilshire Boulevard, see what happens to the traffic.
Does -- are some intersections more crowded than without the
bus lane? Less crowded? Do people go to other corridors?
In fact, might they go to 57 other intersections that we're
evaluating on corridors parallel to Wilshire Boulevard, from
Pico to the south all the way to Sunset, I think it is, on

1 the north? And then on the west, it's the City of

2 Santa Monica, and on the east it's downtown Los Angeles.

And for all 74 intersections, that's the 17 plus the 57, collect a lot of information and evaluate what might happen if we put the bus lane in as proposed.

6 Oops. Go backwards. The -- this is the area I was 7 talking about. This is -- we're out here. On the far left 8 side of the screen is Centinela. These little dots are the 9 74 intersections we're going to be evaluating as part of our 10 traffic impact analysis in this study.

Project alternatives, which we did not present the last time we were here because the initial study and Environmental Assessment doesn't require that. It doesn't require you to look at all options to the proposed project. An EIR, though, does, and that's what we're doing now is an EIR.

17 The first thing you have to look at is the "No 18 Project Alternative," not building the project. What 19 happens in the near future and future if we don't build this 20 project?

Second alternative is the exact same proposed project that I just mentioned except the first little line up there I guess you call it, or sub-bullet, eliminate the 24 bus lane from South Park View to Valencia, that's the very 25 last .7 miles of the project. There are some restrictions

17

in terms of the width of Wilshire in that last .7 miles, and
 we're thinking of not putting the bus lane in this area,
 because it may have some potentially significant traffic
 impacts. So as an option, we may not put the bus lane in
 the last .7 miles.

6 The second line, eliminate the bus lane from 7 Sepulveda to mid-block Veteran and Gayley. That's right out 8 by the 405 Freeway at U.C.L.A. This is where that little 9 .3 miles is where people -- if you're going westbound toward 10 the 405 Freeway, if you're in the curb lane, you're 11 practically trying to get on the freeway going north, almost 12 all the cars are.

And if you're getting off the 405 Freeway goingeast, all the cars are in the curb lane as they exit off the

15 freeway. We're thinking of leaving those areas alone, those 16 curb lanes alone, and not putting bus lanes in there because 17 they are so crowded with cars going on and off the 18 405 Freeway.

And then the third sub-bullet, between Malcolm and Comstock, not remove the jut-outs in this area, leave the jut-outs as they are today, and the federal government has allowed us to -- and if we leave this -- excuse me. Let me back up here.

If we leave those jut-outs as they are today, we would put the bus lane in the existing curb lane where the

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buses and traffic travel today. We would not add a bus lane there, we would be taking a traffic lane and converting it to a bus lane. That allows us to do a couple of things. One, if we remove those jut-outs, we would also be removing a lot of parking. Also, if we don't remove those 6 jut-outs, we can use that money some place else.

7	The federal government has allowed us to use this
8	money someplace else, and what we're proposing to do is use
9	it along actually, the last bullet, extend the
10	Wilshire Boulevard reconstruction, as I was talking about
11	earlier, between Fairfax and Western, that 2.8 miles.
12	We would extend that reconstruction all the way
13	from the edge of Beverly Hills east to the end of the line,
14	about 5.1 miles, reconstructing a lot of Wilshire Boulevard
15	on both sides for both the buses and the automobiles. We
16	think this is a good idea, and this is why it's in the
17	proposed alternative.

18 The proposed alternative, just to put it in graphic 19 form, on the very left side over here, that's that .3 miles 20 that I was talking, the 405 Freeway, where we will not have 21 bus lanes there.

22 On the very right side of your screen, the .7 miles 23 where we would not have bus lanes here, and then in this 24 section, we would not remove the jut-outs, leave them as 25 they are today, and put the money from here that we would have used to take the jut-outs out into reconstructing
 Wilshire Boulevard here and here. So we would be
 reconstructing Wilshire Boulevard all the way from the city
 of Beverly Hills to the end of the line.

5 Other proposed -- other alternatives that we 6 considered but have rejected, and we rejected them because 7 of the last bullet in each one of them where it says, "Not 8 eligible for federal funding." "Not eligible for federal 9 funding."

We had thought about taking the proposed project and just not doing the last .7 miles at the end of the line and the .3 out at the -- at the 405 Freeway, but if we do that and we remove the jut-outs, it exceeds a federal funding threshold, so we can not do that because the federal government won't give us any money if we exceed this threshold.

And then the second one, mini bus lanes. We had
thought of putting little bus lanes in a block here, three
blocks here, half a mile here, with other improvements along

Wilshire Boulevard. The total length of all of those little mini bus lanes added up to about 2.5 miles, and the federal government said, "Forget it. You're not going to do that. We want a continuous bus lane," and that was deemed not eligible for federal funding as well.

25 Project goals. Probably some pretty obvious ones

20

here. First one, improve bus passenger travel times, that's 1 2 the objective of this project and certainly goal)sic), and 3 that relates, I think very specifically -- whoops. My 4 apologies -- to the 5th bullet, this one right here. 5 If we improved bus passenger travel times 6 significantly enough to where people really realize a difference, like they have on the Metro Rapid Program, we 7 8 would hope that it would encourage a shift from the 9 automobile use to public transit. Getting people out of 10 their cars onto buses is an absolute goal of this project.

Going back to the second one, improved bus service reliability, meaning that with bus lanes we can get you, if you're on the buses, from A to B more consistently every day. If it's traffic or no traffic, it won't make much of a difference because our bus lanes will be open for just the buses.

17 The third one, improve the traffic flow -- excuse 18 me. Improve the traffic flow along Wilshire Boulevard. 19 That was that signal timing that I mentioned earlier where 20 we're trying to improve the signal timing along Wilshire so 21 that the cars and the buses all move a little bit quicker, 22 reconstruct the curb lanes as I mentioned earlier.

In fact, the alternative, actually reconstructing about 5.1 miles of the curb lanes, improve the air quality and minimize the impact to existing parking.

21

Project funding I mentioned earlier, federal

2 government about 74 percent, City of L.A. 10 percent, Metro
3 16 percent, and the total project cost is about
4 \$31.5 million.

5 Schedule today, we are here in this top left-hand 6 blue corner, October 2009. This is one of the four, in 7 fact, the last community meeting we're having right now, 8 scoping meeting we're having right now.

9 As soon as we finish these scoping meetings and 10 hear everybody's comments, which I'm hoping that everybody 11 sends in comments or speaks today, and we'll be recording 12 everybody's comments. We want to enter those comments and 13 consider those comments, come up with any other alternatives 14 that we need to be looking at, incorporate your comments in 15 the draft technical studies and -- excuse me.

16 Create draft technical studies based on a lot of 17 your comments that we hear today, and then produce a draft 18 EIR/EA for public review some time in January. Come back to 19 the community in February, talk to you about the draft EIR 20 that we produced.

If -- if we get acceptance on this draft EIR, the next step will be taking it to the federal government, that's seek FTA approval. Seek FTA next April, that's April of next year, go to the MTA board in May, go to the city of

22

1 right-hand corner, begin construction of the project,

2 potentially, by July of next year.

3 And, Jody, thank you.

MS. LITVAK: All right. So -- oh, we're done with all
these meetings. I don't need to spend time on this slide.
We had a lot of meetings. We had a good turn out, thank you
all for coming.

8 How to contact us, you can get on the Web site, 9 metro.net/wilshire. This presentation is up there. We just 10 got the fact sheet and the frequently asked questions posted 11 up there today, so feel free to go and look. You can also 12 get on there and you can click "Contact Us," and you can 13 just fill out the little on line form and tell us what you 14 want to say or ask or whatever.

15 You can phone -- it's a recording you'll get if you

16 phone (213) 922-2500, and you can leave a message and that's 17 picked up regularly.

You can mail to us, MTA, 1 Gateway Plaza, there's the mail stop, Los Angeles, 90012, attention Martha Butler, that's Martha right there. Thank you, Martha. She's the project manager for this.

If you can't remember Martha's name and you can't remember the mail stop, if you just send it to Gateway Plaza, L.A., 90012 and write "Wilshire Bus Lane"

25 or "Wilshire BRT" or whatever, it will get to us. You can

23

send us an e-mail at wilshirebrt@metro.net. I check that
 several times a day, weekdays when I'm in the office.
 We will take your comments throughout the study,
 but if you have specific things you want us to look at in
 the EIR/EA, we do need to hear from you by October 23rd so
 that we can actually get on with doing the work.

7 We'll put this back up at the end.

8 Okay. How are we doing the countdown, Ginny? Oh,
9 there we go. There's going to be a countdown. Okay. Wow.
10 Okay.

So this is how the comments are going to work. I'm going to go -- let's see. I'm going to put this over there and then I'm going to go back up here. I'm going to look at my team, because I'm not going to be down on the floor with people.

16 Can I have somebody close by to adjust -- help with 17 microphone stuff? Okay.

We're going to call people up two at a time. The person who's going to speak and the next person after so that you can get ready. For people's safety, there's some stuff in the aisle there. If we can keep the aisle clear, that would be great.

As I mentioned, you're going to get two minutes to speak. If you need translation, we'll double that. If any of you have difficulty coming up to the microphone, let us 1 know and we will bring it to you.

2 And that will count down and everybody gets two3 minutes or four.

Now, I'm going to put this on the stand and we'll
have somebody to help adjust this, but I'm told, and this is
really important, especially for you who were at some of our
other locations. At this location it is especially
important because of the way the recording works here.

9 We have a court reporter taking the information and 10 we're also recording, but if you make a comment and it's not 11 right into the microphone, the recording won't pick it up. 12 So I need you to hold the microphone really close to your 13 mouth, not down at your chin, not vertical. You need to 14 hold it at an angle. Okay? Get close. It won't hurt you. And then when you start talking, really stay close 15 16 to the microphone. If you're -- if you move around a lot 17 and just if the microphone is here and you start going like 18 this, do you hear what happens? Okay. So you're not going 19 to do that.

20

All right. So I'm going to turn this over, and I'm

21 going to go up there and I'm going to call -- okay. I am
22 also going to remind you, if -23 How many cards do I have so far? I have 15. This
24 is great.

25 When you come up to speak, I'm going to ask you to

25

1 start by stating your name and then we'll start the 2 countdown. I'm going to ask again, if you wish to speak 3 tonight and you haven't yet turned in a card, just wave it 4 about, or if you don't have one, raise your hand and someone 5 will bring one to you, and I'll ask you that a few more times before we're done. 6 7 Our first speaker is Joshua Clayton (phonetic) followed by Christopher Guildemeister (phonetic). If I 8 mispronounce your name, I'm really --9

10 Fine. You can change your mind and come back.11 So after Joshua will be Yung Ho Kim (phonetic). So

12 if Mr. Clayton can come on up to the microphone right now 13 and is Yung Ho Kim here?

14 Okay. You can get yourself ready to come on up15 afterwards.

16 You'll have the next two minutes. When you're 17 ready to go -- you can hold it. Hold it closer. Just state 18 your name and we'll count down the two minutes and you can 19 see it counting behind you. Go ahead.

20 MR. CLAYTON: Good evening. My name is Joshua Clayton.21 The (unintelligible) bus only lanes would be a more

22 (unintelligible) practical and genuinely more immediately

23 benefitting in the long- and short-term (unintelligible), in

24 that order, the more subways and trains.

25 People and taxpayers in the state of California

26

naturally do not have money for (unintelligible) both
 budgets and the 9.6-mile full bus lane should be added.

3 Thank you very much.

4 UNIDENTIFIED SPEAKER: Excuse me. Sorry to interrupt. 5 Can you start over? 6 MS. LITVAK: -- but I think Ginny's -- Ginny's working on it. I'll try and watch the time if we don't get 7 8 (unintelligible). We just want to give everybody an equal 9 amount of time to speak. 10 Okay. Yung Ho Kim and after Yung Ho Kim is 11 Marvin Avalar (phonetic). 12 MR. KIM: I have to apologize to upcoming speakers, because I have been sick for about a month, so I'm hoping to 13 14 protect you from any germs. 15 MS. LITVAK: That's so considerate of you. We really appreciate that. Okay. So your name is --16 17 MR. KIM: It's not H1N1, that's for sure. 18 Hi, my name is Yung Ho Kim, and I'm the 19 participation coordinator of the Korean Resource Center 20 Nonprofit Organization located in Koreatown. The Korean 21 Center provides thousands of service units to senior 22 low-income Korean-American residents every year, such as 23 Medi-Cal, Medicare, foreclosures, and others. 24 Low-income Korean members cannot afford the car and 25 choose to use the public transportation system, and the bus

system currently provides the widest coverage in
 Los Angeles. A lot of them serve within Koreatown, a lot of
 the major streets, Wilshire, A Street, Olympic between
 Vermont and Western, and all of them leaving downtown so
 they move between downtown and Koreatown.

In the Korean-American culture, respecting our
elders is very important. We call this (unintelligible),
and it's a very deeply held value in our community.

9 So for the stops, (unintelligible), the least we 10 can do to support our senior parents is the preference for 11 the bus as a distinguished rider and not the cars that the 12 adults or young people ride.

13 So I would like to ask that the bus only lane and 14 the BRT system be expanded throughout Wilshire Boulevard and 15 eventually we hope that throughout the rest of 16 Los Angeles County. Thank you.

17 MS. LITVAK: Thank you very much.

18 Marvin Avalar. After Marvin Avalar, Cesar Chavez 19 (phonetic). Okay. Okay. Okay. I'm sure that you've heard 20 the joke before. 21 All right. Mr. Avalar. State your name. 22 MR. AVALAR: Good evening to all of you. My name is 23 Marvin Avalar, I'm a member of the Bus Riders Union, and a 24 transit dependent student. 25 For over a year I was unemployed. While looking

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for a job, I got a really great opportunity to get hired in a store in Westwood. I had to be at that job interview at 3:00 p.m.; however, when I went to the interview and enough time together (sic), I was stuck on the 720 for more than an hour due to the terrible traffic.

To make a long story short, by the time I gotthere, the place was already closed and I didn't get the job

8 and thousands of bus riders have been through similar9 experiences like I did.

10 The majority of people who do not get jobs
11 because -- because of bad transportation are low income
12 people of color. Every day I pass by Wilshire and Vermont,
13 I always see the sign saying next bus is late.

14 And by having a bus only lane on Wilshire Boulevard 15 from Valencia to Centinela, people will be able to get to 16 their destinations on time -- to their destinations on time. 17 There will also be an increase of bus riders, 18 because the system will be better and therefore people will 19 not use their cars because pollution contributes to the 20 greenhouse gas emissions here in L.A., and this project will 21 surely be a big asset to bus riders and they will draw a

22 positive image to the public transportation system.

23 MS. LITVAK: Thank you very much.

24 Okay. By the way, that reminds me of one thing.

25 Mr. Chavez, are you here?

1 MR. CHAVEZ: Yes.

2	MS. LITVAK: Okay. Great. While you come up to the
3	microphone, I did want to say, if you have any questions to
4	ask, please ask them. Very lightly, the answer is going to
5	be, "Thank you so much for your question," and you're going
6	to have to wait for the draft study to come out early in
7	2010 for the answer, but get those questions on the record,
8	that's what the study is there to do.
9	Okay. Are you translating?
10	THE INTERPRETER: Yes.
11	MS. LITVAK: Okay. So we'll need four minutes, and then
12	after Mr. Chavez is Erin Steyva (phonetic).
13	Go right ahead.
14	MR. CHAVEZ: Good evening. My name is Cesar Chavez. I
15	am a resident of Pico-Union as well as a student that
16	depends on public transit and a member of the Bus Riders
17	Union.
18	I'm one of the many people that take the bus in the
19	morning, Wilshire bus in the morning, to go to work and to
20	go to school. Usually it takes me about an hour or so to
21	get to Santa Monica because the buses are stuck in traffic

22 with the cars.

In the past, I have actually got to school late (sic) and lost the opportunity to take a test. It's not right that I'm paying for my education that sometimes I'm

30

1 not receiving. I'm not the only one in my community that 2 suffers from the lack of the bus only lane for faster buses. 3 I live in a community, a low-income community, 4 mostly people of color. Many of the children in my 5 community suffer from asthma, allergies, and other air 6 pollution related diseases. I believe it's the 7 responsibility of the government to clean up the air and 8 motivate people to get on the bus that runs on compressed 9 nitro gas.

In this serious time of environmental crisis, it's necessary for the MTA to be able to implement this bus only lane that will lead to less pollution emitted by the auto 13 and it will also reduce the time of bus riders travelling on 14 the corridor as well as the congestion that's happening on 15 the corridor and also increase the amount of people riding 16 the buses.

At this moment I don't drive a car because I am a defender of the environmental injustice. I don't want to be another driver with my car contributing to 30 percent of greenhouse gas emissions that L.A. cars already put in.

The problem is no longer local, but the growth and cars in Los Angeles is causing global destruction and it's our responsibility to stop it. So I ask you to please adopt the BRU's plan as well as adopt the bus only lane in Wilshire Boulevard from Valencia to Centinela. Thank you.

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1 MS. LITVAK: Thank you very much.

2 Okay. Erin Steyva is coming up.

3 Oh, thank you so much. Someone gave me a

4 pronunciation guide.

5	Followed by Teh Sun Jon (phonetic). I hope oh.
6	Okay. Hold that up close to your mouth and go
7	right ahead, Ms. Steyva.
8	MS. STEYVA: Hi, my name is Erin Steyva, Transportation
9	Advocate for California. So the California Public Interest
10	Research Group is a statewide nonpartisan, nonprofit public
11	interest advocacy organization, and I am here today to
12	advocate for full and timely implementation of the Wilshire
13	Bus Only Lane Project. CALPIRG supports the full 9.6 miles
14	that includes both the eastern and western portions.
15	So we know that Los Angeles needs this project.
16	The city is, of course, part of the most congested region in
17	our country and more people are moving here every year. The
18	region will add an additional six million people by 2030.
19	First, Wilshire Boulevard is one of the backbones
20	of Los Angeles spanning major residential and commercial
21	neighborhoods. As the population grows, we will need more
22	and more alternatives for commuters and this will become
23	increasingly essential.
24	This project could provide immediate relief and

This project could provide immediate relief andfast, convenient travel.

1 The top question before us should be, how could we 2 best serve the region as a whole? The project must serve 3 all residential and commercial users including students. We 4 need full implementation. We want to make sure that it will 5 provide a fast, convenient service for everyone and avoid 6 further delays of the project, and we need to address this 7 now.

8 We can only make the stated project goals put up 9 there earlier with full implementation of this project. In 10 order for the region to maintain its economic vibrancy and 11 attractiveness, we must address the question of mobility.

While congestion will not resolve itself, we know the Wilshire Bus Rapid Transit Project is an important part of the solution.

15 MS. LITVAK: Thank you very much.

16 Okay. Teh Sun Jon, followed by John Bell, and17 she's going to need four minutes? Yes? Right?

18 UNIDENTIFIED SPEAKER: Yes.

19 MS. LITVAK: Okay. Hang on.

Are we ready, Ginny up there? Yes? Cool. Okay.
As soon as she starts. Go right ahead. Hold the microphone
really close.

MS. JON: Good evening. My name is Teh Sun Jon. I'm a
Bus Riders Union member and also a long-term resident of
Pico-Union. I support the implementation of the Wilshire

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Bus Only Lane from downtown to West Los Angeles, the full
 9.6 miles. I hope this project can be implemented as soon
 as possible.

So my daughter lives on Wilshire and many of the hospital and clinics that I have to go to is on Wilshire Boulevard, that's why during rush hour I -- I do use the Wilshire bus service.

And especially when my daughter needs to get to

9 work and I need to take care of stuff, help her out in the 10 morning or when I have an appointment on Wilshire Boulevard 11 in one of the clinics, I have to leave extra early because, 12 you know, during rush hour it's very, very congested. 13 And I -- I've been in several situations where I 14 was late to my appointment because of traffic and the buses 15 came late or it took too long. A fast, frequent bus service 16 would benefit me but also many of the commuters (sic), 17 people who use the bus system during rush hour. And many -- I believe that more L.A. residents 18 should be encouraged to take public transit. My 19 20 grandchildren are at the age of driving, but for their sake 21 and for L.A.'s environment's sake, I am trying to encourage 22 them and the next generations to use public transit, and in 23 order for that to happen, bus service has to be better. 24 If the bus service -- bus only lanes would 25 definitely improve service on Wilshire Boulevard to provide

more efficient service. Once again, I ask you to implement
 the bus only lanes. Thank you.

3 MS. LITVAK: Thank you very much.

4 Okay. John Bell is coming up, and after John will5 be Joe Linton (phonetic).

MR. BELL: Good evening. My name is John Bell, BRU.
Bus only lanes will get you where you need to go,
plain and simple. We want the upcoming EIR report to
include all 9.6 miles. Connections are very spotty now.
Rapid needs to be the fastest mode. Why should the Rapid be
stuck in traffic?

12 It's a problem for all of us to miss a connection 13 or a destination on time. It might mean losing a job, as 14 someone has already mentioned, or an interview for some 15 because of lateness.

Bus only lanes are environmental friendly. They'll be an incentive for most to leave the cars parked at home. In fact, in Japan, they are developing energy sales where you can leave your car parked at home and when you come home you can use some of that electricity to run your house. Bus only lanes will lessen our travel time to and

from and let us in Los Angeles and surrounding cities

23	breathe cleaner air. R	emember, our children breathe more
24	polluted air than we do	. Bus only lanes help lessen
25	transportation injustic	es without spending billions of our

1	tax dollars with more uncontrollable costs for light rail.
2	We need a world class system. I was in Germany in
3	the 1970's, there were extension buses and there were
4	electric buses, and the trains were all on time. We need a
5	world class system. Thank you.
6	MS. LITVAK: Thank you very much.
7	Okay. Joe Linton.
8	And then after Mr. Linton, I have another card that
9	says Yung Ho Kim. Is there a second one or is this a
10	duplicate?
11	UNIDENTIFIED SPEAKER: Oh, it's a duplicate.
12	MS. LITVAK: Okay. Thank you. We'll set that aside.
13	After Mr. Linton then will be Francesca Portia

14 (phonetic).

15	MR. LINTON: Hi, my name is Joe Linton. I'm here on
16	behalf of the Green L.A. Transportation Work Group. We're a
17	coalition of environmental/environmental injustice
18	organizations in the city of Los Angeles.
19	And I'm happy to say that we don't agree on
20	everything. We have people who think bus is the way to go.
21	We have people who think rail is the way to go. We have
22	bicyclists, we have pedestrians, and others, and we all
23	agree on the Wilshire bus only lanes, and we're excited to
24	see this project move forward as as quickly as possible
25	for as grave and (unintelligible) as possible.

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1 We think this is an important issue both for the 2 environment, for getting folks out of their cars, reducing 3 greenhouse gases, and also for equity of really providing 4 viable transportation for people in our society that need it 5 most.

As a bicyclist I can say that I do use the -- the Wilshire bus frequently, and I would just encourage the -the -- the DOT and Metro to make sure that -- that this -to see this as a complete street project, that it needs to serve all users.

11 Clearly we know that there's a lot of consideration 12 given to bus riders and to drivers, but I just want to make 13 sure that bicyclists and pedestrians are on your radar and 14 that things like ensuring that, you know, the bus only lanes 15 downtown say bikes okay. Just make sure that there's a way 16 that bikes know where they can go (unintelligible).

And thank you very much and hurry up, get these inso we can use them.

MS. LITVAK: Okay. Thank you. I said I was going to comment, but, I don't know. Rex, did you mention that bikes are allowed in the bus lanes?

22 MR. GEPHART: I didn't mention that.

MS. LITVAK: Bikes are allowed in the bus lane pursuantto L.A. city code; right, Tom?

25 UNIDENTIFIED SPEAKER: Yes.

1 MS. LITVAK: Okay. Thank you, Mr. Linton. 2 Francesca Portia and then Rosalio Mendiola 3 (phonetic). Go right ahead. 4 MS. PORTIA: This is Francesca Portia. I'm a lead 5 organizer with the Bus Riders Union. I'm here to speak in favor of the implementation of the full 9.6 miles of the 6 Wilshire bus only lane. 7 8 For the record, we'd like to state three things. 9 One is, we'd like, once again, the project to be 10 9.6 miles or the whole stretch without excluding the 11 405 Freeway section, and we'd like to see what can be done 12 around reconstructing some on- and off-ramps to make sure 13 that that actually happens to include the 405 section. 14 Two, that we'd also like to encourage -- including 15 the area from Park View to Valencia. Some of these folks 16 here do live in that area and we would like to also get the 17 benefits of that and try to figure out how it could be 18 implemented.

19Thirdly, we'd like to encourage the implementation20of this project without having to remove the jut-outs from21Comstock area because of the important green space that it22provides for the community along the area.23Thank you.

24 MS. LITVAK: Thank you very much.

25 Rosario Mendiola.

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Are you translating for him? Okay. So then we'll
 need four.

3 And then followed by Paz Jane (phonetic)? I hope4 I'm close. Okay.

5 MR. MENDIOLA: Good afternoon. My name is 6 Rosario Mendiola, I'm a member of the BRU. I'm happy to 7 come here and see that finally this project is going to be 8 implemented. I have been struggling with the BRU for the 9 last four years as far as the struggle for the project to be 10 a reality.

11	I've been a bus rider for a couple of decades, and
12	I'm happy to see history being made in Los Angeles.
13	Although in celebration mode, I am concerned that there is a
14	proposal to exclude some areas of the project on the
15	boulevard.
16	We can't fully begin this amazing project
17	without with these exclusions, so we suggest that or I
18	suggest that you please see the way which we can include the
19	areas that are proposed to be excluded, and we'd like to see
20	the 9.6 miles originally proposed for the project.
21	Thank you.
22	MS. LITVAK: Thank you very much.
23	Paz oh, someone's going to have to say her last
24	name for me. I'm so sorry.
25	UNIDENTIFIED SPEAKER: She pronounced it "Hein."

MS. LITVAK: Hein. Thank you so much. My apologies.
 Are you also translating for this one? Okay. We'll need
 four minutes.

4 And then after Ms. Hein is Rosa Miranda. Okay. 5 MS. HEIN: Good evening. My name is Maria Paz Hein. 6 I'm a member of the Bus Riders Union, and I come here to 7 show my support for the bus only lanes on 8 Wilshire Boulevard. This project will be a great improvement for the bus riders on Wilshire like ourselves. 9 I'm here in support of the 9.6-mile implementation 10 that was originally proposed. I am in disagreement 11 12 excluding the 405 Freeway portion as well as the Park View 13 to Valencia area. 14 We want to reduce the greatest number of 15 automobiles to reduce air pollution, and so we don't want to 16 start off by cutting a little here and cutting a little 17 there -- excluding a little here and excluding a little 18 there, because it's a bad way to start a project. So we ask 19 you, please consider adopting the full 9.6 miles. 20 Thank you. MS. LITVAK: Thank you very much. 21

Rosa Miranda. After that, I have Natasha Harold
(phonetic). After Natasha Harold --

If you can just give a moment, Mr. Guildemeister?Okay. Then you'll be next after that.

40

1 Okay. Go right ahead. Is this another two minutes 2 or four? 3 THE INTERPRETER: Four. I'm translating. 4 MS. LITVAK: I understand. That's okay. I just want to 5 get it right. Go right ahead. 6 MS. MIRANDA: Good evening. My name is Rosa Miranda. I 7 am the mother of three children and a member of the Bus Riders Union. 8 9 As a passenger, I'm very happy that this project is happening for the buses on Wilshire and it's going to really 10 11 improve the quality of life for many passengers as well as 12 their travel time. 13 This street, I use this bus I use all the time 14 (sic), from Witmer to Western, and it's a short travelling.

At the same time, it still makes me late sometimes, and the family and I take the rapid bus, and, yeah, we are late some times where we're supposed to go and even the big problem is traffic.

Beyond being a passenger or a bus rider, I'm also an environmentalist and I think that the main culprit of so much pollution is automobile and all the toxins that are caused by the automobile and all the sickness and the illness, such as asthma and respiratory diseases and cancer. My son himself has asthma, and he is very affected by pollution, and sometimes he's kept in his classroom so

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not to expose him to air pollution and it makes him feel
 like a prisoner at times.
 So I have two requests for this EIR. One is
 that -- and the political process. One is that we maintain
 the 9.6 miles of -- the alternative 9.6 miles of the

6 proposal.

7	And second is that we would like to see in the
8	study a very detailed explanation of how much of ozone is
9	going to be reduced, particulate matter, carbon monoxide,
10	et cetera, by how many miles of car (sic) will actually be
11	reduced by getting people out of their cars.
12	And lastly, the BRU and myself want to thank
13	Congresswoman Lucille Allard for her leadership in this
14	project. Thank you.
15	MS. LITVAK: Thank you very much.
16	Okay. Natasha Harold, and then
17	Christopher Guildemeister will come up after that.
18	Mr. Guildemeister's card is the last one I have, but does
19	anybody else want to speak tonight?
20	Either raise your hand and we'll bring you one, or
21	if you have a card, wave it around, we'll come and get it
22	from you. Okay. I'll ask you again.
23	Go right ahead.
24	MS. HAROLD: Good afternoon (sic). My name is
25	Natasha Harold. I'm a single mother of four boys, I'm a

member of the Bus Riders Union, and I support this bus only
 lane for the simple reason that I have asthma, so does my
 17-year old son.

I also have a 10-year old that has allergies due to the -- to the environment. Every time the wind changes, we have to take allergy medication, and taking pills to get through a day is not a life for a child. He's trying out for football, but he's going to have problems because of the global warming and just the pollution in the air.

10 The bus only lane will reduce the automobile, force 11 people out of their cars and onto the buses where it will 12 clean up the environment so people like myself and my 13 children can have clean air, affordable transportation, and 14 reliable (sic).

15 It is really important to have reliable 16 transportation, because I am also transit dependent, and 17 being transit dependent is really hard when you have to --18 especially on the Wilshire Line. I've been there, and I 19 have a disabled child that after so many stops, he wants to

20 get off, but you can't get off and the bus is sitting in 21 traffic.

I don't know how many times I've been sitting in traffic with a child that could not handle the crowds, could not handle being still. The drivers are irritated because my child was in the back of the bus crying because he

1	doesn't understand why the bus is sitting there for 20,
2	30 minutes when cars are inching along and we're in a bus.
3	So I'm really for it, and I hope that you guys
4	really keep the 9.6, don't take nothing out, because when
5	you start taking things out you guys will eventually
6	eliminate the whole bus only lane, and that will be a waste
7	of our time and our fight.
8	Thank you.
9	MS. LITVAK: Thank you very much.
10	All right. Mr. Guildemeister. I hope I'm saying

11 it correctly or close enough. You'll say it for us.

12 Is there anyone else who's going to wish to speak13 after this? Okay. Let us know.

Ginny, you know what I want up on the screen when we're done. Right? Yes. Cool.

16 All right. Go ahead.

17 MR. GUILDEMEISTER: Both correctly and close enough.

18 Thank you.

19 Good evening. My name is

20 Christopher Guildemeister. I would like to thank folks from

21 Metro for the clarity of their presentation and for

22 welcoming public comment.

23 I've only lived in L.A. for about a

24 year-and-a-half, but I don't own a car, so I'm heavily

25 dependent on the bus and rail system here, and I've found it

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1 to be useful and very helpful, but I do think that the

2 proposed changes are excellent ones.

3	I really just had a comment or a question. Would
4	it be possible to include the Beverly Hills section of
5	Wilshire in the Environmental Impact and traffic study?
6	I ask that simply because while I understand that
7	since it's a separate town, they may not be ready to sign on
8	for actually doing anything in the project yet, but if
9	they're included in the study at this point, that will
10	eliminate what might be a considerable time lag if this does
11	go forward, and it would avoid kind of a ridiculous
12	situation of having either end of Wilshire already converted
13	and ready and not being ready and then there be a delay
14	possibly of two or three years while they did their own
15	studies.

And if they could be included in the study at this point, at least that part would be eliminated and they'd be sort of ready to go when the rest of the project is coming completed. Thank you.

MS. LITVAK: Thank you very much. The short answer to your question is no, but we'll hang around afterwards and talk with you about it in more detail.

23 Okay. Is there anyone else who wants to make24 verbal comments tonight?

1	go. Perfect.
2	Okay. Anyone else who wants to make verbal
3	comments tonight? Okay. So I'll let you go in just a
4	minute. I want to remind
5	Where did it go? Keep it up there.
6	I want to remind you, you can turn in written
7	comments in the back in the white box on the table on your
8	way out. You can get them to us through many different ways
9	that's up there. All of this information is on the Web.
10	(Hearing concluded)
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1	PUBLIC MEETING
2	LOS ANGELES COUNTY
3	METROPOLITAN TRANSPORTATION AUTHORITY
4	CHAIR, JODY LITVAK
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7	In the Matter of the)
8	In the Matter of the) WILSHIRE BOULEVARD) BUS RAPID TRANSIT PROJECT))
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15	TRANSCRIPT OF PROCEEDINGS
16	Los Angeles, California
17	Thursday October 8, 2009
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22	Reported by:
23	RUBEN GARCIA CSR No. 11305
24	
	Job No.:
25	B3002NC0

1	PUBLIC N	MEETING
2	LOS ANGELE	ES COUNTY
3	METROPOLITAN TRANSF	PORTATION AUTHORITY
4	CHAIR, JOE	DY LITVAK
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7	In the Matter of the WILSHIRE BOULEVARD)
8	BUS RAPID TRANSIT PROJECT)
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15	TRANSCRIPT OF PROCEEDINGS, taken at
16	10822 Wilshire Boulevard, Los Angeles,
17	California, commencing at 6:30 p.m.
18	on Thursday, October 8, 2009, reported by
19	RUBEN GARCIA, CSR No. 11305, a Certified
20	Shorthand Reporter in and for the State of
21	California.
22	
23	
24	
25	

- 1 APPEARANCES:
- 2 STAFF:

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1	Los Angeles, California, Thursday, October 8, 2009
2	6:30 p.m.
3	
4	
5	MS. LITBAK: Good evening, everyone. Thank you,
6	and welcome. My name is Jody Litbak. I'm with Metro.
7	My colleague Rex Gephard, in the front row here, is also

8 with my agency, and he will be doing most of the9 presentation.

10 This is the scoping meeting for the Wilshire 11 Boulevard bus route, the transit project. This is a 12 joint effort by my agency, the City of Los Angeles. 13 I would like to welcome Ellen Isaac, back by 14 the door, from Assemblyman Mike Feuer's office. We 15 appreciate her being here. And Stephanie Molen from 16 State Senator Fran Pavley's office is here. So thank 17 you.

I had heard yesterday, and I don't know if it's true, that Councilman Koretz may show up, and if he does, we'll of course give him a chance to say a few words if he wants to. But we're going to move along and try to keep to our schedule.

Before I get into the presentation, many of you have been coming to these meetings, and you kind of know how we do things, or at least how I do it when I'm

1 running the meetings here, but just so everybody knows, 2 if you are going to want to comment tonight, these 3 forms, these little forms were all available and I think handed to many of you when you came in, and we're 4 5 collecting them. Ginny is holding them up over there. And we'll take them in the order received. 6 7 If you filled one out and you didn't turn it 8 in, just wave them and someone will come get it from 9 you. If you don't have a form you and want one, go like 10 this and someone will bring you one. 11 If you want to give us written comments, some 12 of you brought prepared public comments, there's a box 13 on the back table there. Alex, can you hold that up? 14 You can drop them in. 15 If you didn't bring prepared written comments 16 and you want to write them to us, you can do it on this 17 form. Please write legibly because you want us to get 18 your comments the way you meant them. Do the best you 19 can.

And you can turn them in. In addition,there's an address on the bottom of this form. So if

you want to walk out of here and think about what you want to say and send it in, or if you walk out of here and you have a thought tonight or tomorrow or the next day, the address is on here.

So with that we're going to get things started
 and we'll take everybody's comments at the end, and
 questions.

4 Let's get started. So the purpose of 5 tonight's meeting, we want to give an overview of the 6 proposed project. Tonight we'll discuss this new 7 environmental process that we're going through now with 8 the Environmental Impact Report/Environmental 9 Assessment.

10 We'll summarize the alternative projects, the 11 project alternatives that we're looking at. We'll give 12 you the new study schedule. There's actually a chart

13 all the way over there, which if you want to look at it14 up close and personal.

But really, most importantly, this is the scoping period. So this is your opportunity to tell us what you want us to look at, what you want us to evaluate, what you want us to consider as we're doing this, and to ask the questions that you want the study to answer.

So if you ask a question tonight, it is most likely that what we're going to respond to you with is "Thanks for the question," and we'll ask you to wait until the study comes out, because that's really where we'll answer it. Because we're still doing a lot of the

8

analyses. But get your comments on the record and
 questions.

So with that, Mr. Gephard, come on up here.

4 We're just getting started. Councilman Paul Koretz has5 just appeared.

6 MR. KORETZ: Thank you all for being here. It is 7 important that the transportation folks that are 8 planning this project get to hear from the community. I 9 know there are a lot of community concerns, and some of 10 you just need to know more about the project, so this is 11 a great opportunity.

I have some of my own concerns, and I will be meeting with the folks that are managing this project in the coming weeks to express those as well. And I'll be looking at the document that comes out of this, and hopefully it will help decision-makers for the City to make an intelligent decision on whether to go forward with this project.

So I thank you all for being here and look
forward to the presentation. Thank you. One other
thing. I should introduce Jay Greenstein, my
Transportation Deputy, and if you ever have any
questions on any transportation related matters, please
give him a call at my West L.A. office. Thanks a lot.
MS. LITBAK: Thank you very much. Rex, you're on.

MR. GEPHARD: Good evening, everybody. Thank you 1 2 everybody for coming tonight. I remember some faces 3 from last November when we were here. I remember some 4 faces from yesterday and Monday as well, because some people from here were at the previous two scoping 5 meetings we had just this week. 6 7 So I wanted to start out with a little introduction, and bear with me a little bit for those 8

8 introduction, and bear with me a little bit for those
9 folks who were here at these other meetings because it's
10 a little introduction for everybody, for those who

11 haven't been at the other meetings.

Wilshire Boulevard is an absolute key east/west corridor in Los Angeles, one of the most important transit corridors in Los Angeles. 93,000 weekday boardings each weekday. And that's huge. It is the largest transit corridor in the United States. Two-thirds of the 93,000 boardings happen just within

18 this exact project area.

19	The average bus speeds in Los Angeles County,
20	for Metro anyway, have been declining a little bit every
21	year for the last 20 years, and for that reason we
22	thought that it would be an excellent idea to try to
23	speed up the buses. This is part of a Federal program
24	as well where the Federal government is trying to
25	improve bus speeds nationwide.

1	The project area includes most of Wilshire
2	Boulevard, from just west of downtown Los Angeles, out
3	at Valencia, all the way to the City of Santa Monica
4	city line, excluding Beverly Hills. And this study has
5	just commenced work on the Environmental Impact
6	Report/Environmental Assessment, and I'll talk more
7	about that in just a second.
8	The participating agencies, Planning and

9 Design, City of Los Angeles, County of Los Angeles and10 Metro are all here tonight.

11 The construction would be done, though, just 12 within the City and within the County. The County owns 13 the land along Wilshire Boulevard around the I-405 14 Freeway. The City of Los Angeles owns the rest of the 15 Wilshire corridor.

16 Funding is coming from the Federal Transit 17 Administration, about 75 percent from the Federal 18 government, about 15 percent from Metro and 10 percent 19 from the City of Los Angeles.

In June 2008 the three agencies Metro, City of Los Angeles and County of Los Angeles started studying the feasibility of the Bus Rapid Transit Corridor, and then in November of last year we had four community meetings, one of them here, and three others along the corridor, and listened to everybody's comments, and that

1 was in November 2008.

2 And then in May of this year we decided to 3 elevate the study, the environmental study, from what we 4 called an Initial Study Environmental Assessment; and 5 the initial study is the State side of it. Environmental Assessment is the Federal side of it. We 6 7 decided to elevate the study from an initial study to an 8 EIR/EA because we had listened to the public. The 9 public had a lot of good comments. And we also had been doing some technical analyses and thought it would be a 10 11 really good idea if we looked at more intersections, 12 considered more intersections, and more segments of 13 streets around the west side in our traffic study. And just some other information. In July 2009 14 the Federal government said that it would be fine with 15 16 them if we stayed with an environmental assessment on 17 the Federal side and not raise it to an Environmental 18 Impact Statement; so that's why this Environmental 19 Impact Report/Environmental Assessment. 20 The proposed project bus lanes, we're talking 21 bus lanes, again, from Valencia all the way on the east 22 side to the City of Santa Monica, excluding Beverly

Hills, curb lanes only, 7:00 a.m. to 9:00 a.m., and 4:00
to 7:00 p.m. only, weekdays only, in both directions,
again, curb lane only.

Bicycles and cars turning right could use the 1 2 lanes at any time. Infrastructure improvements. Along 3 with putting the bus lanes in, we're planning on funding the reconstruction of Wilshire Boulevard, a significant 4 5 reconstruction of Wilshire Boulevard between Fairfax and 6 Western, repaving much of the rest of Wilshire Boulevard 7 in the curb lanes and the adjacent lane next to the curb 8 lane.

9 Selective street widenings; an example is
10 between Barrington and Federal we're going to widen
11 Wilshire Boulevard on both sides by five feet and then
12 add a bus only lane. We're going to improve the traffic
13 signal timing along Wilshire Boulevard so the

14 automobiles and buses, everybody, can move a little 15 quicker east and west, and improve the bus signal priority for the red buses, those Metro Rapid buses. 16 17 But both these last two mean giving the cars 18 and buses a little bit more green signal to move more 19 cars along the corridor east/west. We're in the middle of this Environmental 20 21 Impact Report/Environmental Assessment, again, to assess 22 the feasibility. And these are all required by the 23 Federal government. Environmental, socioeconomic issues 24 associated with the proposed project. And we're going 25 to look at things like traffic and parking. I'm sure a

13

lot of people, including us, are very concerned about
 the traffic and the parking. Plus noise, air quality,
 cultural resources, community impacts, parklands. We
 will be looking at all these issues over the next

5 several months following what we hear from you from6 these scoping meetings.

7 And the other reason we wanted to elevate from 8 an initial study to the last bullet on the bottom here, 9 the other reason we wanted to elevate the study from an 10 initial study to an EIR is so we could look at other 11 alternatives to the proposed project because in November 12 we presented only one project. We have a couple of 13 alternatives to propose tonight. We'll show you those 14 in just a second.

So the proposed project, this is Valencia, 15 16 Alvarado, downtown Los Angeles. Here's the 110 freeway, 17 and City of Santa Monica, Centinela. That's the 18 proposed project. And we'll start at the Western end, 19 from Centinela to Barrington, there are few changes from 20 November, just a few minor ones, but we'll go over all 21 of them tonight. From Centinela to Barrington, about 22 .08 miles, just convert the existing curb lanes into 23 peak period bus lanes.

Then from Barrington to Federal, that was theexample I mentioned earlier, widen both sides of

Wilshire by removing five feet of sidewalk and adding an
 eastbound peak period bus lane only.

In the county, from Federal to Sepulveda, 3 remove sidewalk, five-foot of sidewalk from the southern 4 5 side of Wilshire Boulevard, restripe it and add an 6 eastbound bus only lane, plus right here at Sepulveda, 7 for those folks going eastbound, and north -- eastbound 8 on Wilshire, northbound on Sepulveda, is a very short 9 left-turn pocket under the freeway. It's about 10 150 feet. We have found that cars back up in that 11 left-turn pocket into the traffic lane next to it and 12 hold up a lot of cars that could be going through and along Wilshire Boulevard. 13

So part of this project will be to lengthen that left turn pocket from about 150 feet to about 700 feet so everybody turning left on Sepulveda will get off of Wilshire Boulevard and allow all the cars and the buses to proceed ahead and not be blocked by the people

19 trying to turn left.

From Sepulveda to Malcolm, simply convert existing curb lanes to peak period bus lanes. In the area of Malcolm to Comstock, remove the jut-outs, realign the curbs and add peak period bus lanes, both sides. These would be added bus lanes after the jut-outs are removed.

15

1 Comstock to the City of Beverly Hills, convert 2 the existing bus lanes to peak period bus lanes. 3 Beverly Hills is not a part of this project at this point. We had been talking to Beverly Hills for quite a 4 5 while before we had to submit the Federal grant for this project, and we ran out of time. Basically we didn't 6 7 get to their city council in time. 8 But Beverly Hills was a supporter of bus only

9 lanes at that time. In fact, has been a supporter of

10 bus only lanes, especially on the eastern end of Beverly 11 Hills, and said they would like to wait and see what 12 happens in the City of Los Angeles, and then we'd go 13 back and talk with them.

14 From the Beverly Hills city limit to Fairfax, 15 convert existing curb lanes to peak period bus lanes. 16 From Fairfax to Western, this is where a lot of 17 reconstruction would happen. If you have driven down 18 this area, you will notice the curb lanes and the lane 19 next to the curb lanes are very torn up. Very rough 20 riding for anybody, and we would like to reconstruct 21 Wilshire Boulevard for that three-mile segment in the 22 curb lane and adjacent curb lane. And from Western to 23 the end of the line, convert the existing curb lanes to 24 peak period bus lanes.

25 So the traffic study that we're going through

1 right now, we're looking at 17 intersections along 2 Wilshire Boulevard, 57 around Wilshire Boulevard and 3 parallel and perpendicular to Wilshire Boulevard; we'll show you this in a second. So we're looking at 74 4 5 intersections throughout the west side. And we're 6 trying to figure out what the impacts would be with and 7 without bus lanes in the curb lane just as we went 8 through that proposed project demonstration.

The 74 intersections are these little blue 9 dots. This is Alvarado. Pico is here. Sunset. City 10 of Santa Monica. So the entire west side, we're looking 11 12 at 74 intersections. To be sure that we know what would 13 happen if we put bus lanes at Wilshire Boulevard, will 14 people go to other parallel corridors? Perpendicular 15 corridors? What would happen with the traffic at all of 16 those 74 intersections if we put bus lanes in. And 17 again, this is just peak period only.

Project alternatives, which we had not discussed last time, but are discussing now because we've elevated this to an Environmental Impact Report, one of them is a no-build alternative. That's required. Just don't build the project is one option.

23 Another option is to take the proposed project

24 as I just explained -- and again, I have a map, the next 25 page is a map that shows what I'm saying here -- but

17

take the proposed project with a few modifications, and
 the first bullet is to eliminate the bus lane from South
 Parkview to Valencia.

South Parkview is right at -- well, it's a
little bit west of Alvarado. But in other words,
eliminate the last .7 miles of the project. We've been
asked by the City of L.A. to consider this because
Wilshire Boulevard does get very narrow in that one
section.

10 The second bullet, eliminate the bus lane from 11 Sepulveda Boulevard, just east of the I-405, to 12 mid-block between Veteran and Gayley, .3 miles. The 13 reason for that is because that area, a lot of cars are 14 in the curb lane trying to either get on the 405 freeway 15 going north, or they're getting off the 405 freeway 16 going east. And those curb lanes are full of cars, and 17 we should stay out of them with a dedicated bus lane 18 because cars need to be in those lanes to make right 19 turn movements.

Between Malcolm and Comstock, retain the existing jut-outs, that means leave all the jut-outs exactly like they are today, and the trees and everything else, but convert what is now the lane 3 here, the lane closest to the jut-outs, to a bus only lane, which is what we're doing throughout the entire

18

length of the corridor. That would be exactly the same
 lane.
 And then we were able to -- I won't say

4 "convince," but we asked the Federal government if we
5 don't remove these jut-outs, which costs money to do

6 that, if we don't remove the jut-outs can we use that
7 same money elsewhere on this project, and they agreed.
8 And we recommended that we use that money to repair more
9 of Wilshire Boulevard, not just that three-mile section
10 between Fairfax and Western, but really from Beverly
11 Hills to the end of the line.

So instead of repairing Wilshire for 2.8
miles, we repair about 5.1 miles of Wilshire Boulevard.
UNIDENTIFIED SPEAKER #1: Did the government
respond to your question on that?

MS. LITBAK: Yes, they did. They said that wouldbe fine.

18 MR. GEPHARD: So the map of what I just said is, 19 the proposed project that I originally talked about, 20 again, out at Valencia is here. Centinela is way over 21 there. What we're proposing to do is eliminate this 22 section of the bus lane, so there would be no bus lane 23 in this area. The bus lane would actually start at 24 South Parkview instead of Valencia. Eliminate the bus 25 lane out here, between Sepulveda and midway between

Veteran and Gayley, that .3 miles right at the 405 on
 and off-ramps, and then retain the jut-outs here, right
 outside your door here between Malcolm and Comstock, on
 both sides of Wilshire, not even touch them.

5 And then put that money that we would save 6 from not removing the jut-outs into reconstructing 7 Wilshire Boulevard in this little area, which we had not 8 previously funded, and throughout the remaining eastern 9 end of the corridor, which we had not previously funded. Other projects considered but rejected -- and 10 11 they were rejected because of these two issues, they're 12 not eligible for Federal funding. We thought of the 13 proposed project as I had mentioned and doing the first 14 thing I talked about, eliminating the eastern end of the 15 project and eliminating the area around Sepulveda to mid block Veteran and Gayley, but removing the jut-outs 16 17 instead of retaining the jut-outs.

18 The problem with that is we don't save any 19 money. We cut the length of the corridor, but we

20 effectively spend about the same amount of money because 21 in these areas we're merely re-striping Wilshire 22 Boulevard, but removing the jut-outs is an expensive 23 proposition. 24 So we then cross a Federal threshold that is

25 part of this Federal grant. We exceed that Federal

20

1 threshold for costs per mile if we do this, if we remove 2 the jut-outs and remove this little area and remove that 3 area, the cost per mile exceeds the Federal threshold 4 for what's called A Very Small Start Program. That's the funding for this, is from A Very Small Start 5 6 Program. It's about a three-year old program by the 7 Federal government. So this option is not eligible for 8 Federal funding.

9 Another idea that we had even before this10 project, was to build what we call little mini bus

11 lanes. Maybe a bus lane at exactly where we thought we 12 had the worst problems. Actually we had a lot of ideas 13 for improving Wilshire Boulevard. Some of them were bus 14 lanes. Some were other ideas.

And we were thinking of having a bus lane maybe for these two blocks in this area, and then a quarter mile here, and a block there, a quarter mile here, and different areas. And all those bus lanes added together equaled to about 2.5 miles total.

20 But the Federal government said that's not 21 going to happen because we only fund continuous lanes. 22 And they were not going to fund just 2.5 miles either. 23 So that was not deemed eligible by the Federal 24 government.

25 The project goals which have not changed:

21

1 improve bus passenger travel times. That is for sure

2 one of our ideas, because if we improve bus passenger 3 travel time significantly, we'd like to encourage this 4 bullet, encourage a shift from the automobile use to 5 public transit. That is the absolute intent of this 6 project, is to get people out of their automobiles and 7 on to buses.

8 And the second one, improve bus service 9 reliability, meaning make the service so that people can 10 rely on their trip time, so if it takes 35 minutes 11 today, it will take 35 minutes tomorrow. It can change 12 dramatically, depending on what the traffic conditions 13 are on Wilshire Boulevard.

With the bus lane we would be able to resolve a lot of that, as well as have the buses -- if the bus is supposed to be there at let's say 7:00 a.m., it would supposedly be there at 7:00 a.m. most days, or maybe every day. Today it's a little erratic.

19 Improve the traffic flow along Wilshire
20 Boulevard. We talked about that earlier with the
21 traffic signalization, working with the Los Angeles
22 Department of Transportation.

In fact, several years -- I think it was morelike 2000, because of the Metro Rapid program, the red

they gave more green time for east/west traffic movement along Wilshire Boulevard from end to end as a result of that Metro Rapid program. We're trying to do the same thing with this program to some extent.

5 Reconstruct the curb lanes along the damaged 6 portions of Wilshire Boulevard and even almost double 7 that for the proposed alternative. Improve the air 8 quality by getting people out of their automobiles onto 9 compressed natural gas buses, which they all are, and 10 minimize impacts to the existing parking, which that 11 proposed alternative certainly does a lot.

Project funding. I mentioned this earlier.
About 75 percent is federal funding. City of L.A., 10.
Metro about 16 percent. Total project cost,
31.5 million. That's Federal and local.

16 In the study schedule, we are here today, 17 October 2009. This is the third of four scoping 18 meetings. After these scoping meetings, then we've 19 taken down lots of notes and people have sent in all of 20 their ideas and comments, and Jody is going to talk 21 about how to do that. 22 We're then going to continue working on these 23 technical studies. And when we finish with the 24 technical studies, we will produce a Draft Environmental 25 Impact Report for public review, probably late

23

January -- middle of January. Then hold four more
 community meetings, one of them hopefully being right
 here again, to talk about the results of what we've come
 up with after listening to everybody at these public
 meetings.

6

And then get to, hopefully, get to the Federal

7 government, the Federal Transit Administration in April
8 of 2010 and ask for their approval of this Draft
9 Environmental Document.

10 If they approve it, we would take it to our 11 Metro Board for consideration in May. If our Board 12 approves it, we would take it to the City, L.A. City 13 Council and the County Supervisors because, again, the 14 County is involved in this as well out by the 405 15 freeway for approval; that's City and County approval. 16 If the City and County approve it, we could 17 begin construction immediately in July because most, if 18 not all, of this work will be done within the City of 19 Los Angeles with City staff, and they could get to work 20 right away. 21 And with that I will turn it back to Jody.

MS. LITBAK: We're going to move really fast because we have a lot of people who want to comment, and I want to be able to get to all of these, and we're going to move this microphone.

We've had two meetings already this week. 1 2 We'll be next Tuesday at Good Sam Hospital, closer to 3 downtown. I want to make a note about that location. 4 It's the only location where if you drive, you're going 5 to have to pay for parking. We couldn't make it work any other way there. 6 7 Here's how to contact us. In addition to 8 tonight, you can also get on the Internet, metro.net/Wilshire. You'll find the presentations up 9 10 there. We'll be posting the fact sheet and frequently 11 asked questions. You can fill out the form there. You 12 can call us at 922-2500. That's recorded. You can 13 leave your information there.

You can mail the information in. It's the same mailing address that's on the bottom of this form here to Martha who is in the back. If you don't remember Martha's name and you don't remember the mail stop, if you just send it to us at One Gateway Plaza, L.A. 90012 and just put "Wilshire Bus Lane" it will get to us.

You can also e-mail us directly at
wilshirebrt@metro.net. We will take comments throughout
the process, but because this is a scoping period, as I
said before, if you want to -- if there's specific
things you want us to evaluate in the study, we do have

25

an October 23rd deadline, because we have to get on with
 doing the evaluation. So please try to get us your
 comments by the 23rd.

And with that we are going to open it up to comments and questions. We're going to take these in the order received. At two minutes each we've got at least 45 minutes worth of people speaking, and we need time for people to get up here.

9 Let me remind you again, if you want to speak 10 and you haven't turned in a form, and you have one, wave 11 this around and someone will come get it from you. If 12 you don't have a form, raise your hand and we'll bring 13 you one and collect it back from you.

And I see nobody's raising their hands now, but you may feel impassioned as the comments go on, so that's fine. And then again, you can turn them in in writing.

18 What I'm going to do, you see this lovely 19 clock here. That will count down. I also want to say, 20 we're going to call you up here. I'm going to call 21 three people at a time, and just we would really 22 appreciate it, it would help with the flow, I think it 23 will be best if wherever you are, you can kind of walk 24 around the back and come on up here and you can wait, so 25 we can move people through as quickly as possible and

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get all the comments in and get everybody out of here in
 time to go home tonight.

3 If you've got some physical issues and coming 4 up here is hard for you, let me know, and we have these 5 handheld mics and we'll bring them to you. And 6 everybody gets two minutes. It's just fair to everyone. 7 I will call my first three people, and while 8 they're coming up I will -- many of you have seen me do 9 this already, my microphone 101. 10 Kimberly Richards, followed by Nicky Gewirtz 11 and Morgan Wyenn. 12 I'm going to ask you to start by stating your 13 name, please, into the microphone, and if I've mispronounced it, I really apologize. 14 15 Here we go everybody. If you're not used to doing this, or even if you are, we want to hear your 16 17 comments. You want us to get your comments. They're 18 being transcribed here by the court reporter. So let's 19 get them on the record. 20 So what we need you to do is hold the 21 microphone really close to your mouth. Don't hold it 22 down here. Don't hold it out here. Don't start talking 23 and going like this, because we'll miss it. Okay. 24 And Kimberly is now going to demonstrate how 25 to make your comments clearly, and she's going to start

1 by stating her name. Go ahead, Kimberly.

MS. RICHARDS: Hi. My name is Kimberly Richards. MS. RICHARDS: HI. MY NAME is K

8 I am inclined to support this project. I do 9 have one concern with one of the alternatives, and that 10 is the alternative that would eliminate the bus lane in 11 the vicinity of the 405 freeway.

If anything, that is the one place where buses get stuck in traffic now. And if anyone in this audience has ever ridden Metro Rapid 720 west of this location, you know what I'm talking about.

16 So my personal feeling is the project should

17 essentially go as planned, and I personally do not

18 support any of the alternatives.

MS. LITBAK: Nicky Gewirtz, come on up, followed
Nicky Wyenn, and then I believe it's Manny Martinez.
MS. GEWIRTZ: My name is Nicky Gewirtz. I'm the
Executive Director of Belmont Village Westwood. We are
a residential senior community between Warner and
Beverly Glen, and my comment is in regard to the
jut-outs; that we would not like the jut-outs to be

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taken away. Our residents very frequently use the area
in front of our building to walk and enjoy the outdoors
and the greenery, and we're concerned for their safety.
We have a license for up to 240 seniors to
live in our community, and would hate to see the safety
aspect of the jut-outs be taken away.
MS. LITBAK: Thank you very much. Morgan Wyenn,

8 and you'll say your name correctly for me, followed by
9 Manny Martinez, and then Marlina Morris. Go right
10 ahead.

MS. WYENN: Good evening. My name is Morgan Wyenn, and I'm an attorney with the Natural Resources Defense Counsel, NRDC. I'm here on behalf of our 1.2 million members, including the 17,350 members who live in L.A. County who would benefit from this project.

16 NRDC supports this important project, and we 17 support it moving forward without any exceptions. We 18 are concerned that exempting portions of Wilshire 19 Boulevard other than in Beverly Hills jeopardizes a much 20 needed Federal funding and diminishes the effectiveness 21 of the project.

However, we do support retaining the jut-outs because we of course support retaining the green space. We all know that L.A. has a really long way to go to have a sustainable and healthy transportation system,

1 and this is a step in the right direction.

2 We look forward to the thorough environmental 3 analysis, and we hope that the City and the MTA continues to show strong leadership on this project. 4 5 Thank you. MS. LITBAK: Thank you very much. Manny Martinez, 6 7 followed by Marlina Morris, and then John Woodall. 8 MR. MARTINEZ: My name is Channing Martinez. 9 MS. LITBAK: I apologize. 10 MR. MARTINEZ: I'm a part of the Clean Air, Clean 11 Lungs, Clean Buses Campaign of the Bus Riders Union, and 12 I'm here in support of the full 9.6 miles of the 13 Wilshire bus only lane running from Valencia to 14 Centinela. 15 The 720, as you guys know, is one of the most 16 heavily used lines in the system. A bus only lane will 17 not only solve the issue that MTA is infamous for, late

18 buses, but it will motivate drivers to catch the bus

19 because it's just easier than dealing with traffic.

20 We, the Clean Air, Clean Lungs, Clean Buses21 Campaign have worked for four years to get this bus lane

in place. The bus lane to us represents a step toward a
better public transportation system, a step towards
solving Los Angeles' infamous traffic problems and,
finally, a step towards cutting down carbon emissions

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2 emissions emitted by millions of cars in the city. 3 Thank you. 4 MS. LITBAK: Thank you very much. Marlina Morris 5 come on up, followed by John Woodall and then Roxanne 6 Stern. 7 MS. MORRIS: I'm Marlina Morris. I live on the 8 Wilshire corridor, and I have mentioned this before, but I am going to do it again and hope that somebody gets 9 10 it. 11 There are over 51 buildings and over 10,000 12 people who live on the Wilshire corridor who are

emitted -- a step toward cutting down on carbon

impacted negatively by this bus only proposal. That's high-rise, mid-rise condominiums, apartments and hotels who will suffer because they are affected by the lack of access to Wilshire Boulevard from their buildings.

18 35 of these buildings have only ingress and 19 egress on to Wilshire Boulevard. No alleys, no side 20 streets. This means that during the five to seven hours 21 of this bus only lane business, they will have impacted 22 emergency services, which means their ambulance and fire 23 service. They'll have no deliveries, mail or general, 24 no trash pickup, no move-ins or move-outs, no parking of 25 receptacles for the ongoing renovations that we have in

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1 our condominiums.

We will be prisoners in our own buildings
 during that period. Driving out of these driveways will

4 also be dangerous because we will have to be careful of 5 the bus only lane and come out into the second lane, and 6 if there's a bus there it's very difficult to see. 7 People drive fast on this road and it's very dangerous. According to the 2002 EIR the traffic speed on 8 9 the corridor was the fastest of any stretch of Wilshire. 10 Why pursue this? Beverly Hills isn't. Santa Monica 11 isn't. The Westwood Wilshire corridor should be removed 12 from this plan or you're going to have an uprising of 13 unhappy taxpayers on the corridor. Every building should be notified. Now I 14 15 understand that this time we were notified. But for the 16 last three years or so no one on the corridor was 17 notified about these meetings. And a lot of people 18 still have not been notified. I know the Californian 19 and the Carlisle had not been notified. I don't know 20 about anybody else. But I will be looking into that. 21 Thank you for your time and patience.

MS. LITBAK: Thank you. Come on up. John Woodall,followed by Roxanne Stern and then Joe Bayes.

24 MR. WOODALL: I'm John Woodall. I'm the pastor of 25 the Westwood United Methodist church. We're on the corner of Warner and Wilshire. Been there since 1929.
 So we've seen a lot happen over the years.

At the meeting last November I spoke against the project particularly because of concerns about jut-outs. I'm pleased to see that people listened. I want to make the case for why we need to keep the jut-outs.

8 First of all, it's very obvious we have very 9 little green space on Wilshire Boulevard. It's also an 10 area of mature trees in Westwood. And we need to 11 remember, this region of Westwood between Comstock and 12 Malcolm is a residential area. It is not a business 13 community.

I'm concerned about a major safety issue which will locate a high speed bus lane -- if the jut-out is to be removed -- immediately next to a preschool play yard. So we share a concern, as do the people at

Belmont Village with regard to safety. The only thing
dividing the bus lane from a preschool play yard would
be a very narrow sidewalk.

It certainly impacts our friends across the street. We have a lot of pedestrian traffic because we have obviously religious activity taking place and lots of people walking.

25 I would also mention that we don't have a

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1 traffic problem on our portion of Wilshire. Many of you 2 probably know that LAPD regularly has speed traps at 3 Warner and Wilshire Boulevard because traffic is moving 4 through there so quickly that it is not safe. 5 Final thing I would say is I would hope that 6 in the Environmental Impact Study careful attention 7 would be paid to the signals in Westwood Village, 8 particularly at Wilshire and Westwood Boulevard because

9 a lot of the backup of traffic is due to poor timing of
10 signals and pedestrian crossing. That's all I need to
11 say. Keep the jut-outs.

MS. LITBAK: Thank you very much. This is Roxanne Stern, followed by Joe Bayes. And then after Mr. Bayes, if David Holender could prepare. So get up close and introduce yourself.

MS. STERN: I'm Roxanne Stern. I live in North Village in Westwood. I have a car. I own a car. But I try to take the bus as often as I can. The problem is the bus is so disappointing and slow that it's hard to take a bus when I have to be at a certain place at a certain time. So I'm looking forward to seeing the bus get the speed up.

Los Angeles is choking on air pollution and
traffic congestion. Our streets are overwhelmed. Buses
will help. Dedicated bus lanes will encourage people

get out of their cars and on to the bus. Air quality
 will go up and pollution levels will go down.

Here on the Westside we need a rush-hour bus
lane for Wilshire Boulevard to improve our quality of
life. Wilshire Boulevard is a major artery for
Angelinos going to work, study and play. When the bus
lane goes in, we all win.

8 Bus lanes are not a radical idea. They use it 9 in London, New York, San Jose and many other cities. 10 Wilshire Boulevard is a main thoroughfare between the 11 Westside and the rest of the City. People need to be 12 mobile in this corridor, and the bus lane is a modest 13 step to making the boulevard a better street to 14 navigate.

15 This project has been delayed too long. Let's 16 get started supporting bus lanes, Metro, and all forms 17 of moving people that will not clog the streets or 18 worsen the pollution.

MS. LITBAK: Thank you. Come on, everybody. Let's
use the time for people to speak. Joe Bayes, followed
by David Holender and then Sam Vesterman.

22 MR. BAYES: My name is Joe Bayes. First of all, I

23 think this is a fabulous idea. It's long overdue. My
24 concern comes from seeing what happened when we last had
25 bus lanes on this little stretch of Wilshire. It seemed

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1 like they plugged up a lot of the cars, and some of that 2 was legitimate, people making right turns. Some of it 3 was not. People making right turns on to Wilshire and 4 just kind of waiting in the bus lanes and merging into 5 traffic.

So I would like to ask you to consider that
and address that now in the planning stages when you can
do something about it. Thank you.

9 MS. LITBAK: Thank you. Mr. Holender, followed by10 Sam Vesterman, and then Sharon King.

MR. HOLDENDER: My name is David Holender. I live here on the corridor. I use the buses. I've used it for the last 50 years. People keep on saying the "bus 14 lane." When you take the buses on Wilshire, there's the
15 20, the 720 and the 920. And they're all jockeying for
16 position.

17 If you're the 720 driver, you have to beat out 18 the 20. If you're a 920 driver, you're beating out the 19 720 and the 20. So they're not always using one lane, 20 and they won't even if they have a dedicated lane 21 because they're not scheduled. They have to be rushing. 22 I took the bus home from downtown today 23 between Comstock and Westwood Boulevard. It was just 24 gridlock. And I was just imagining if the right lanes 25 were just bus only, where would the 50 percent of the

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other traffic go? They would be having to circumvent
 these neighborhoods and go into side streets and cause
 more traffic and more congestion.

So it's not just one bus lane. You really

5 have to take a bus to understand what these bus drivers 6 are going through. There's a lot of pressure on them, 7 and a lot of them are under schedules, and they will not 8 just use one lane. They will use more, and that will 9 affect all the cars.

10 Thank you.

MS. LITBAK: Thank you very much. Mr. Vesterman,come on up. Sharon King, and then Jerome Brown.

MR. VESTERMAN: Hello. My name is Sam Vesterman.
I am speaking for Grand Condominium, 10445 Wilshire
Boulevard. We have 109 units, and it's a home for 220
people.

17 The proposed bus lane will approximately be 28.5 feet from the front of the walls of the residence 18 19 of our homes. We understand the need for the bus lane 20 in congested areas such as Beverly Hills, which is 21 exempt by the way, and the miracle mile and the Westwood 22 proper. The Westwood route from Santa Monica Boulevard 23 to Glendon, however, is really congested, even at the 24 peak hours.

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In addition, the proposed bus lane is entirely

bordered by the high-rise and low-rise compact
 residential housing. The environmental impact of the
 proposed lane is significant and cannot be mitigated
 below a level of significance.

5 Based on our reading of the proposal, we don't 6 think that MTA can justify with overriding consideration 7 adding a bus lane between Comstock and Glendon.

8 First of all, esthetically, it will move the 9 jut-outs and remove the curb realign. It will be 10 removing the landscaping and trees which enhance the 11 neighborhood and property value. There is no way to 12 mitigate this. Having large articulated buses passing 13 every minute in front of your homes is a huge negative 14 esthetic impact which cannot be mitigated.

Parking. We have a cut-out in front of our buildings. The few street parking spaces that exist in our boulevard will be removed. This parking is used by the short-term visitors in the neighborhood and

19	deliveries such as UPS and FedEx. All other street
20	parking in the neighborhood is restricted.
21	This parking also serves as a buffer between
22	the traffic and the parking. There is no way to
23	mitigate that impact.
24	Traffic. Condensing
25	MS. LITBAK: Thank you. Your time is up. Turn the

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comments in at the back. We appreciate it. Thank you
 very much. Sharon King, Jerome Brown, and then Matthew
 Kroneberger, step on up.

4 MR. KING: Hello. Although I'm from Crown Towers, 5 I work as assistant manager. I'm not speaking for my 6 building, but as an individual and someone who cares 7 about not only being a resident at that building but 8 also for all the other residents who I'm responsible 9 for. I'm going to quote from your flyer here. It says "Purpose and need for the project," and I quote, "In addition to being a crucial transit corridor, it also has some of the highest average daily traffic volume in the City of Los Angeles."

15 And it's obvious to many of us that Metro is 16 not taking into consideration that Wilshire corridor 17 houses thousands of residents and homeowners who must 18 enter and exit on to the already busy and dangerous 19 traffic street. We must not forget the safety of our 20 residents who coincidentally pay property taxes that are 21 probably one of the highest in the L.A. metropolitan 22 area.

Now our building is on the corner of Manning
and Wilshire. There is no street light on that corner.
And I know many buildings who have the same problems as

1 Crown Towers. Our only entrance is on Wilshire

2 Boulevard, and our residents and their guests must slow3 down and stop to enter their property.

They are placed in a position of risking their bives and those of their families as traffic is encouraged to forge ahead and whiz by once our cut-outs are removed.

8 Now the possibility of a passenger vehicle 9 collision with not only another vehicle, but a bus, is 10 not going to lessen, but it will most assuredly become a 11 more serious reality and impact our residents in a very, 12 very real way on a daily basis.

MS. LITBAK: Thank you very much. Jerome Brownfollowed by Matthew Kroneberger.

15 MR. BROWN: I'm Jerome Brown, president of the 16 Diplomat Condo Association. I'd like to ask the MTA to 17 consider what data and assumptions has changed about 18 average speeds in the Wilshire corridor canyon area 19 since the 2000 EIR report stated that this was the 20 fastest moving section of Wilshire Boulevard and that 21 consideration of a bus only lane in the area was not 22 indicated.

23 I think you need to explain how a project

- 24 which decreases bus transit time modestly, while at the
- 25 same time increasing very substantially automobile

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transit time for the Wilshire corridor, can be
 considered environmentally friendly. This is also data
 from that study of 2002.

I think you should explain how the bus only I ane ending at Comstock created by the removal of jut-outs will in any way speed up either bus or automobile transit along that stretch when the major cause of the backup is at Santa Monica Boulevard and Wilshire Boulevard.

Explain the validity of the assumptions about the conversion from automobile usage to bus usage, and compare the difference in the assumptions that you're going to arrive at in your current EIR to the data arrived at in the environmental impact report in 2002.

The prior impact report has indicated major 15 16 worsening of traffic at a large number of intersections 17 along Wilshire, many of which are currently near standstill levels during peak hours. The fact that 18 19 these intersections are essentially at standstill and 20 unmitigatible cannot be used by MTA as an indication that additional worsening of traffic flows at these 21 intersections will be of no environmental consequence. 22 23 I would like you to explain how you can avoid 24 discussing that particular issue. And last, explain how 25 the creation of a bus only lane in Westwood will do

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1 anything beneficial --

MS. LITBAK: Thank you. Everyone gets two minutes.
Thank you very much. Matthew Kroneberger, Sandy Brown,
and then Sunyoung Yang.

5 MR. KRONEBERGER: Thank you. Good evening. My

6 name is Matthew Kroneberger, and I am the president of
7 Bruins For Traffic Relief, the official UCLA Transit
8 Club.

9 A good deal of my fellow Bruins do not know of 10 Metro services other than the red or orange buses that 11 are seen in passing, often while waiting for the Big 12 Blue Bus.

I am for Metro to increase the relevance of its services by reaching out to UCLA and other Wilshire alignment communities to extensively market the Wilshire Bus Rapid Transit Way. This busway presents the unique opportunity to market efficiency and bus use, which by the definition of mixed flow traffic does not readily exist.

20 On behalf of Bruins For Traffic Relief I
21 support the implementation of this project with
22 expediency and effective marketing strategies.

23 Thank you.

MS. LITBAK: Thank you very much. Sandy Brown, and then Sunyoung Yang and then Irving Pham. MS. BROWN: Thank you. Good evening. My name is
 Sandy Brown. I'm president of the Holmby Westwood
 Property Owners Association, which is 1100 homes north
 of Wilshire Boulevard.

5 I have prepared a document that will ask many 6 questions that we hope will be addressed in the EIR. I 7 wanted to let everyone know tonight that many of the 8 people in Westwood don't object to the bus only lane. 9 It is going to speed up traffic in some segments of 10 Wilshire Boulevard.

11 What we object to most is that while it's 12 speeding up traffic for the buses, it is really 13 impacting those of us who drive in our cars. And that 14 is our main objective. And the jut-outs of course has 15 been addressed already. So I'm just going to hand in my 16 comments.

I want to thank Councilman Koretz for coming,
along with Jay Greenstein. They represent this
district, and I'm glad to know that they're interested

in hearing what the residents have to say. Thank you.
MS. LITBAK: Thank you very much. I will just say
on behalf of the representatives from our other elected
officials, I'm sure they will be reporting back. Thank
you.
Sunyoung Yang, followed by Irving Pham and

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1 Carol Spencer.

MS. SUNYOUNG YANG: Good evening. My name is
Sunyoung Yang, representing the Bus Riders Union and the
Labor Community Strategy Center.

5 On behalf of my organization I urge the full 6 9.6 mile implementation of the Wilshire bus only from 7 Valencia to Centinela.

8 Among the proposed alternatives we are in 9 support retaining the jut-outs from Malcolm to Comstock 10 and converting the existing right lane to bus lane, in 11 particular because we do believe that green space should 12 be preserved and that the existing car lane should be 13 converted to a bus dedicated lane.

Secondly, we reject the other alternatives to not include the bus lane from South Parkview to Valencia. We think the bus lane from South Parkview to Valencia must be maintained and that this is especially worthy because it is a very highly transit-dependent area.

Secondly, we do believe that bus lanes should be also implemented from Sepulveda to the mid-block Veteran area near the 405 because this is exactly where there is a lot of congestion and a bus only lane would be beneficial.

25 And on behalf of our organization we want to

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1 thank the MTA and LADOT for coming out and also council

2 member Koretz for being present at this very important 3 meeting.

4 MS. LITBAK: Irving Pham, Carol Spencer and then5 Juan Matuete.

6 MR. PHAM: My name is Irving Pham, and I am a 7 member of Bruins For Traffic Relief. And as a student 8 and a long-time Los Angeles resident, I want to stress 9 the importance of a dedicated bus lane.

In light of all the budget cuts for education, In light of all the budget cuts for education, In think it's very important to provide something for commuters, students and employees, and just provide a benefit for education. And I think the opportunity here is to set a precedent for future projects and promote alternative transportation in Los Angeles.

So I urge everyone to proceed with caution andI guess promote the best project that's available.

18 Thank you.

MS. LITBAK: Thank you. Carol Spencer and JuanMatuete, and then Inez Gelfand.

MS. SPENCER: I am Caroline Spencer. I live in the area. I am not on the corridor, but I am near it. I wanted to say that transportation within the City of Los Angeles was planned to accommodate the automobile. Today persons within the City must comply with this inadequate transportation. We don't all want to go east and west. We don't all want to go downtown or to Santa Monica. We want to go to the doctor, to the grocery store, to the this, to the that. That makes zig-zag routes.

7 I have asked before to have some kind of buses 8 that could link Century City to Westwood to UCLA, and 9 the City has said a bus of this type might be a Dash bus that would run along Wilshire, Beverly Glen, Santa 10 Monica Boulevard. However, they couldn't afford it. 11 12 There are buses that run there. There's a bus 13 on Beverly Glen 300 feet from my house. I can go to 14 Santa Clarita or to downtown Los Angeles. But heaven

15 help me, if I passed Westwood Boulevard, I can't get

16 off.

17 So anyway, I think in addition to bus only 18 lanes to get us out of our cars so that we get rid of 19 the congestion, you need to start thinking in other 20 areas. 21 And I had another thought when they were 22 talking today about the bikers being allowed in the bus 23 only lanes. I have had bikers in front of my car on 24 two-lane streets, and they're riding like this because

25 they don't rarely go straight. And they're slow.

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They're much slower than I am.
 Now if the bikers are allowed in the bus only
 lane, how is this going to speed up the bus
 transportation? Have you thought about that?
 And also, have you thought about the safety of
 the bikers if they're allowed in those bus lanes? Thank

7 you.

MS. LITBAK: Thank you very much. Juan Matuete,Inez Gelfand, and Tracy Wolin, I believe.

MR. MATUETE: Hi. My name is Juan Matuete. I
think we're so fortunate to live in such a great city.
We've got great weather. We've got a beach. Amazing
culture. Wonderful people. And a lot of people want to
come here.

And so Los Angeles is growing. And a lot of people especially want to come to the Wilshire corridor, because we have UCLA. We've got a lot of jobs. We have high quality housing, places people want to go. But how do we manage all these people?

We see the traffic out there. One of the ways we can manage them is by moving people towards buses. And right now with 93,000 daily boardings, the people on buses, you see them come by, and we've heard them coming by in this meeting, probably add about two lanes of capacity to Wilshire Boulevard, in terms of how much wider Wilshire Boulevard would have to be if there were
 no buses and everybody was driving.

3 Imagine what this corridor would look like if they had to widen everything by two. So four lanes 4 5 total, two lanes in each direction. Would we want that? 6 So what would the corridor look like if we 7 were encouraging more people to take the bus by making 8 it easier to take the bus, by making the trip time 9 variability fall, by making it much quicker to get 10 places on the bus.

11 And I would encourage Metro to look at an 12 education campaign, because it seems there's a lot of 13 valid concerns about accessing Wilshire Boulevard 14 through these bus only lanes. And from my perspective it seems it would be much easier to merge into a lane 15 16 where there's a bus coming by maybe -- even in peak 17 periods -- maybe every one to two minutes than a lane 18 with a car coming every five seconds.

So I think Metro should probably explain howin their report how people would merge on to traffic on

21 Wilshire and how it could actually enhance it.

MS. LITBAK: Thank you very much. Ms. Gelfand,
come on up, followed by Tracy Wolin, and then Colleen
Callahan.

25 MR. GELFAND: I'm Inez Gelfand. I live on the

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Wilshire Boulevard corridor with my husband, and yet we
 both take buses quite often. A specific bus lane will
 take away room for the cars in that lane. And we need
 cars in all lanes, especially during peak hours.

5 As much as I don't like jut-outs, I really 6 think they're necessary because I don't have to come out 7 of a driveway on to Wilshire Boulevard, but so many 8 people do. And when the buses come full speed down 9 Wilshire Boulevard, it is very, very difficult to come 10 out of the driveway, let alone get into the driveway. 11 Thank you. 12 MS. LITBAK: Thank you very much. Tracy Wolin, 13 followed by Colleen Callahan, and then Debbie Nussbaum. 14 MS. WOLIN: My name is Tracy Wolin. I manage the 15 Diplomat Condominium Association between Beverly Glen 16 and Comstock. It doesn't sound like the jut-outs are 17 much of an issue anymore, but as a 25-year-old building 18 that doesn't have a loading dock, that's located in the 19 middle of the boulevard, what would we do with our 20 moving vans and trucks that don't fit into our garage, 21 such as a regular van with pipes, a plumbing truck. 22 That's a really big issue I think for our homeowners. 23 On a personal note, living in San Francisco 24 for a long time, I never drove. I always took the bus. 25 And I miss that. I miss having to find something at the

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1 library I haven't already read on my commute.

But moving from San Francisco to the East Bay

and taking BART, the train, to and from work every day, leaving my home at the same time every morning, still getting to work at different times every day; the BART never crossed traffic. So I don't quite understand how it's going to speed up the corridor where it hits traffic, the buses.

9 Ventura Boulevard in the Valley has no parking
10 during the peak hours, and there are always cars parked,
11 delivery trucks stopped. Cars always have to go around,
12 and that really interferes with traffic. Thank you.
13 MS. LITBAK: Thank you very much. Colleen

14 Callahan, followed by Debbie Nussbaum, and then Charles15 Edelsohn.

MS. CALLAHAN: Good evening, Colleen Callahan, manager of Air Quality Policy for the American Lung Association. I want to thank council member Koretz for being here today, and of course thank you Metro for your hard work on this project.

The American Lung Association supports rapid transit on dedicated bus lanes as an important piece of a comprehensive transit strategy that is more time efficient and more reliable, and reliability is really important.

We think that having a more time-efficient, 1 2 reliable transit system can help us get people out of 3 their cars, give people more options, it's really important, more options, to get around in a reliable, 4 5 time-efficiency way, and thereby reduce air pollution 6 and reduce greenhouse gases. And this is critical 7 because we live in one of the most polluted areas of the 8 country, and the result is high healthcare costs that we 9 all bear.

10 So we hope that Metro will be able to 11 implement the project in full with all 9.6 proposed 12 miles. We also support the alternative that we've heard 13 a lot of discussion on today, about the jut-outs. We 14 support the alternative to retain the jut-outs. And in 15 closing, we look forward to seeing the full EIR and 16 moving forward with this project. Thank you.

MS. LITBAK: Debbie Nussbaum is coming up. After
Debbie is going to be Charles Edelsohn, and then
Stephanie Taylor.

At the moment that's the last card I have, but you all know what to do. So if anybody else wants to speak tonight, raise your hand or raise your card and someone will come get it from you. All right. I'll ask again.

25 MS. NUSSBAUM: I'm Debbie Nussbaum, Westwood Hills.

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And I have some concerns about the bus lane. I'm in
 favor of buses, but there's a particular part of this
 project that just doesn't work for the entire City, and
 that's the stretch from basically Bundy to Beverly
 Hills.

6 This area is so congested. It's not just 7 buses that are slowed down. It's me going to the 8 market, taking my mother-in-law to the doctor, whatever 9 it is. There's people that live in this area that are 10 just trying to live their lives and run errands and 11 spend some money for tax revenue you get back when we do 12 these things.

13 It's not just the people on the buses that want to move traffic faster. There's a lot of things 14 15 that are happening in this area. The 405 is being 16 widened. This project is a four-year project that the 17 intersection of Sepulveda and Wilshire will be impacted 18 heavily. The on and off-ramps are going to be created 19 in a new dimension you haven't yet to experience. And I 20 bet they're going to take some space on the street on 21 Wilshire while they do this. So this might not be the 22 time to be doing this. I love the idea of the subway. 23 That's the way to go. That's the way to put your money. 24 Also, with the buses, if it's a bus lane only, 25 does that mean the buses can't come in to the other

1 lane? Let's say people are getting on and off the bus as they do, which slows the transit of the whole system 2 3 back and forth. Are other buses going to be able to pass them or are the other two lanes only for the cars? 4 I would like this to be looked at. I would 5 also like for the intersection with this transit signal 6 priority thing. I think it has a negative effect on 7 8 north/south traffic and total gridlock, and I would like 9 that to be looked at. There's a few other things, but I'll write 10 11 those in. 12 MS. LITBAK: Thank you very much. Charles 13 Edelsohn, and Stephanie Taylor may wrap it up, but you 14 can come up after her. 15 MR. EDELSOHN: Thank you. Charles Edelsohn. I wish I had half an hour to talk about this in depth, but 16 we don't have that. 17 First off, I would like to challenge the 74 18

intersections that you're going to study. It is
absolutely not enough. You're going to create all kinds
of traffic in the nearby parallel streets. So you need

22 a lot more than 74.

Second point, I would like to see the sector
from Malcolm to Comstock eliminated completely, because
I think, as Jerry Brown explained, through traffic in

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that area moves very rapidly, as was explained and
 studied in the 2001 EIR. If we can't do that, then
 certainly the no jut-out removal alternative is by far
 the best of what remains.

5 And I would also like to bootstrap on what the 6 pastor said. This is a residential area. It's not a 7 business area such as we have in most of the rest of 8 this region.

9 Let's go back to a little bit of history. A 10 lot of this is predicated on the success of the Curitiba 11 bus system which was used by then councilman I think 12 Yaroslavsky to promote this in the first place. 13 Unfortunately, two years after that promotion 14 the Curitiba system started to break down because of the 15 delays caused at intersections, et cetera, and they went 16 to studying an elevated system of busways which might be 17 a better alternative than this.

I think we need to look at the impacts on delays of the intersections, and if you look at all of those other factors it is doubtful that we really will get the increase in through-put of people transported that is claimed.

I think my own study as a professional
engineer looking into this in some detail using the old
data is that the 44 percent improvement really is a

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1 percent decrease in capability, and I think the Bus
 2 Riders Union and the rest of us may be being mislead.
 3 Thank you.

MS. LITBAK: Thank you very much. Stephanie, come on up. And then somebody else did turn in a card. So after Stephanie Taylor is going to be Suzanne Ruta, and we'll still take your cards. Go ahead.

8 MS. TAYLOR: Good evening. Thank you for such a 9 great public meeting. My name is Stephanie Taylor. I 10 am representing the Green L.A. Coalition Transportation 11 Work Group.

12 The Green L.A. Coalition is an environmental 13 justice coalition of which the American Lung Association 14 and the BRU, as well as the Coalition for Clean Air, the 15 Sierra Club, Los Angeles Chapter, the Taxi Workers 16 Alliance, the Occidental Urban Policy, among others. 17 And I'm sure I'm forgetting others.

But this Wilshire bus only lane has been a top priority for Green L.A. for a while. For the last couple of years we have written several communications to Metro, to the mayor, to the mayor's staff, expressing this.

Why is this such a top priority? Because a
successful bus only lane will set an important precedent
in terms of how we can improve transit in Los Angeles.

And why is transit necessary? We exactly
 agree with Metro's goal to make transit a viable option
 so that more cars can get off the streets.
 The only way we're going to really address
 traffic congestion is by getting cars off the street by
 improving the public transportation system, as well as

7 all of the environmental benefits of doing so that

8 you've heard tonight.

9 So I just wanted to go on the record to say 10 that this has been a top priority for the Green L.A. 11 Coalition.

MS. LITBAK: Thank you very much. Suzanne Ruta, come on up. While Suzanne is coming up, anybody else want to turn in a speaker card? She'll take it, and she'll bring it up to me.

MS. RUTA: Hi. My name is Suzanne Ruta, and I liveat The Grand Condominium on Wilshire Boulevard.

Everyone has talked about the parking and the traffic.
I would like to talk about the noise, since my windows
face Wilshire Boulevard, and several do.
Moving all the bus traffic to immediately in
front of the building will increase noise levels
dramatically. Currently buses use all of the lanes, and

24 that diffuses the noise. There is no way to mitigate

25 this impact.

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1Air quality. Large buses traveling at high2speeds in front of our homes will pick up dust and PM-103particulate matter and cause health problems for our4residents, many of whom are elderly.5In addition, next to our building is the6Belmont Retirement Home, which is entirely made up of7sensitive receptors. There's no way to mitigate those

8 impacts.

9 I strongly suggest that you consider an 10 alternative to the proposed project, that is, exempt the 11 area from Comstock to Glendon from the bus lane 12 proposal. This alternative will demonstrate fewer 13 environmental impacts and will achieve the same project 14 objectives. We expect this alternative will be 15 addressed in the environmental impact report. Thank 16 you.

MS. LITBAK: Thank you very much. And I have two
more cards, one from Donna Currie and another one from
Alan Havens. So if both of you want to come up. Come
on up, Mr. Havens.

21 MR. HAVENS: Hi. My name is Alan Havens. I've 22 been involved with transit in one way or the other for 23 sometime. I strongly support the concept of bus lanes, 24 improve bus transit.

25 One thing I've noticed nobody has talked about

1 yet, the design of the articulated buses we have now, 2 actually two axle buses too, but our standard Nobby 3 articulated bus has a sloping front end. It looks 4 pretty -- there's only one door in or out there, and 5 unless you have multiple boarding and alighting as they 6 have in Curtiba or some places in Mexico City, I think 7 they do this, you do better to have -- what I've seen 8 recently at the big transit show, a European design of 9 articulated bus with a double-width front door which allows you to go in one side, out the other side, and 10 11 the front end of the bus, or maybe all go in or all go 12 out as the case may be.

13 So there's things that -- we lost the decent 14 design of buses and trolley buses, too, particularly 15 trolley buses had these things, multiple width doors. 16 And we've suffered because of that in this country.

17 So anyway, I suggest you look at other type of 18 bus designs. Nobby would build it for you if you wanted 19 it built that way, or anybody else. Newflyer or 20 anybody. That's about it. Let's look into bus design 21 too.

22 MS. LITBAK: Thank you very much. Donna Currie.

MS. CURRIE: I'm Donna Currie. I'm the general
manager of the Wilshire Condominiums near Westholme.
The thing I'm hearing tonight is about the environment.

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And while I totally respect environmental concerns, I
 think this is a really ridiculous argument for the
 buses. I mean California has the strongest emission
 standards for their vehicles, and to be using
 environment now to be promoting buses to try to make
 people feel guilty for driving cars I think is a
 ridiculous ploy.

8 And I think you have a right to drive a car if 9 you want. And to try to make people think that if you 10 have a bus lane you're not going to be driving cars is 11 ridiculous. That's why they built carpool lanes on the 12 freeways. It's still totally bumper-to-bumper. So I 13 don't think that's a good argument.

Also I'm wondering if anybody asked the fire 14 15 department or the police department or the ambulance 16 companies, paramedics, what their opinion is, because it 17 is very difficult for them already to access the 18 buildings on the corridor in an emergency situation. 19 And I'm just wondering if that's going to be taken into 20 consideration because I doubt very much if they would 21 support this.

Also I want to know what happens to the lanes during the hours that they're not being used? What do they become then? Are the cars then able to drive in those lanes or do they just sit there empty?

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So anyway, those are my opinions. Thanks.
 MS. LITBAK: Thank you very much. Okay. Does
 anybody else have a card they want to turn in?
 I want to thank you for coming tonight. I

5	want to thank our partners from the City of Los Angeles
6	and the County of Los Angeles. I want to thank the
7	councilmen and our representatives from the State
8	Legislature, the State Assembly and the State Senate.
9	There you go.
10	All right. Written comments, turn them in at
11	the back. Send them in. Get it to us electronically.
12	Let us know by October 23rd if you want it to be
13	included in the study. Thank you very much for coming
14	everybody.
15	(Meeting concluded at 7:47 p.m.)
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